

Brewer Connects: Improving Local and Regional Mobility Project
Maine Department of Transportation

U.S. Department of Transportation (USDOT)
FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program
Funding Opportunity Number: DTOS59-26-RA-BUILD

PROJECT BUDGET

PROJECT BUDGET

Sources, Uses, and Availability

The total Project cost is \$11,604,964. No construction expenses will be incurred between time of award and time of obligation. The Maine Department of Transportation (MaineDOT) is requesting 80 percent funding from USDOT, or \$9,283,973 in BUILD funding. MaineDOT and the City of Brewer (City) will equally split the remaining 20 percent non-Federal Project cost match of \$2,320,994, each contributing 10 percent, or \$1,160,496. MaineDOT and the City have provided funding commitment letters, located in the application, and match funds are readily available. There are no additional funding parties contributing to the Project. MaineDOT's match funding will come from the state budget. Brewer's match funding will come from general funds such as property taxes.

Funding Source by Project Component in Dollars

Funding Source	Focus Area 1: North Main Street Corridor from State Street to Chamberlain Street	Focus Area 2: Center Street Corridor from North Main Street to the end of Center Street	Focus Area 3: Wilson Street Corridor from the Joshua Lawrence Chamberlain Bridge to State Street	Construction Engineering	Total Funding
BUILD Funds: \$	885,465	\$ 2,641,317	\$ 4,913,194	\$ 843,998	\$ 9,283,974
Other Federal Funds: \$	-	\$ -	\$ -	\$ -	\$ -
Non-Federal Funds: \$	221,365	\$ 660,329	\$ 1,228,298	\$ 210,998	\$ 2,320,990
Total Project Cost: \$	1,106,830	\$ 3,301,646	\$ 6,141,492	\$ 1,054,996	\$ 11,604,964

Cost Classification by Funding Source in Dollars

Cost Classification	BUILD Funds	Other Federal Funds	Non-Federal Funds	Total Project Cost
Preliminary Engineering: \$	-	\$ -	\$ -	\$ -
Right-Of-Way \$	-	\$ -	\$ -	\$ -
Construction: \$	6,653,105	\$ -	\$ 1,663,275	\$ 8,316,380
Construction Engineering: \$	843,998	\$ -	\$ 210,998	\$ 1,054,996
Contingency (30%): \$	1,786,870	\$ -	\$ 446,718	\$ 2,233,588
Total Funding: \$	9,283,973	\$ -	\$ 2,320,991	\$ 11,604,964

If awarded, MaineDOT would self-fund PE & ROW following award announcement.

Funding Source Type

Funding Source	Type (e.g., grant, loan, bond, etc.)	Source
Other Federal Funds:	None	N/A
Non-Federal Funds (MaineDOT):	State Budget	state taxes, gas tax, etc.
Non-Federal Funds (Brewer):	General Funds	property taxes

Project Cost by Census Tract

2020 Census Tract(s)	Project Cost per Census Tract
23019004100 (41)	\$ 5,840,384
23019004200 (42)	\$ 4,547,066
23019004300 (43)	\$ 1,217,514
Total Project Cost:	\$ 11,604,964

Project Cost by Urban and Rural Areas

Urban/Rural	Project Cost
Urban: (2020 Census data urban area with pop greater than 200,000)	\$ -
Rural: (located outside of an Urban area)	\$ 11,604,964
Total Project Cost:	\$ 11,604,964

The Project is located in a Rural area. A portion of the Project is located in a Qualifying Opportunity Zone (Census Tract 23019004100 (41)) and Project spending in this zone will be \$5,840,384.⁵ The Project spans three Census Tracts: 23019004100 (41), 23019004200 (42), and 23019004300 (43). The City is part of Census-Designated Urban Area (UACE) 04951, which has a total population of 61,539 — significantly less than the BUILD Urban Area population threshold of 200,000. The Project is not located in any Area of Persistent Poverty (APP) Census Tracts or in an APP county.

Cost Breakdown Detail							
Project Component	Focus Area 1		Focus Area 2		Focus Area 3		Total
	% Component	Cost per Component	% Component	Cost per Component	% Component	Cost per Component	
Multi-Use Pathway and Sidewalk Construction	7%	\$84,845	20%	\$722,455	21%	\$1,425,528	\$2,232,828
Drainage Relocation and Improvements	4%	\$43,470	24%	\$853,750	16%	\$1,069,255	\$1,966,475
Roadway Paving	3%	\$38,010	12%	\$428,820	7%	\$495,870	\$962,700
Median Islands	6%	\$70,780	0%	\$0	4%	\$240,498	\$311,278
Highway Lighting	11%	\$130,000	0%	\$0	2%	\$140,000	\$270,000
Traffic Signal Improvements	5%	\$60,000	0%	\$0	2%	\$150,000	\$210,000
Pedestrian Hybrid Beacon	0%	\$0	3%	\$100,000	0%	\$0	\$100,000
Rectangular Rapid Flashing Beacon (RRFB)	2%	\$20,000	0%	\$0	0%	\$16,000	\$36,000
Signage	18%	\$225,000	0%	\$0	0%	\$0	\$225,000
Mobilization	9%	\$109,000	6%	\$225,000	12%	\$797,000	\$1,131,000
Contingency	19%	\$234,335	19%	\$699,008	19%	\$1,300,245	\$2,233,588
Inflation Adjustment	8%	\$91,390	8%	\$272,613	8%	\$507,096	\$871,099
Construction Engineering	9%	\$110,683	9%	\$330,164	9%	\$614,149	\$1,054,996
TOTAL:	100%	\$1,217,513	100%	\$3,631,810	100%	\$6,755,641	\$11,604,964

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 (Grant Anticipation Revenue Vehicles) bonds, General Fund support, and various sales tax measures.

Contingency Amount and Plan

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 cost overruns, MaineDOT and the City are committed to providing all additional funding.

Level of Design

Preliminary engineering will begin in Summer of 2026 and be completed by the end of 2027. There are no previously complete Project components. A Statement of Work has been completed for the Project.⁶

Cost Estimates

Cost estimates were completed by Stantec (a global engineering and advisory firm) and MaineDOT in 2025 as a part of the Village Partnership Initiative study and further refined by MaineDOT engineering staff in collaboration with the City in preparation for this application.

⁵ IRS Internal Revenue Bulletin: 2018-28, July 9, 2018, https://www.irs.gov/irb/2018-28_IRB#NOT-2018-48

⁶ Statement of Work, *Brewer Connects: Improving Local and Regional Mobility Project*, Maine Department of Transportation, <https://www.maine.gov/dot/about/funding/grants/build>

Cost Share/Match

MaineDOT is requesting 80 percent funding from USDOT, or \$9,283,973 in BUILD funding. MaineDOT and the City of Brewer (City) will equally split the remaining 20 percent non-Federal Project cost match of \$2,320,994, both contributing 10 percent, or \$1,160,496. Funding commitment letters are included in the application in the *Funding Commitments* section. There are no additional funding sources involved in the Project.

Census Tract Spending

The Project spans three Census Tracts: 23019004100 (41); 23019004200 (42); 23019004300 (43).

Census Tract	Project Component Location	Spend
41	Center Street from North Main Street to the Railroad Tracks; North Main Street from Center Street to Wilson Street; Wilson Street from the Bridge to the Railroad Tracks (Qualifying Opportunity Zone)	\$5,840,384
42	Wilson Street from the Railroad Tracks to Vista Way/State Street; Center Street from the Railroad Tracks to the parking lot at Village Centre	\$4,547,066
43	North Main Street from State Street to Chamberlain Street	\$1,217,514
TOTAL:		\$11,604,964