

**Maine Rail Plan
Public Information Meeting
Lewiston Public Library, Lewiston, ME
October 22, 2009**

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

The meeting began at 6:04 pm

Representative Peggy Rotundo spoke briefly regarding the importance of rail to Lewiston Auburn (L/A), the communities' position as the only intermodal facility in Maine and her and the community's willingness to work with MaineDOT on the Rail Plan.

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, Dennis Coffey , HNTB
 - Freight & Passenger Rail Inventory, Dennis Coffey, HNTB
- Audience Commentary

Opening comments: Nate Moulton, MaineDOT

- Thank you for coming. We're here tonight to hear from you. We have a short presentation, and then we'll turn it over to you to get your thoughts, ideas and feedback.

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 that will help MaineDOT develop a method to prioritize rail investment over the next ten years

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 - 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, Ron 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 Mazerek, 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

- o 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: Dennis Coffey, HNTB

Dennis noted that the Study Team is an extension of staff to MaineDOT. Our job is to provide them with information they need to develop a plan that addresses local concerns and, very importantly, will be used.

Schedule: Dennis Coffey, HNTB

MAINE STATE RAIL PLAN PROJECT SCHEDULE



TASKS	MONTHS							
	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC
TASK 1: Data Review, Goals and Objectives, Evaluation Criteria	○	—	—	—	—	—	●	
TASK 2: Analysis of Rail Infrastructure and Operations	○	—	—	—	—	●		
TASK 3: Rail Transportation Trends and Issues		○	—	—	—	—	●	
TASK 4: Rail Alternatives and Public Benefits	○	—	—	—	—	—	●	
TASK 5: Rail Line Strategic Project Evaluation					○	—	—	●
TASK 6: Priority Project Funding Plan		○	—	—	—	—	●	
TASK 7: Recommendations and Next Steps						○	—	●
TASK 8: Public and Stakeholder Outreach Process	○	—	—	—	—	—	—	●
TASK 9: Report Draft, Review and Finalization							○	●

P = Public Meeting T = Technical Advisory Committee Meeting

Draft Investment Criteria: Dennis Coffey, 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

Employment forecast: Dennis Coffey, HNTB
(see Power Point for chart)

Peak period congestion on National Highway System, projected 2035: Dennis Coffey, HNTB.
(see Power Point for graphic)

Train volumes in 2035 compared to current capacity: Dennis Coffey, HNTB
(see Power Point for graphic)

Next Steps: Dennis Coffey, 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

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

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

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)

Vision for high-speed rail in America: Dennis Coffey, HNTB

(see Power Point for graphic)

- National government allotted 8 billion dollars for high speed rail development; that might sound like a lot of money, but they received applications totally over 103 billion dollars. These things do cost money.

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

Rail Mileage History: Dennis Coffey, HNTB

(see Power Point for chart)

Freight Rail: Dennis Coffey, HNTB

- 1,154 active route miles
 - 100 public ownership

- 1,054 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
- 40th State in Rail Miles Nationwide

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

Maine 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
(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)

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

**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
- Searsport – Bangor rail connection, Sears Island?
 - Inland port
 - Port to rail
 - Port to truck
- Eastport Gateway
 - Rail—Port connection

TAC Suggested Criteria:

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

DISCUSSION/AUDIENCE COMMENTARY

Comment: I am disappointed that Maine eliminated the passenger rail option up to Augusta. The corridor triangle is important. We need the freedom to use this line for freight and passenger service. The state should be purchasing rail lines.

Comment: Auburn and the State have spent much time planning together for rail. Here in Lewiston-Auburn, intermodal is huge. We have a fully developed industrial park and facility. The State should look to protecting and enhancing investments that have already been made. The Port of Auburn came from a joint investment - both the State and Auburn put dollars into it. (NOTE: The railroad also invested in the Port,)

Continuing Comment: We need a passenger rail connection from Montreal to Maine through Auburn. This would be a *huge economic*

development opportunity, and that is a criterion – economic development - that should be added.

Comment: Thank you for this opportunity to comment. I understand the purpose of meeting is to identify the most pressing issues and barriers and to develop criteria for investments. A cost/benefit analysis is a critical piece, but the other issue is public convenience and that often requires a public subsidy – this applies to aviation and applies to rail as well. Maine needs to provide a long-term commitment to provide a sustainable operating subsidy to support the Downeaster. It is a shame to have made that level of investment and have no assurance that the train will run each month.

Continuing Comment: Second, the State should facilitate access to capital resources north to Brunswick, Auburn-Lewiston and beyond. Plans have been in place for years. There was a bill to support that and it did not work out. It appears to me that state policymakers do not have a great deal of interest in investing in state rail infrastructure. The State does not have a coherent policy or plan regarding the existing rail infrastructure, whether in public or private ownership. The resources are spread so thin that there is no wow factor. The expenditures serve individual purposes. To the extent that capital resources are made available, it would appear to me that they are allocated based on lobbying activities rather than a process supported through sound strategic planning that truly results in making a rail investment. An investment means a return on investment. I am not that well-versed in prior rail expenditures, but it appears to me that allocations have been piecemeal all over the map, which do not result in getting a bang for our buck.

Continuing Comment: Near term suggested efforts seem to lack sound strategic planning, such as: For the first 80 miles north of Portsmouth, we finance surface transportation infrastructure that includes I-95, I-295 and passenger rail surface in a parallel corridor. Then, out of the blue comes a proposed \$28 million investment for the Mountain Division and another \$23 million to purchase and improve 240 miles of rail corridor in Penobscot and Aroostook Counties, and another \$57.7 million for the Eastport gateway rail project. Why?

Continuing Comment: The Port of Auburn is the largest inland dry goods port in the state. It is not part of the flawed three-port strategy and the most recent report by the Maine Port Authority barely mentions the Port of Auburn. The population within 30 miles of Auburn-Lewiston Airport exceeds 525,000 people – roughly 40% of the

state's population and 59% of the entire workforce of Maine. Yet, investments are to the west, east, down east, and north of L/A, which is the second largest metro center with little or no rail investment proposed near term. And no passenger service proposed. When it comes to rail, DOT can't seem to complete projects because they are making small investments all over the state.

Continuing Comment: Lewiston Lower Rail is a great opportunity to introduce light rail commuter service to the coast, especially to BIW and BNAS. With the BNAS closure, it seems like another opportunity to reconsider passenger rail to Lewiston Lower Road. Otherwise, all of western Maine will have to find their way to Brunswick to access passenger trains. The Port of Auburn has a direct connection to Halifax, Vancouver, Port St. Rupen through the CN and Genesee & Wyoming. Cargo can be transloaded onto the train rather than on a barge, with direct service to the Port of Auburn, then to motor transport to the final destination. There is lots of work to be done. The State needs to commit to providing sustainable resources to a planned program serving a rational strategic plan that will provide real investment returns to the State of Maine and stop the disjointed methodology they have been using to date.

Comment: I agree with everything Lucien just said. Because of my role in community development, I have been involved in rail issues for 20-plus years. This rail planning effort is critical. It is critical that this plan be based on achieving goals we can agree on across the state. The first comment tonight was on maximizing the public benefit. In the past, this was not part of the model, there was no cost/benefit analysis. We can't have decisions that are driven by lobbying. Policies should be based on maximum benefits that can then be leveraged. We must benefit the freight side and the passenger side so that peoples' movements can be facilitated. Under the new federal mandates, the corridor approach is mandated. We need to talk with and work with our neighbors.

Continuing Comment: We worked so hard 15 years ago to get high-speed rail here, we did everything we were supposed to and were ahead of everyone else in New England. We said let's capitalize on this, let's work with NH to go to VT and on to CN's east-west line – the best Class 1 railroad in America. To go to Halifax is a one-haul rate and we are on that line. I have watched the development of state policy on this, and lobbying has driven state resource allocations. My hope for this plan is that it will be done from objective standards. I hope that numbers will drive this plan and existing policy positions will

be re-examined from this point. We know what market share could be captured from Montreal. The existing plan – the governor's plan - does not provide economic development – it only puts us into a subsidized hole. We hope this plan is different.

Comment: Thank you for coming here and listening. I have three questions: The first is, how does any potential rail investment create jobs and economic development? Second, how do we leverage existing infrastructure to get a better bang for the buck? And third, how do we get more efficient energy usage? The Port of Auburn is a free trade zone, it is unique, a key piece. The rail, the interstate, the population centers, the transit network, these are all opportunities to build on existing investments. Looking at 5-10 years in the future, I can see growth in new jobs and investments here. The challenges are the operating subsidies for passenger rail: \$6-8 million for the Downeaster. Ironically, this is the same amount the state will spend this year to pave roads. I don't know where we will get it, but we need it spent on a coherent strategy. Too much of the rail plan has been piecemeal. The only way to generate a coherent strategy is through listening to the public - it is the public will that counts.

Dennis: Yes, that is very key. Both the public will and having cohesive policies are very important.

Comment: In 2007 I worked for the Maine Historical Society and researched Maine's rail history. It is very impressive. There are many wonderful buildings associated with rail history, for example there is an amazing round house in Rumford. We already have the rail lines – my thought is, how do we get people interested, even young people. Here in Auburn, we have old rail stations – we could put a public market on the rail line and use this to create the interest and money that everyone looking for. We are looking at this very technically, I have to say that the attraction is there - people will ride trains. The historical buildings have a tourist value. We have a hockey team, and I know people would come from Canada to see their sons play. We even have antique trains and that is a tourist attraction as well.

Comment: I jumped on trains at the age of seven. Freight loads are heavier now so trains are longer and heavier. The tracks are not designed for such heavy trains. The spikes are sticking out and the wheels have stripped the lips from the rails. Engineers say we have corrected this and technically have stronger rails. But I say greed is a human thing and they will only get heavier over time.

Comment: Rail is not about a place, it's about connections to places. Our most pressing issue is funding for transportation. Roads and bridges, we just don't have enough money. We can invest to replace roads and bridges but there should be criteria. Economic development should be a key piece of criteria. Right now, trails are being built on rail lines, and we have to look at the economic benefit of trails versus rails. Auburn has the opportunity to look into passenger rail. From the Maine State Pier in Portland, SLR runs to Auburn through Yarmouth Junction. We should be looking farther, from Montreal, but first, connect to Portland. There are two rail lines at Yarmouth Junction to Auburn. One is owned by Pan Am and SLR owns to the east. The priority is that we invest in state-owned rail lines. Auburn to Montreal has not been designated a high-speed rail corridor. We can't change that but we can invest in rail service 100 mph from Portland to Auburn to Bethel to Montréal. We don't need high speed rail funding. We can run to Montreal if we put our minds to it. I am part of the Maine Rail Coalition and we can do it. If you are interested, contact me at tdonovan@maine.rr.com.

Comment: Regarding rails or trails, I have a quick comment. The three villages in Lisbon have freight rail in all of them. We want to accommodate crossings at certain locations – and build trails. We want both trails and rails.

Dennis: We would not address specific locations for crossings in this plan, but we will address it as a policy issue.

Comment: When public meetings about the Rail Plan were rolled out, there were only going to be meetings in Portland and Bangor. I want to thank our legislators for making sure the DOT came here. I want to know, how did the DOT going to select what corridors come into the hopper? I see a Mountain Division rail line that was a tourist excursion line. I see a line from Bangor and I don't know what that is. Seventy-five percent of the pulp and paper business do not fit in those corridors.

Dennis: The map you are looking at is not a product of the plan or a map indicating funding decisions, but a tool that simply shows where existing tracks and rights-of-way are at this time.

Continuing comment: Oh, I see. I strongly encourage DOT to not look at transportation components in silos. Lots of language has changed – we now hear talk about multi-modal and about Corridors of Regional Significance to Transportation (CREST). All transportation needs to be

subsidized, except the Turnpike. To look at extending the Downeaster is not good policy. L/A is already paying their share because they have to pay every time they get on the Turnpike. We hear talk about congestion mitigation occurring as a result of the Downeaster. To understand that, you need to talk about the number of trips – that section of the Maine Turnpike carries 80,000 vehicles a day. On that order of magnitude, that train is not reducing trips on the Turnpike. Land use concerns are not included here. Economic development is, but not community development. My understanding for transit is that you need population density. This train does not have that. Nearly half of L/A households do not have vehicles. There is no better place for transit. Former Massachusetts Governor Dukakis, when talking about his vision of New England rail, asked how do we connect industrial hubs together? For Maine, Dukakis said we would have a tourist spur. This is not acceptable. We are more than a place to visit and leave, we are a place to visit and live.

Continuing Comment: We need to apply an urban mode. L/A is building parking garages and charging to park there. Freeport just built a free parking garage. Do we want to subsidize all roads and parking and still expect people to take the train? We cannot subsidize rail to communities who do not practice smart growth. From a freight viability standpoint, we are a major industrial rail facility. In western Maine, we want freight to support growth. The blue-collar communities want new green jobs more than coastal tourist communities. The State already applied for stimulus funding before the plan even came up for discussion.

Comment: I support Jon's comments. The most recent statistics on car ownership in L/A are that over 3,000 do not own vehicles. I take the bus when I leave L/A and it is always packed. The lines on holidays are huge, you have to wait for a third bus. I think you will find people here need this.

Comment: When you start talking about prioritizing, talking about the money available today – the Port of Auburn is here today and it functions – it is economic survival for this area. To think that investment would be made to fund a rail line to Brunswick when the federal government has abandoned the Naval Air Base, is wrong. By the time the state gets their act together to redevelop, it could be 5-10 years from now. It is fine to invest in Brunswick as a 5-10 year target, but Auburn is here NOW. And now the State just wants to pass over us. It is unbelievable. If we want to talk about passenger rail issues, one is that neither SLR or Pan Am lines up with Amtrack in

Portland. There has to be a way to get from Montreal to Auburn to Portland and Boston. It is the craziest system in the world – you cannot have gaps. You get on the train in Boston, then how do you get from the Portland train station to the Portland Pier? If want to make efficiency an investment, look at that 1.5 mile gap as priority. Going to Brunswick is NOT the way. Look how long it took to develop Limestone AFB and Pease AFB. TEN years. It all has to be interconnected. Auburn is ready and willing to jump on now.

Dennis: Can you tell me what are the needs for the Port of Auburn? What kinds of state or other investments are needed?

Comment: I am talking about a lot of national and international companies looking at Auburn as a potential port. We need to upgrade the transition from the rest of New England - allowing for direct transfer is critical. Montreal to Portland and Auburn need to be connected. It already is by pipeline. Why not rail?

Comment: I have a suggestion. I am a car-free person. I would suggest that the committee discussing these issues come up with case studies: what is it like to live car-free in various cities. My sense is that L/A is the most disadvantaged in terms of needing rail service in order to get away from the car culture. Look at what it's like to live without a car. Lots of discussion assumes that there are other options. For environmental reasons, it is better to make it not an option. I lived for three years in India. We tend to look to societies such as Japan and Europe as models, it would be a wonderful idea to send us to India and ride the rail in India to see what rail can do to move millions of passengers with very low resources. Maine has a special desire to do this. My experience with Amtrack is that alternatives to Amtrack would also be good.

Dennis: Yes, I have met railroad people from India, and they do get a lot done with very little. Sometimes our US rules and regulations drive the policy and programs, but we have to recognize that, if we go for federal funding, we will need to comply with those rules and regulations.

Comment: I agree, the Port of Auburn is little known and it is time to drive the train to Auburn. But as a resident of Brunswick, we do see ourselves as a destination for more than tourists. More than \$13 million has been spent for Maine St. Station, and many want to know if we will ever get a train to that station. We need the rail to go to Brunswick AND Auburn. Let's have a strategic plan. We can't have a

train to Rockland if its not going through Brunswick. Or to Montreal if its not going through Lewiston. A young man earlier was talking about history, well I had an aunt and uncle in Cornish who recently passed away, and we were looking at old diaries. Then, it seemed that every other week someone was going to Boston by train to buy shirts or going to the station to pick up visitors. Rail is not even at 1900 standards now. We should cooperate with not just New Hampshire but with our own Maine towns – Brunswick and L/A. MAINE needs a railroad.

Comment: We have been successful over the years in developing new industry. The Safe Handling, Fore River, Intermodal DCP has 74% of the propane market in the state. The Danville Jct. project is under way with some \$6M in public-private partnership that will enhance our service offering to suppliers and paper mills in the State of Maine with improved service and transit time to US and Canada.

Continuing comment: There are a lot of great ideas around this evening. The future is bright for a resurgence in rail freight as well as passenger initiatives. The average for a highway interchange to be built is \$25M. IRAP funding, which brings jobs and investment in capital and industry, is pegged at \$1M. This needs to change.

Continuing comment: The future of the SLR in Auburn will be about increasing yard capacity to handle the surge in new business and to develop a plan that allows us to discuss passenger service to Montreal and Portland is great. However our service to our customers is the key and that service will require additional switching yards before we can even think of passengers.

Comment: I have been doing planning and engineering for 25 years – and I find there is *always* a lack of resources. We need to create a good plan. This administration will find the resources in time. We need to get our fair share but we should not stop thinking and dreaming and planning because we think the resources are there. Don't be scared by the price tag. If we prove the case, we can do it. We deserve this and we can do this. Don't stop planning – create the best plan we can and have the blueprint ready because the money will be there over time.

Comment: Whether you build a road or railroad you need beds. We have changed our environment in Maine due to all the roads. Now there is going to be another change. When we go ahead with this, please think of how the water will be affected.

Dennis: Any other comments? Thanks for coming and giving us your thoughts. A great turnout and great comments.

The meeting ended at 8:02 pm.