

**Maine Rail Plan  
Public Information Meeting  
Bangor, ME  
September 28, 2009**

**Presenting:** Nathan Moulton, MaineDOT; Ray Tomczak, HNTB; Dennis Coffey, HNTB; Carol Morris, Morris Communications

**Agenda: Carol Morris, Morris Communications**

- Welcome and Meeting Overview
  - Carol Morris, Morris Communications
- Opening Comments
  - Nathan Moulton, MaineDOT
- State Rail Plan Presentation
  - Study Overview & Timeline, Ray Tomczak, HNTB
  - Freight & Passenger Rail Inventory, Dennis Coffey, HNTB
- Audience Commentary

**Opening Comments: Nate Moulton, MaineDOT**

- Thank you for coming to the first public meeting for the Maine Rail Plan. The purpose of this meeting will be to hear what you have to say.
- Before we get started, I will turn it over to Commissioner Cole, who has joined us this evening.

**Commissioner Cole:** Thank you, Nate, and thanks to all of you. I didn't know how many people would turn out tonight, and I'm happy to see such a good crowd. We're here to listen; we want your thoughts and feedback. When we contemplated the state rail plan, we wanted to do something more than meet a federal requirement. We want a solid, strategic rail plan. The Governor is a big fan of both freight and passenger rail, and an advocate for intermodal transport. As a rural state, we need to make sure we can provide our manufacturers a way to move goods, as well as to offer a viable passenger system. We look forward to getting your input as this process moves forward. Thank you.

**POWER POINT PRESENTATION**

**Why a State Rail Plan: Nate Moulton, MaineDOT**

- Meet current and future system demands
- Establish a vision to guide future investment

- Provide a basis for Federal and State investment in rail
  - Requirement of Passenger Rail Investment and Improvement Act (PRIIA) of 2008
  - Submission to USDOT every 5 years
  - MaineDOT Critical Rail Program
- Ensure we prioritize investments to achieve maximum public benefit

### **What We Know: Nate Moulton, MaineDOT**

- Rail supports the State's economy
  - Provides mobility for people and goods
  - Supports business/industry/jobs
- Rail knits communities together
- Rail can reduce highway congestion
- Rail is good for the environment
  - Reduces energy use and harmful emissions
- *Rail is a vital part of a State's multimodal transportation network*

### **Our Challenges: Nate Moulton, MaineDOT**

- Rail is important to Maine's future, but funding for infrastructure and passenger operations is scarce
- Changes in Maine's economy make it harder to predict future needs
- Informed, long-term planning and prioritization is key
- Input from the Technical Advisory Committee and the public will help guide prioritization

### **MaineDOT and Rail: Nate Moulton, MaineDOT**

- The Governor's Rail and Port investment plan started needs identification/funding framework
- Developing this State Rail Plan will help shape rail's future and allow us to qualify for federal rail funding
- Actively support public-private partnerships such as IRAP
- *Willing* to put capital \$\$ into infrastructure rehabilitation and preserving non-active rail ROWs
- *Willing* to provide operational subsidy for viable passenger rail projects
- *Not willing* to subsidize freight rail operation and maintenance

**Public Outreach Benefits: Carol Morris, Morris Communications**

- Solicit feedback from key stakeholder groups without which the study cannot be successful
- Encourage the public to provide comment and thereby improve the end result
- Key is encouraging productive comment - time is at a premium

**Plan Outreach: Carol Morris, Morris Communications**

- Public Meetings: September/December
- Technical Advisory Committee Meetings: September/November
- Individual Stakeholder Meetings/Surveys
- Media
- Project Website is [www.maine.gov/mdot/railplan](http://www.maine.gov/mdot/railplan) - will be used for additional public input

**Technical Advisory Committee: Carol Morris, Morris Communications**

- NNEPRA/Downeaster, Patricia Quinn
- Amtrak, Paul Eastwood
- Montreal, Maine & Atlantic Railway, Robert C. Grindrod
- Maine Eastern Railroad, Gordon Fuller
- St. Lawrence & Atlantic Railroad, Ed Foley
- Pan Am Railways, Sydney Culliford
- Eastern Maine Railway Company/New Brunswick Southern, Ian Simpson
- GPCOG, Neal Allen
- AVCOG, Don Craig
- SMRPC, Tom Reinauer
- BACTS and EMDC, Rob Kenerson
- Northern Maine Development Commission, Robert Clark
- LA Economic Growth Council, Lucien Gosselin
- Maine International Trade Center, Janine Cary
- Maine Port Authority, John Henshaw
- State Planning Office, MacGregor Stocco
- DEDCD, Brian Doyle
- DEP, Lynne Cayting
- Maine Legislature, Hon. Ed Mazurek, co-chair State Transportation Committee, (Dist. 47)
- Safe Handling, Ford Reiche
- VERSO, Patty Aho
- Sappi, Michael Segal
- Fore River Distribution Center, Michael Cella
- Northeast Rail Shippers, Joe Gearin
- Trainriders, Wayne Davis

- Sierra Club, Paul Weiss
- Maine Rail Group, Jack Sutton
- MBTA, Maria Fuentes
- Maine Motor Transport Assn., Brian Parke

**Public Meetings: Carol Morris, Morris Communications**

- Two rounds of meetings
  - September 28, 29 and October 6: to talk with public on challenges, issues and prioritization criteria
  - Early December 2009: to review and comment on draft plan recommendations

**Today’s Discussion Topics: Carol Morris, Morris Communications**

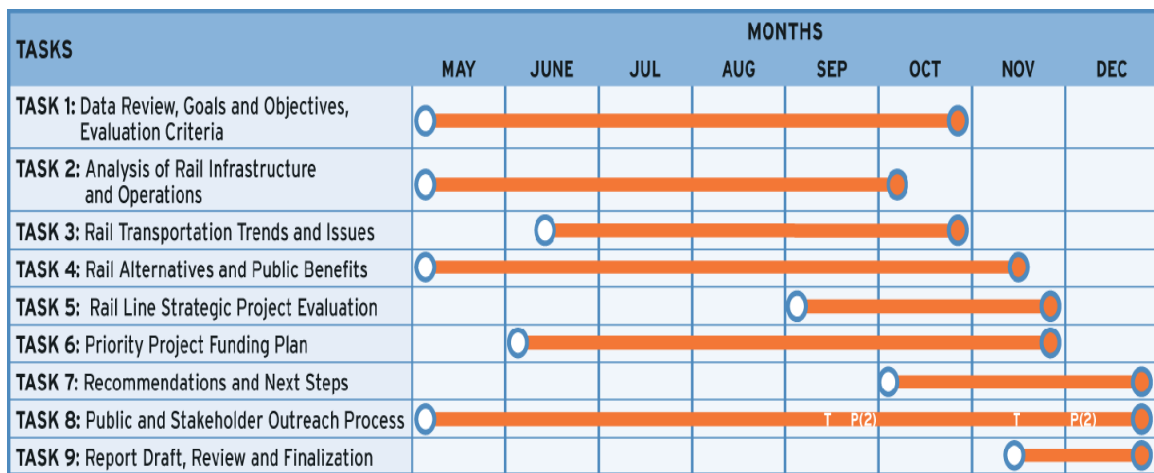
1. What are the most pressing statewide and regional rail issues and barriers over the next five to ten years?
2. What criteria should Maine use to prioritize rail investments?

**Project Overview: Ray Tomczak, HNTB**

- Project schedule
- Draft investment criteria
- Economic, employment and transportation trends

**Schedule: Ray Tomczak, HNTB**

MAINE STATE RAIL PLAN PROJECT SCHEDULE



P = Public Meeting

T = Technical Advisory Committee Meeting

### **Draft Investment Criteria: Ray Tomczak, HNTB**

- Enhance freight and passenger rail service that provides dual transportation system benefit
- Service key manufacturing industries
- Provide a net reduction in overall greenhouse gas emissions from the transportation sector
- Help facilitate the shift of rail-appropriate freight from road to rail
- Promote the leveraging of private or other funds for every state dollar invested

### **Economic Trends: Ray Tomczak, HNTB (see Power Point for chart)**

Q: The pulp and paper line goes from minus 3 to plus 2—what is that measuring.

A: (Ray) It is a measurement of the annual average growth rate.

### **Employment forecast: Ray Tomczak, HNTB (see Power Point for chart)**

### **Peak period congestion on National Highway System, projected 2035: Ray Tomczak, HNTB. (see Power Point for chart)**

Comment: (Commissioner Cole) We call that the cardiac slide, because these are very congested areas (along the mid-Atlantic and northern eastern seaboard). Those areas make it hard to doublestack trains along the east coast because there are a lot of man-made height obstructions.

### **Train volumes in 2035 compared to current capacity: Ray Tomczak, HNTB (see Power Point for chart)**

- As you can see, there's still plenty of capacity to accommodate rail in New England.

### **Next Steps: Ray Tomczak, HNTB**

- Complete infrastructure conditions assessment and commodity inventory
- Complete economic and environmental trend identification and benefits analysis
- Refine issues and opportunities
- Draft recommendations for investments, policies and next steps

- Conduct next round of TAC and Public Meetings: Nov./Dec.

### **Rail System Inventory: Dennis Coffey, HNTB**

- Freight Rail:
  - Historical Trends
  - Current Conditions/Future Needs
  - Opportunities
- Passenger Rail:
  - Current Conditions/Future Needs
  - High-Speed Rail Vision
  - Opportunities

### **Rail Mileage History: Dennis Coffey, HNTB (see Power Point for graphic)**

#### **Freight Rail: Dennis Coffey, HNTB**

- 1,154 active route miles
  - 100 public ownership
  - 1054 private ownership
- No Class 1 Railroads
- 3 Class II Railroads
- 4 Class III Railroads
- Rail terminals and intermodal facilities
  - Portland
  - Auburn
  - Waterville
- 90,700 carloads in 2007
- 40<sup>th</sup> State in Rail Miles Nationwide

Comment: (Commissioner Cole) Maine is one state (along with Vermont and New Hampshire) that doesn't have any Class 1 railroads. Our regional railroads do connect to Class 1 outside Maine's borders.

Q: You showed three intermodal rail terminals—what determines what/where those are?

A: (Dennis) Well, Auburn and Waterville are two examples of the railroads and state collaborating on rail, and Portland has their facility for combined rail and port.

#### **Freight Rail Status: Dennis Coffey, HNTB**

- 1,154 active route miles
- 230 miles inactive with no service, but track exist
- 85 miles removed, interim trail use
- 300 miles State-owned railway

### **ME Rail Ownership Comparison: Dennis Coffey, HNTB**

- At least 20 other States own rail lines over which freight service is largely operated by private entities
  - Alaska – ARC owner/operator 544 miles (*unique case*)
  - Georgia – approx. 486 miles
  - New Hampshire – largest owner of NH rail (~201 miles)
  - North Carolina – NCR, privately run company owned by NC leased 317 miles to NS
  - Oklahoma – approx. 800 miles
  - South Dakota – approx. 301 miles
  - Vermont – approx. 305 miles
  - ***Maine has approx. 100 miles***

### **Share of total freight shipments by mode and tonnage (2007) for United States and Maine: Dennis Coffey, HNTB**

- Trucks have dominant control. 70% of market share.
- Rail is only 6%
- Intermodal pretty low.

**(see Power Point for chart)**

### **Share of total freight shipments by mode and value (2007): United States and Maine: Dennis Coffey, HNTB (See Power Point for chart)**

Q: That's just pure tonnage, not ton-miles, right?

A: (Dennis) That is correct, yes. In ton-miles, rail share is closer to about 35%.

Comment: You're looking at the impact on Maine roads, and Maine is a sparse state, so I'd think considering ton-miles would be helpful.

### **Maine freight shipments in thousands of tons by direction (2007) ALL MODES: Dennis Coffey, HNTB (see Power Point for chart)**

Q: Does this include overhead traffic?

A: (Dennis) No.

Q: I think that should be included.

A: (Dennis) Overhead definitely plays a big role in "bridge" traffic, but for this example, this is just in-state - trips that start and end here.

**Maine freight shipments in thousands of tons by direction  
(2007) RAIL: Dennis Coffey, HNTB  
(see Power Point for chart)**

**Top 10 rail commodities in thousands of tons (2007): Dennis  
Coffey, HNTB  
(see Power Point for chart)**

**Top 10 rail commodities in millions of dollars (2007): Dennis  
Coffey, HNTB  
(see Power Point for chart)**

**Maine Paper Industry, 2006 Production numbers: Dennis  
Coffey, HNTB**

Bucksport – Verso Paper

- 4,700 tons per day (235 TPD)

Skowhegan – Sappi Fine Paper N.A.

- 4,000 tons per day (200 TPD)

Rumford – New Page

- 2,800 tons per day (140 TPD)

Jay – Wausau Paper

- 1,800 tons per day (90 TPD)

Woodland – Domtar Industries Inc.

- 1,460 tons per day (73 TPD)

Madawaska – Fraser Paper Ltd.

- 1,300 tons of paper per day (65 TPD)

Lincoln – Lincoln Paper and Tissue

- 760 tons per day (38 TPD)

Madison – Madison Paper Industries

- 750 tons per day (38 TPD)

Millinocket – Katahdin Paper Co. LLC

- 500 tons of paper per day (25 TPD)

**Freight rail issues: Dennis Coffey, HNTB**

- Heavy reliance on paper & pulp industry
- Insufficient rail cars & service to accommodate needs
- System abandonments and state ownership
- Weight and vertical constraints
- Junction constraints
- Lack of private and public capital to maintain and operate current system and future improvements

### **Freight rail opportunities: Dennis Coffey, HNTB**

- Rail-to-Port Triangle
  - Port of Portland seaport
  - Auburn Intermodal Facility
  - Lewiston / Auburn port inland rail port connections
  - Redeveloped Brunswick Naval Air Station
  - Auburn I-95 Exit 75 Planning Study
- Searsport – Bangor rail connection, Sears Island?
- Eastport – rail connection

### **Passenger rail: Dennis Coffey, HNTB**

- Amtrak Downeaster offers five daily roundtrips between Portland and Boston
- FY 2008, over 266,000 Amtrak passengers started or ended their trips in Maine.
  - 170,100 in Portland
  - 48,500 in Wells
  - 35,300 in Saco-Biddeford
  - 12,200 in Old Orchard Beach
- Ridership business travelers, tourist and college students

Dennis: I think Maine has done a bang-up job in terms of building the Downeaster. But we do need to recognize the dominant population base is in the southern, Portland region. The next phase is to extend to Brunswick. This is all part of a national commitment to develop a passenger rail system. New England is a densely developed region, but we will have to increase speed on an incremental basis.

### **Vision for high-speed rail in America: Dennis Coffey, HNTB (see Power Point for graphic)**

#### **New England high-speed rail vision: Dennis Coffey, HNTB**

- Downeaster
  - Extend rail from Portland to Brunswick, stop in Freeport
  - Reduce travel time between Boston-Portland to 2 hours
  - Increase capacity to support 7 daily roundtrips
  - Connect Brunswick to Rockland, via Maine Eastern, subsequent service to island communities via Maine State Ferry Service

**(see Power Point for graphic)**

#### **Passenger rail opportunities: Dennis Coffey, HNTB (see Power Point for graphic)**

### **Shared-use benefits: Dennis Coffey, HNTB**

- Most rail networks are privately owned
- Freight and passenger networks have different operational profiles
- Addressing shared-use scenarios can have broad benefits for multiple stakeholders

### **Passenger Rail Issues: Dennis Coffey, HNTB**

- Intense competition for limited Federal funding
- State and local funding constraints
- Will there be enough ridership to adequately support current and proposed services?
  - If not, then what level of support should the State provide?
- Are there other types of financial arrangements that should be explored?
  - Private operations
  - Public-private partnerships

## **AUDIENCE QUESTIONS/COMMENTS**

Q: You had some text on Eastport, on the port slide. How does that fit in with the rail plan at this point?

A: (Nate) Along with Searsport, the State has been working with Washington County for TIGER funding to redevelop the rail line from Eastport to New Brunswick Southern. From there it could go back into Maine, or go up and connect to the CN into eastern Canada.

A: (Commissioner Cole) We also put in an application for \$32 million specifically for port improvements, to help them handle heavier commodities, etc. So there's a synergy there.

Q: On the freight rail slide you talked about intermodal—are you also looking at that on the passenger side? For example, trying to get from the airport to the Portland train station, there's a gap.

A: (Denis) That's a great point. There are some great connections out of the Portland hub, to Boston and beyond, but the in-state connectivity is a problem. And those kinds of connections will be inserted into the process. There's nothing worse than getting off your train and watching your bus take off down the road. Those are all coordinated modes, and it needs to be a regional vision.

Q: What's the current status of Downeaster funding?

A: (Commissioner Cole) Presently, the Downeaster is subsidized by federal funding. That's set to run out the day after tomorrow. We are

hopeful that through the efforts of our congressional delegation that funding will be extended. We do have a contingency plan in place—we're giving a 20% match to Downeaster while we wait to hear if we're reauthorized.

Q: Do you ever factor in the information highway? A fiber optic backbone to spread out rail lines?

A: (Nate) Just today I presented a map to the Governor's office laying out utility corridors, etc. That particular infrastructure has to be a certain distance from the tracks, but we certainly look at those opportunities all the time. And the private railroads do utilize fiber optics as well.

Q: Your study is set to wrap-up in December. There's an active national plan to increase truckload weights in Maine—how do you take that into account?

A: (Nate) I don't think that will have a big effect on this plan or the rail system.

Q: In one of the earlier slides, it said the state has no intention to subsidize freight rail operations. To what extent do the truck road taxes contribute?

A: (Nate) From a rail perspective, we do make investments in state owned lines. And some private lines. We can't change that national policy—the bigger debate is very important, but we can't tackle that in this plan.

A: (Commissioner Cole) And it *is* a debate.

Q: Are any of these new trains going to be electric? Also, I was wondering if as part of your study, you would look at the impact on quality of air, environment, etc.

A: (Dennis) The EPA Smartway program, which initially was focused on trucking, is starting to move into rail too. There is new equipment coming out, but it is an investment that private rail would have to make. In terms of the kind of volume in Northern New England, I don't think you could make a strong case to justify the high cost.

A: (Ray) This study does have a significant portion devoted to environmental consequences, thought, so it will be on our radar.

Q: There are a couple of things coming: electric cars, which won't pay gas taxes. Lithium ion batteries, etc. The only thing that makes long-term sense is electric, renewable resources. All these wind projects going on in Maine right now, can't we tie all these things together? Look at Bangor Hydro—let's take an old idea and make it new again.

A: (Dennis) They're very legitimate points in terms of how you power moving things. As the national automobile fleet gets better, gas revenues go down, etc. So in that sense, you're right. In Maine, we're obligated to update this rail plan every five years in order to account for advances just like the ones you're talking about. And that's one of the reasons we have these meetings, is to hear your ideas.

A: (Ray) We're always looking for concepts, ideas, thoughts, etc.

Q: You talk about developing a 5-year plan—are you developing a long-term strategic plan that works in conjunction with it?

A: (Nate) Yes, we will look long-term, but as part of this plan we will also identify things we can knock-off in the short term – low-hanging fruit, so to speak.

Q: None of this exists without shippers—are you talking to potential shippers, etc, to get their views?

A: (Dennis) The shipping community is the most important aspect of this, you're right. There's been a decline in traditional items moved by rail in the state of Maine. Things change. We have to adapt. Pulp and paper presents a great opportunity for rail—in some areas, they move 70% of their outbound product by rail. It makes those companies stronger and more efficient, contributes to the state GNP. But we do have to look at new opportunities: Wind, bio fuel, etc. Is there a place for these in rail? There's got to be the revenue to support rail, and there has to be enough capacity so the shippers can get their needs filled. It's all well and good for someone at the end of a line somewhere to want to move two pounds a week, but that's not going to cut it from a business perspective. So working with the shippers and the communities is very important.

## **DISCUSSION TOPICS**

### **1. ISSUES**

Comment: Think about rail traveling along a countryside vs. highways traveling along the countryside. I can see how the public would respond to the infrastructure of rail as opposed to highway.

Comment: (Commissioner Cole): I was on a panel in Sears Island the other night—if you're going to be serious about greenhouse gas emissions, a third of our carbon footprint comes from the transportation sector. The least impactful way is transport via water, followed by rail. We should get that word out to the public (20% more efficient by water than land).

Comment: Rail doesn't go everywhere, but it used to go to more places than it does now. Entrepreneurs and the park/ride concept ought to be growing at the same time as rail. There's an opportunity for entrepreneurs.

Comment: I worked a trolley for a long time—the energy efficiency figures were amazing.

Comment: I'm here from Fraser Papers, representing the timber manufacturing section. We move hundreds of millions of dollars of product each year, but times are of course challenging. Fraser is concerned by the 241 miles of potential MM&A abandoned railroad. How is the state participating in continuing rail service in northern Maine? It's important to understand that paper and lumber are commodity products. We compete with companies for the same customers—if we were to substitute truck for rail, we'd lose competitiveness. We move 70% of our lumber by rail—if we move to truck, that's will result in 4,600 more trucks on Maine's roads.

What plan, what financial model will allow this railroad to keep functioning north of Millinocket? If you need numbers, we've got tons of them. If you need history, we have that too. No one would build a mill without access to a rail site. No one wants to be freight restricted when competitors can move faster and more efficiently.

A metric I propose is displacement volume—does the public want to be seeing all these extra trucks on the roads and highways? I have nothing against trucking—we have great partners in trucking. But it's only cost-effective if there's an element of rail. MaineDOT already has a huge amount of roads to manage in the state—I don't think we need to contribute more to that. Let's lessen the burden.

Comment: (Commissioner Cole) Thank you. I won't spend a ton of time right now, but I will say that we share your concerns.

Comment: (Nate) The MMA abandonment is a separate issue from the Maine Rail Plan. We're dealing with that outside of this process—it's a big issue and we'll be conducting a lot of analysis and study and looking at funding options.

Comment: You were talking about moving potatoes—in looking at what Maine has participated in the past (economically), we should look at opportunities to stimulate future commodities. We should look at heavy-lift transfer inland—there may be a value in putting together

transloads or reloads. I hope we look at providing intermodal capability inland.

Q: From the eastern Maine regional perspective, establishing and maintaining a transloading facility is key. We're also interested in what the state is doing with abandoned portions of state-owned right of way. All of the management plans seem to say that rail service will come back when conditions are viable. But what exactly does that mean?

A: (Commissioner Cole) We're maintaining the corridor. In the meantime, we're using it as a trail. We could put a track down tomorrow. But in terms of promising when that will be, it's market driven. Until there is sufficient shipping volume, there is no point in starting. We can't put track down halfway—it's all or nothing.

Comment: Well that message should be laid out in the plan, so that potential investors can see it.

Comment: You'll be in court with the environmentalists for 100 years if you try to put rail back in.

Comment: (Carol) That is not necessarily true. For example, the Sierra Club is now actively advocating for rail, and away from using rails for trails.

Comment: (Commissioner Cole) One other quick thing: Eastport, Searsport and Portland all have their niches. But as this gentleman from Maine maritime points out, it's not all about containers. There's a place for everyone in this.

Comment: I would say, in terms of barriers, I hope we don't get bogged down in money-based obstacles and trying to "walk through the maze." We should fly overhead—we shouldn't say no. We need to keep an open mind to possibilities.

Comment: We need to make sure the public is informed and motivated. The more people know, the better they can make decisions. The more educated we get, the more technical we can get, and see if we can establish new platforms. The bigger the risk, the bigger the gain.

Comment: I represent economic development for the town of Bucksport. Bringing investment back to eastern Maine is our goal. When we talk about development, I hear almost universally, "Rail does

not work in Maine." My first suggestion is to look at now, not just five to ten years from now. The state ultimately needs to take over the rail infrastructure. It would do positive things for the railroad and the customers. They don't have to deal with the maintenance, etc. Secondly, there was a bill last year to take over one of the rail lines. I hoped it would move forward, but it didn't. The key is, when we do asset mapping for economic development, there's never been a time when rail hasn't been identified as a key asset. There was a freight rail task force about a decade ago, asking people why they don't use the railroads. It's always, "there's not enough cars available, it's not reliable, etc." I met a gentleman the other day who was shipping sweet potatoes to Brazil via truck. Truck to Boston, and put it on a barge from there. Another guy told me it takes three days to get product from Aroostook County to New Hampshire. Those are the kinds of things that truly need to be identified.

Folks, we have a great road system and a great port system. What's missing is a rail system. I don't blame the rail people, because they don't have the numbers they need. They don't have the demand. So have the state take over the infrastructure, provide incentives for better service. Looking at the future of development in Maine, the last few months I've spent time with wood pellet manufacturers, trying to figure out how to advance this industry. And as far as perception goes, perception is fact when it comes to economic development. Bucksport is Port #1 in the United States—that's where oil comes into Maine. Then they move out to tank farms by truck. It's all a common theme here. From a shipping standpoint alone, we're a day shorter trip to Europe than New York. That's a lot of cost savings. We should be taking advantage of that.

Comment: I think we should educate shippers about some of the economics of railroads. There may be value in encouraging businesses to come into ports and then travel across Maine. It's not clear to me what the driver here is. We need an economic framework to guide the discussion.

Comment: (Dennis) That's a good point. We'll try to put something together and have it on the website before the next meeting so we have that as a tool.

Comment: (Ray) We also have many links and resources on our project website that can show you studies, data, info on how goods move on rail vs. truck, etc.

Comment: This might be antisocial but it needs to be said. There are four major railroads in Maine, and you don't have a problem with all of them. I don't want to see anything that says the railroads don't have enough cars. I've got thousands of cars in storage because there's not enough business. We have to be realistic. The economy has changed. The way potatoes are sold is changed. The way potatoes are used has changed. It would probably cost 100 million dollars to put the infrastructure back in, to have it used one month a year for those potatoes. Does that seem realistic to you? We've got a number of transloading facilities. The things you're saying other railroads won't do, we're doing. A lot of the traffic that moves through Maine should flow through Boston to Albany. But it doesn't happen that way because of a particular railroad.

Comment: Why did something happen that gave viability to New England but stopped at the Maine border (the Norfolk-Southern deal with Pan Am). That was a disappointment and a slam on Maine. We saw none of that money.

Comment: (Dennis) That was a private business deal that just didn't happen here.

Comment: Fraser is challenged by certain rail attitudes as well. We'd like to see more traffic moving in both directions. We've brought them opportunities from our suppliers. Our attitude is, your success is our success. We're better together. There are logistical issues that must be addressed.

Comment: (Dennis) As I said earlier, moving trains around the state is not the bottom line here. It's moving goods and services and people. The state rail plan is not going to get into private sector negotiations—there are some things the state can do, others we can't. We can't fix the car issues or the service issues. But this plan can give the state the tools to make rail more viable.

Q: Can't we follow some models in England? Don't they own the tracks and the trains and have it work very well?

A: (audience member) That system loses an enormous amount of money—upwards of a hundred billion dollars a year.

## **2. CRITERIA**

### **TAC Suggested Criteria—Carol Morris, Morris Communications**

- Return on Investment
- Multi-use lines
- Integration with other modes
- Integration with the State Plan, New England Plan, Canada
- Ability to serve existing customers, attract new business, retain existing customers
- Economic development impact
- Existence of DECD/OBD coordination
- Volume of goods, people moved
- Focus rail investment on areas where capacity and reliability intersect
- Congestion mitigation

Carol: These are the criteria that the Technical Advisory Committee suggested the state should use to make investment decisions. Do you have anything to add? Do they look reasonable?

*(General agreement that these were good criteria.)*

Q: Do these criteria have a number factor? How are they weighted?

A: (Carol) We're not there yet – still evaluating what the right criteria are.

Carol: Any further questions or comments, or other criteria you'd like to see on the list? Thanks for coming. We appreciate the honesty and look forward to future feedback.

*The meeting ended at 8:10 pm.*