

NORTHERN MAINE U.S. 1 ROAD IMPROVEMENT PROJECT

**Project Budget**

**A. Description of Previously Incurred Costs**

Previously incurred costs include a total of \$2,000,000 in Preliminary Engineering costs and \$1,150,000 in Right-of-Way Acquisition.

**B. Budget for Future Eligible Project Costs**

The table below outlines the costs, funding sources, uses, and percentages of Federal, non-Federal and other Federal funding used on the Project. The table below identifies the funding sources and percentages for the Project.

*Table 1: Funding Sources for Rural Grant Request*

Fund Sources	Previously Incurred			Construction/CE	Post Grant Award %	Fund Source Totals	Total Project Cost %
	PE	ROW	Previously Incurred %				
<b>FHWA Formula</b>	\$1,600,000	\$920,000	<b>80.0%</b>	\$6,920,000	<b>20.0%</b>	<b>\$9,440,000</b>	<b>25.0%</b>
<b>MaineDOT</b>	\$400,000	\$230,000	<b>20.0%</b>	\$0	<b>0.0%</b>	<b>\$630,000</b>	<b>1.7%</b>
<b>Rural Grant</b>	\$0	\$0	<b>0.0%</b>	\$27,680,000	<b>80.0%</b>	<b>\$27,680,000</b>	<b>73.3%</b>
<b>Fund Stage Totals</b>	<b>\$2,000,000</b>	<b>\$1,150,000</b>		<b>\$34,600,000</b>			
<b>Total Project Cost</b>	<b>\$37,750,000</b>						<b>100.0%</b>

MaineDOT has dedicated formula funding from FHWA. These funds and associated state match will go toward Preliminary Engineering, Right-of-Way Acquisition, and Construction Engineering first, with the balance of Construction costs being largely Rural MPDG grant funding. As noted in Section C.2.iii, other Federal assistance may satisfy the non-Rural share requirement for a Rural grant up to 100 percent of the project cost.

The entirety of the Project is located in a rural area and is not within a Historically Disadvantaged Community or Area of Persistent Poverty.

Non-Federal funding for the Project comes from MaineDOT. 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.

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For the project budget, contingency amounts estimated at the 10 percent level are imbedded in the Project costs to cover any unanticipated cost increases. MaineDOT is experienced with road replacements of this magnitude and larger, and plans to complete construction by winter 2030, well within any statutory deadline for the expenditure of formula funds.