

Appendix D

Congress of the United States

Washington, DC 20515

December 8, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

We are writing to express our strong support for the application submitted by the Maine Department of Transportation (MaineDOT) for funding through the U.S. Department of Transportation's Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant program.

The Maine Railroad Bridge Capacity Project (MRBCP) is an ideal candidate for funding as it meets the goals of the FASTLANE program by improving safety, efficiency, and reliability of freight transportation. The total cost of the project is \$15.78 million. The Maine Department of Transportation is seeking \$7.89 million in FASTLANE funds, which will be matched with another \$7.89 million in contributions by non-federal sponsors.

The MRBCP would invest in upgrades and improvements to railroad bridges on the Maine state-owned railroad lines operated by the Maine Northern Railway (MNR) in northern Maine. These improvements would allow the MNR to safely increase the allowable weight for railcars traversing the bridges and rail line to the modern standard weight of 286,000 pounds, which could yield more than a 10 percent increase in capacity per railcar. If funded, this project would improve rail efficiency for regional shippers and businesses and align the MNR's railcar loading operations with its connecting railroad partners in the region. In addition, the project would capitalize on past and pending TIGER grant investments to continue improving Maine's freight rail.

If funded, the MRBCP would have public benefits such as reduced fuel consumption, less congestion on the state's highways, and more efficient rail transportation for industries in northern Maine. The project is critical to the growth and sustainability of this rural region of Maine and many of its forest product-based businesses. The potential upgrades to bridges on the rail line through this project would help keep the region economically competitive and incentivize companies to use the region's freight rail services.

We are confident that the FASTLANE funds would create jobs, increase freight movement efficiency, and improve the economic competitiveness of Maine and the nation. MaineDOT has stated that the MRBCP will be ready to proceed immediately upon receiving funding. As such, we respectfully request that you give this application every appropriate consideration subject to all applicable laws and regulations.

Thank you for your consideration of this request. Should you have any questions, please contact us directly or have your staff contact our staff members Jay Lim (Collins) at (202) 224-2523, Sanjay Kane (King) at (202) 224-5344, Joe Marro (Pingree) at (202) 225-6116, and Michael Sinacore (Poliquin) at (202) 225-6306.

Sincerely,



Susan M. Collins
United States Senator



Angus S. King, Jr.
United States Senator



Chellie Pingree
Member of Congress



Bruce Poliquin
Member of Congress



STATE OF MAINE
OFFICE OF THE GOVERNOR
1 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0001

Paul R. LePage

GOVERNOR

December 8, 2016

The Honorable Anthony Foxx
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

In Re: Support Letter for the Maine Railroad Bridge Capacity Project under the 2017 U.S. Department of Transportation's Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant program

Dear Secretary Foxx,

I write to express my strong support for MaineDOT's 2017 FASTLANE grant application for the Maine Railroad Bridge Capacity Project (MRBCP). We request approval of our total project cost of \$15.78 million, with an award of \$7.89 million from FASTLANE grant funding and a match of non-federal sponsors of \$7.89 million.

This project will improve safety, efficiency and reliability of the movement of freight in the State of Maine and throughout New England by investing in upgrades and improvements to railroad bridges and approaches on the Maine state-owned railroad lines operated by the Maine Northern Railway (MNR) in northern Maine. These lines are a critical connection point for the growth and sustainability of this region, particularly forest-based industries in Maine.

Additional rail capacity will safely increase weights for railcars traveling the bridges and rail line and bring the railcar loadings in line with connecting partners in the region. The upgrades and improvements on the MNR will create efficiencies, provide for fewer heavy load trucks on the highways and reduce costs for shippers and Maine businesses. The MRBCP is critical to the local, regional and national competitiveness of the region and will incentivize increased and new industry use of freight rail.

Maine has been a leader in looking to new options for multi-modal transportation in the northeast. This project will allow Maine to support and create new jobs in the region and allow us to continue our mission of advancing rail and multimodal facilities in support of economic development in Maine, New England and across the world. I urge your consideration and support of our project in advancing the economic prosperity of our region.

Sincerely,


Paul R. LePage
Governor



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December 8, 2016

The Honorable Anthony Foxx
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

Please accept this letter as strong support of the Maine Department of Transportation's FASTLANE 2 Grant application titled *Maine Railroad Bridge Capacity Project*.

This project will invest in upgrades and improvements to railroad bridges and the tracks approaching those bridges on the Maine state-owned railroad operated by the Maine Northern Railway (MNR) in northern Maine. These improvements will allow the MNR to safely increase the weights to 286,000 pounds for railcars traversing the bridges at 25mph yielding more than 10 percent more capacity per-railcar as the gross weight of cars.

The additional capacity per railcar creates efficiencies for businesses in the region. As you know, Maine does not have any Class 1 railroads, so the condition of the State's regional lines is critical to efficient movement of freight. By increasing the load limits on this line, it allows for smoother rail service for goods traveling along multiple lines. This will increase the competitiveness of all the companies who use rail in the region.

The project has obvious public benefits such as reduced fuel consumption and accompanying greenhouse gas emissions for the same amount of freight moved, fewer trucks on the state's and region's highways and improved transportation efficiencies for the industries in northern Maine. The project will also improve safety for the residents of this region by reducing highway truck miles. Again, this project is critical to the growth and sustainability of this region of Maine. A successful and up to date rail system is necessary to increasing industry along this route which will allow the region to become economically competitive again.

We respectfully request that you please consider this important project favorably. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "John Henshaw".

John H. Henshaw
Executive Director



Woodland Pulp LLC

144 Main Street
Baileysville, Maine 04694-9656

207-427-3311
www.woodlandpulp.com

December 2, 2016

The Honorable Anthony Foxx
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

Please accept this letter as strong support of the Maine Department of Transportation's FASTLANE 2 Grant application titled *Maine Railroad Bridge Capacity Project*.

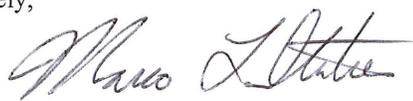
This project will invest in upgrades and improvements to railroad bridges and the tracks approaching those bridges on the Maine state-owned railroad operated by the Maine Northern Railway (MNR) in the northeast corner of Maine. These improvements will allow the MNR to safely increase the weights to 286,000 pounds for railcars traversing the bridges yielding more than 10 percent more capacity per-railcar as the gross weight of cars.

The project has obvious public benefits such as reduced fuel consumption and accompanying greenhouse gas emissions for the same amount of freight moved, fewer trucks on the state's and region's highways and improved transportation efficiencies for the industries in northeast Maine. The project will also improve safety for the residents of this region by reducing highway truck miles. Again, this project is critical to the growth and sustainability of this region of Maine. The region is extremely rural and depressed. A successful and updated rail line is necessary to increasing industry along this route which will allow the region to become economically competitive again.

We respectfully request that you please consider this important project favorably. With the rail rehabilitation proposed in this project, we will see greater efficiencies and freight movement in the North-Eastern part of the country.

Thank you for your time and consideration.

Sincerely,


Vice President



December 6, 2016

The Honorable Anthony Foxx
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

Our purpose in writing you today is to express our strong support for the Maine Department of Transportation's FASTLANE 2 Grant application titled *Maine Railroad Bridge Capacity Project*.

As a leading manufacturer of engineered wood products, Louisiana-Pacific Corporation has invested about \$200 million in its Houlton, Maine operation.

- We are proud to directly employ more than 130 local residents and positively impact hundreds of more local jobs indirectly, including loggers and suppliers.
- Annually, we ship our finished product on about 450 outbound railcars and receive raw materials on more than 370 inbound railcars.
- An investment in rehabilitated bridges allowing heavier weights will serve to help our mill to grow existing markets, as well as reach new markets. In turn, this will shorten the period until our facility can reach full production levels which will see rail volumes growing by another 35%.

We respectfully request that you please consider this important project favorably. With the rail rehabilitation proposed in this project, we will see greater efficiencies and freight movement in the Northeastern part of the country. And, we believe this project is critical to the growth and sustainability of this region of Main.

This project will invest in upgrades and improvements to railroad bridges and the tracks approaching those bridges on the Maine state-owned railroad operated by the Maine Northern Railway (MNR) in the northeast corner of Maine. These improvements will allow the MNR to safely increase the weights to 286,000 pounds for railcars traversing the bridges yielding more than 10 percent more capacity per-railcar. The additional capacity per railcar creates efficiencies for our business.

In addition, the project has many public benefits, including reduced fuel consumption and less emissions for the same amount of freight moved, fewer trucks on the state's and region's highways and improved transportation efficiencies for the industries in northeast Maine, to name a few.

Thank you for your time and consideration.

Curt Stevens
CEO

Bruce Avery
Houlton Plant Manager

December 2, 2016.

The Honorable Anthony Foxx
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

Please accept this letter as strong support of the Maine Department of Transportation's FASTLANE 2 Grant application titled *Maine Railroad Bridge Capacity Project*.

This project will invest in upgrades and improvements to railroad bridges and the tracks approaching those bridges on the Maine state-owned railroad operated by the Maine Northern Railway (MNR) in the northeast corner of Maine. These improvements will allow the MNR to safely increase the weights to 286,000 pounds for railcars traversing the bridges yielding more than 10 percent more capacity per-railcar as the gross weight of cars. The additional capacity per railcar creates efficiencies for our business.

The project has obvious public benefits such as reduced fuel consumption and accompanying greenhouse gas emissions for the same amount of freight moved, fewer trucks on the state's and region's highways and improved transportation efficiencies for the industries in northeast Maine. The project will also improve safety for the residents of this region by reducing highway truck miles. Again, this project is critical to the growth and sustainability of this region of Maine. The region is extremely rural and depressed. A successful and updated rail line is necessary to increasing industry along this route which will allow the region to become economically competitive again.

We respectfully request that you please consider this important project favorably. With the rail rehabilitation proposed in this project, we will see greater efficiencies and freight movement in the North Eastern part of the country.

Thank you for your time and consideration.

Sincerely,



Shipping Supervisor for Columbia Forest Products



A public-private partnership committed to economic growth in Northern Maine

The Honorable Anthony Foxx
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

November 30, 2016

Dear Secretary Foxx:

I'm writing on behalf of 100 Aroostook County businesses that have formed a partnership to advance our economy. We have a significant forest products sector and manufacturing capabilities that greatly rely on rail to get their products to market.

Please accept this letter as strong support of the Maine Department of Transportation's FASTLANE 2 Grant application titled *Maine Railroad Bridge Capacity Project*.

This project will invest in upgrades and improvements to railroad bridges and the tracks approaching those bridges on the Maine state-owned railroad operated by the Maine Northern Railway (MNR) in northern Maine. These improvements will allow the MNR to safely increase the weights to 286,000 pounds for railcars traversing the bridges at 25mph yielding more than 10 percent more capacity per-railcar as the gross weight of cars.

The additional capacity per railcar creates efficiencies for businesses in the region. As you know, Maine does not have any Class 1 railroads, so the condition of the State's regional lines is critical to efficient movement of freight. By increasing the load limits on this line, it allows for smoother rail service for goods traveling along multiple lines. This will increase the competitiveness of all the companies who use rail in the region.

The project has obvious public benefits such as reduced fuel consumption, fewer trucks on the region's highways, increased safety and improved transportation efficiencies for the industries in northern Maine. Again, this project is critical to the growth and sustainability of this region of Maine. A successful and up to date rail system is necessary to increasing industry along this route which will allow the region to become economically competitive again.

We respectfully request that you please consider this important project favorably. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads 'Robert Dorsey'.

Robert Dorsey
President, The Aroostook Partnership



December 5, 2016

The Honorable Anthony Foxx
U.S. Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

The Maine Better Transportation Association strongly supports the Maine Department of Transportation's FASTLANE 2 Grant application - *Maine Railroad Bridge Capacity Project*. This project is critical to a region of Maine that needs economic development.

The Maine Railroad Bridge Capacity Project will invest in upgrades and improvements to railroad bridges and the tracks approaching those bridges on the Maine Northern Railway (MNR) in northern Maine, which is a state-owned railroad. These investments will allow the MNR to safely increase the weights to 286,000 pounds for railcars crossing bridges at 25mph, which in turn will yield more than 10 percent more capacity per-railcar as the gross weight of cars.

The additional capacity per railcar creates efficiencies for businesses in the region. Since Maine has no Class 1 railroads, the condition of the State's regional lines is even more critical to efficient movement of freight. Increasing the load limits on this line will allow for smoother, more efficient rail service for goods traveling along multiple lines, thereby increasing the competitiveness of all the companies using rail in the region.

In addition to benefits such as reduced fuel consumption and accompanying greenhouse gas emissions resulting from this project, we also know that having fewer trucks on our highways will improve transportation efficiencies, and provide more options for shippers in northern Maine. The project will also enhance safety for the residents of this region by reducing highway truck miles.

Clearly this project is vital to the growth and quality of life of northern Maine. A modern and viable rail system will help spur economic vitality along this corridor, helping to reverse some of the economic downturn that has plagued this region of the state.

We strongly endorse this request, and respectfully ask that you consider it favorably.

Thank you for your time and your service as US DOT Secretary.

Sincerely,

A handwritten signature in black ink that reads "Maria R. Fuentes". The signature is written in a cursive, flowing style.

Executive Director

Maine
Better
Transportation
Association

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ME 04330

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November 30, 2016

The Honorable Anthony Foxx
Secretary of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary Foxx:

It has come to my attention that the Maine Department of Transportation is submitting a FASTLANE 2 Grant application titled *Maine Railroad Bridge Capacity Project*. Please consider this letter as strong support for this project.

The project will invest in upgrades and improvements to railroad bridges and the tracks approaching those bridges on the Maine state-owned railroad operated by the Maine Northern Railway (MNR) in Northern Maine. These improvements will allow the MNR to safely increase the weights to 286,000 pounds for railcars traversing bridges at 25 mph, yielding more than 10 percent more capacity per railcar as the gross weight of cars.

As an economic developer in Northern Maine, I can tell you that rail service is so important to our very rural area. We have been economically stressed the past 18 months or so with the closing of several paper mills within the state. In Maine, and more specifically Northern Maine, the forestry industry is king. Although logging contractors have been taken back by the mill shut downs, they are resilient, hard-working folks and they are restructuring to provide service to the remaining large forestry based users-sawmills, Oriented Strand Board mills (OSB), specialty papermills and Laminated Strand Lumber (LSL) manufacturers.

One of my clients is a large national player in the sheathing market and manufactures a laminated lumber product that while being manufactured in northern Maine, can be economically viable as far as the West Coast, if it is shipped via rail. By truck, the product is only competitive East of the Mississippi. Increasing load limits on our sole line goes a long way toward increasing competitiveness of companies such as this that use rail in the region. Increased competitiveness helps assure that the remaining forest product manufacturers will remain in the region and assure that the logging jobs are retained.

On behalf of my board of directors, we respectfully request that you please consider this important project favorably. Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads 'Jon A. McLaughlin'.

Jon A. McLaughlin, Executive Director
Southern Aroostook Development Corporation

December 7, 2016

The Honorable Anthony Foxx
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

Please accept this letter as strong support of the Maine Department of Transportation's FASTLANE 2 Grant application titled *Maine Railroad Bridge Capacity Project*.

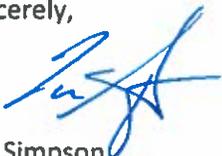
This project will invest in upgrades and improvements to railroad bridges and the tracks approaching those bridges on the Maine state-owned railroad operated by the Maine Northern Railway (MNR) in northern Maine. These improvements will allow the MNR to safely increase the weights to 286,000 pounds for railcars traversing the bridges at 25mph yielding more than 10 percent more capacity per-railcar as the gross weight of cars.

The additional capacity per railcar creates efficiencies for our business. We are one of the connecting regional short line railroads in the State of Maine. As you know, Maine does not have any Class 1 railroads, so the condition of the State's regional lines is critical to efficient movement of freight. By increasing the load limits on this line, it allows for smoother rail service for goods traveling along multiple lines. This will increase the competitiveness of all the companies that we and the other rail lines in Maine serve.

The project has obvious public benefits such as reduced fuel consumption and accompanying greenhouse gas emissions for the same amount of freight moved, fewer trucks on the state's and region's highways and improved transportation efficiencies for the industries in northern Maine. The project will also improve safety for the residents of this region by reducing highway truck miles. Again, this project is critical to the growth and sustainability of this region of Maine. A successful and up to date rail system is necessary to increasing industry along this route which will allow the region to become economically competitive again.

We respectfully request that you please consider this important project favorably. Thank you for your time and consideration.

Sincerely,



Ian Simpson
General Manager



November 30, 2016

The Honorable Anthony Foxx
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

Please accept this letter as strong support of the Maine Department of Transportation's FASTLANE 2 Grant application titled *Maine Railroad Bridge Capacity Project*.

This project will invest in upgrades and improvements to railroad bridges and the tracks approaching those bridges on the Maine state-owned railroad operated by the Maine Northern Railway (MNR) in northern Maine. These improvements will allow the MNR to safely increase the weights to 286,000 pounds for railcars traversing the bridges at 25mph yielding more than 10 percent more capacity per-railcar as the gross weight of cars.

The additional capacity per railcar creates efficiencies for our business. We are one of the connecting regional short line railroads in the State of Maine. As you know, Maine does not have any Class 1 railroads, so the condition of the State's regional lines is critical to efficient movement of freight. By increasing the load limits on this line, it allows for smoother rail service for goods traveling along multiple lines. This will increase the competitiveness of all the companies that we and the other rail lines in Maine serve.

The project has obvious public benefits such as reduced fuel consumption and accompanying greenhouse gas emissions for the same amount of freight moved, fewer trucks on the state's and region's highways and improved transportation efficiencies for the industries in northern Maine. The project will also improve safety for the residents of this region by reducing highway truck miles. Again, this project is critical to the growth and sustainability of this region of Maine. A successful and up to date rail system is necessary to increasing industry along this route which will allow the region to become economically competitive again.

We respectfully request that you please consider this important project favorably. Thank you for your time and consideration.

Sincerely,

Ryan Ratledge
Chief Operating Officer