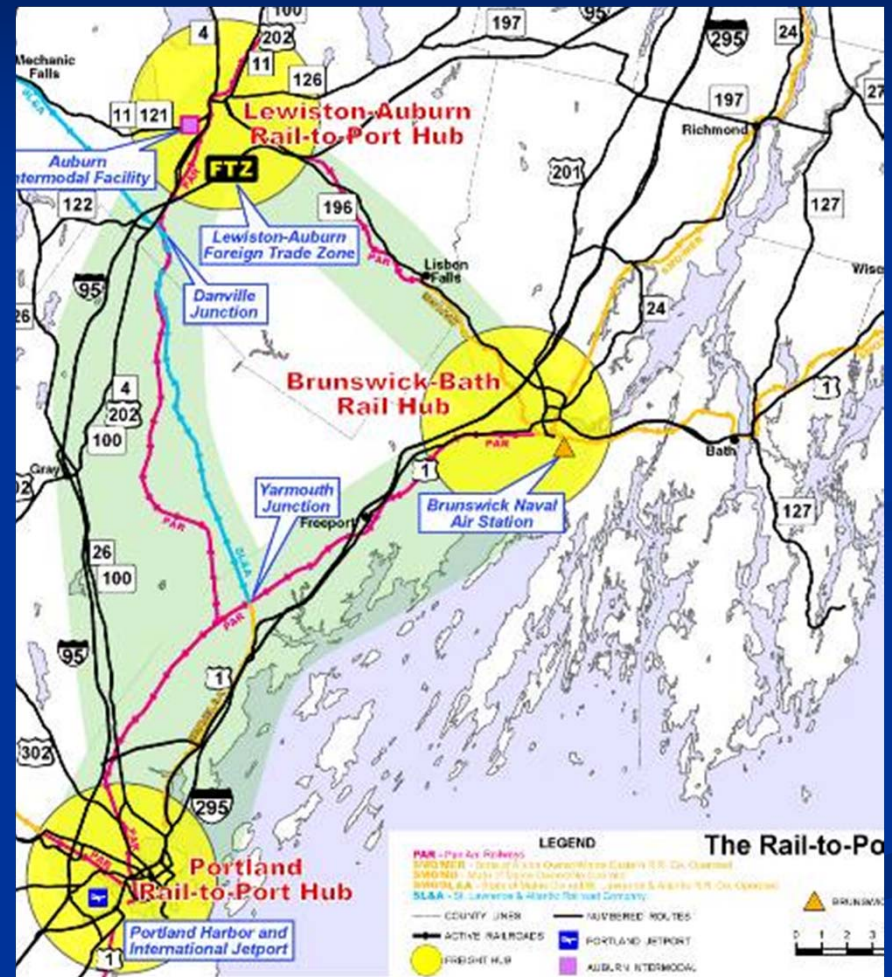Can improved access to service centers have an economic impact on prospective developers? In other words, how does MaineDOT factor this impact in developing its investment priorities?

Service Centers & Investments

- Port of Portland seaport

- Auburn Intermodal Facility

- Lewiston-Auburn inland rail-port connections

- Redeveloped Brunswick Naval Air Station

MaineDOT

What are some examples of transportation policies, projects or partnerships that have resulted in economic growth?

Partnering, Policies, & Projects

- Rail, IRAP Danville Junction, a State, Federal, Private Partnership.
- Highway Exit 113, State, Federal, Municipal, and Private Partnership.
- Explorer System (6 systems designed for both tourist and commuter ridership.
- Aviation, State, Federal, Jetport partnership
- Downeaster and its impact on real estate in Saco/Biddeford and in the future Brunswick
- Maine Port Authority, partnering with AFL

Halifax-Portland-Boston Foreign-Flagged Feeder, Hohesand

- The Maine Port Authority has also partnered with American Feeder Lines to establish a foreign-flagged feeder service between Halifax, Portland, and Boston. This service will commence in May, 2011.

- This service will continue to run after the AFL NY/NJ service is up and running.

- The two services will complement one another, providing Maine businesses a low-cost shipping alternative and increasing the accessibility of overseas markets.

MaineDOT

How closely does MaineDOT work with municipalities in developing local ordinances, such as parking and designated growth areas? Who should a developer contact first – the municipality or MaineDOT for the permitting process? Is this consistent statewide?

Sustainability relies upon effective partnerships and local land-use decisions that balance the economy with Maine's signature quality of life assets.

Tool box for Developers

- MaineDOT Staff
- Comprehensive Plans
- Long-Range Plans
- Corridor Management Plans
- Regional Planning Organizations
- Economic Development Districts

- Service Centers
- Development Permits
  - TMP
  - Entrance

What does the latest Census data do to affect the transportation priorities – how do the demographics and job growth data influence transportation funding priorities? How would that data be helpful to developers?

- Recent long-range 20 year plan
  - Population growth
  - Travel demand effects on mobility
  - Aging population
  - Jobs and work force shifts
  - Global trade
  - Technology
  - Energy costs
- The new data will help us to update & refine for the long range plan update in 2 years