

# SPARKING NEW LIFE INTO MAINE'S STAR CITY PROJECT

## **PROJECT BUDGET**

The total Project cost is \$30,700,000 (Table 2a). No construction expenses will be incurred between time of award and obligation.

Maine Department of Transportation (“MaineDOT”) is requesting \$24,560,000 in BUILD funding (80 percent). MaineDOT and the City of Presque Isle (“City”) will equally split the non-Federal Project cost match of \$6,140,000 (20 percent), both contributing \$3,070,000.

The Project is located in a Rural area as well as an Area of Persistent Poverty (Tracts 9518 and 9520).

MaineDOT is a cabinet-level state agency with primary responsibility for statewide transportation by all modes of travel. MaineDOT employs approximately 1,600 people and expends or disburses more than \$1 billion per year, including Federal, State, and local funds. The primary sources of transportation funding in Maine are gas tax revenue (which, by statute, can only be used for highways and bridges), GARVEE Bonds, General Fund support, and various sales taxes.

Tables 2a, 2b, and 2c detail the costs per component and funding source.

### **Contingency Amount**

A 30-percent contingency has been factored into each Project component. MaineDOT is very experienced working with the U.S. Department of Transportation to fund, construct, manage, and complete Federally funded infrastructure projects. Should there be additional cost overruns, MaineDOT and the City are committed to provide all additional funding.

### **Level of Design**

Initial project designs from the 2024 feasibility study are at the 10-percent design level. Preliminary engineering is currently underway and will bring project design to the 30- to 50-percent design level.

### **Cost Estimates**

Cost estimates were completed by TYLin, a global engineering and advisory firm, in 2024 using a minimum of 10-percent design level, depending on the component.

### **Cost Share/Non-Federal Funding Match**

The Project will receive a 20-percent non-Federal funding match. MaineDOT and the City are providing the non-Federal funding—the match will be equally divided by both parties. Funding commitment letters are included in this application (see *Funding Commitments* section). There are no additional funding sources committed to the Project.

### **Census Tract Spending**

Tables 3a and 3b detail the Project costs per Census Tract (2020 and 2010). Approximately 88 percent of Project costs will be spent in an Area of Persistent Poverty (Tracts 9518 and 9520). All Project costs (100 percent) will be spent in a Rural area (Table 3c).

Because some Project components span more than one Census Tract, Table 4 describes the cost breakdowns that were used in Census Tract Spending calculations (see Tables 3a and 3b, using cost estimates from Table 4).

**Table 2a. Funding Source by Component in Dollars**

	Main St./US 1 Improvements	Riverside Dr. Improvements	State St. Improvements and 5-Fing. Intersection Reconfig.	Shared-Use Path Additions + Pedestrian Bridge Const.	Total Grant Project Costs
Funding Source	Funding Amount	Funding Amount	Funding Amount	Funding Amount	Funding Amount
BUILD Funds:	\$ 15,200,000	\$ 1,040,000	\$ 4,320,000	\$ 4,000,000	\$ 24,560,000
Other Federal Funds:	\$ -	\$ -	\$ -	\$ -	\$ -
Non-Federal Funds:	\$ 3,800,000	\$ 260,000	\$ 1,080,000	\$ 1,000,000	\$ 6,140,000
<i>MaineDOT:</i>	\$ 1,900,000	\$ 130,000	\$ 540,000	\$ 500,000	\$ 3,070,000
<i>City of Presque Isle:</i>	\$ 1,900,000	\$ 130,000	\$ 540,000	\$ 500,000	\$ 3,070,000
<b>Total Project Cost:</b>	<b>\$ 19,000,000</b>	<b>\$ 1,300,000</b>	<b>\$ 5,400,000</b>	<b>\$ 5,000,000</b>	<b>\$ 30,700,000</b>

**Table 2b. Funding Source by Component in Percentages**

	Main St./US 1 Improvements	Riverside Dr. Improvements	State St. Improvements and 5-Fing. Intersection Reconfig.	Shared-Use Path Additions + Pedestrian Bridge Const.	Total Grant Funding Percentage
Funding Source	Percentage	Percentage	Percentage	Percentage	Percentage
BUILD Funds:	80%	80%	80%	80%	80%
Other Federal Funds:	0%	0%	0%	0%	0%
Non-Federal Funds	20%	20%	20%	20%	20%
<i>MaineDOT:</i>	10%	10%	10%	10%	10%
<i>City of Presque Isle:</i>	10%	10%	10%	10%	10%
<b>Total:</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 2c. Percent of Total Project**

	Main St./US 1 Improvements	Riverside Dr. Improvements	State St. Improvements and 5-Fing. Intersection Reconfig.	Shared-Use Path Additions + Pedestrian Bridge Const.	Total Grant Funding
<b>Total:</b>	<b>62%</b>	<b>4%</b>	<b>18%</b>	<b>16%</b>	<b>100%</b>

**Table 3a. Project Costs per 2020 Census Tracts**

<b>2020 Census Tract(s):</b>	<b>Project Costs per Census Tract:</b>	<b>Percentage of Project Cost</b>
23003951800	\$ 19,020,000	62%
23003951900	\$ 3,680,000	12%
23003952000	\$ 8,000,000	26%
<b>Total Project Cost:</b>	<b>\$ 30,700,000</b>	<b>100%</b>

**Table 3b. Project Costs per 2010 Census Tracts**

<b>2010 Census Tract(s):</b>	<b>Project Costs per Census Tract:</b>	<b>Percentage of Project Cost</b>
23003951800	\$ 19,020,000	62%
23003951900	\$ 3,680,000	12%
23003952000	\$ 8,000,000	26%
<b>Total Project Cost:</b>	<b>\$ 30,700,000</b>	<b>100%</b>

**Table 3c. Project Costs by Urban/Rural Areas**

<b>Urban/Rural</b>	<b>Project Costs</b>
Urban: (2020 Census data urban area with pop greater than 200,000)	\$ -
Rural: (located outside of an Urban area as defined immediately above)	\$ 30,700,000
<b>Total Project Cost:</b>	<b>\$ 30,700,000</b>

Table 4. Cost Breakdowns from Feasibility Study Estimates per Census Tract

Estimated Component Total - Combined	Tract 9518 Rural, APP		Tract 9519 Rural		Tract 9520 Rural, APP		Confirmed Component Total	
	% Component	Cost per Component	% Component	Cost per Component	% Component	Cost per Component		
Main St South - UMPI to Maple Street	\$1,700,000	0%	\$0	50%	\$850,000.0	50%	\$850,000.0	\$1,700,000.0
Main St South - Maple St to Chapman Rd	\$3,200,000	0%	\$0	50%	\$1,600,000.0	50%	\$1,600,000.0	\$3,200,000.0
Main St South - Chapman Rd to Allen St	\$8,200,000	70%	\$5,740,000	15%	\$1,230,000.0	15%	\$1,230,000.0	\$8,200,000.0
State Street - From Main Street to 5 fingers intersection	\$2,600,000	50%	\$1,300,000	0%	\$0.0	50%	\$1,300,000.0	\$2,600,000.0
Realigning Dyer Street	\$2,800,000	100%	\$2,800,000	0%	\$0.0	0%	\$0.0	\$2,800,000.0
Alt Multi-Use Path Alignment on Ryan and Roberts St	\$1,200,000	0%	\$0	0%	\$0.0	100%	\$1,200,000.0	\$1,200,000.0
Riverside Dr South	\$300,000	0%	\$0	0%	\$0.0	100%	\$300,000.0	\$300,000.0
Riverside Dr North	\$1,000,000	100%	\$1,000,000	0%	\$0.0	0%	\$0.0	\$1,000,000.0
Main St North	\$5,900,000	100%	\$5,900,000	0%	\$0.0	0%	\$0.0	\$5,900,000.0
Multi-Use Path Segments and New Ped Bridge	\$3,800,000	60%	\$2,280,000	0%	\$0.0	40%	\$1,520,000.0	\$3,800,000.0
<b>\$30,700,000</b>	<b>Cost per Tract</b>	<b>\$19,020,000</b>	<b>Cost per Tract</b>	<b>\$3,680,000.0</b>	<b>Cost per Tract</b>	<b>\$8,000,000.0</b>	<b>\$30,700,000.0</b>	
	<b>% per Tract</b>	<b>62%</b>	<b>% per Tract</b>	<b>12%</b>	<b>% per Tract</b>	<b>26%</b>	<b>100%</b>	

APP	\$27,020,000
	88%