

STATE RAIL PLAN

Rail Advisory Council Meeting #3 December 6, 2022



WELCOME TO THE STATE RAIL PLAN RAC MEETING #3

- » Please ensure your microphones are muted
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WELCOME AND INTRODUCTIONS

- >> By Nathan Howard, MaineDOT
- » Round the room introductions



AGENDA FOR TODAY

- » Update on State Rail Plan Technical Activities
- >> Review Draft State Rail Plan Document
- » Review and Input on Needs, Performance Measures, and Rail Service & Investment Program
- » Review and Input on State Rail Plan Strategies
- » Next Steps





UPDATE ON STATE RAIL PLAN TECHNICAL ACTIVITIES





PLAN SCHEDULE





REVIEW DRAFT STATE RAIL PLAN DOCUMENT

- » Plan is about 90 pages
- » 5 Chapters, 1 Appendix, 5 supporting Tech Memos
- » Follow FRA State Rail Plan outline guidance
- >> Draft Plan will be available end of the year

MAINE STATE RAIL PLAN TABLE OF CONTENTS The Role of Rail in Statewide Transportation 1.1 Vision, Goals, and Objectives 1.2 Program Coordination. 1.3 Governance 1.4 State Funding Authority 1.5 Organization of this Plan Maine's Existing Rail System 2.1 Maine Rail System Inventory and Use 2.2 Trends and Forecasts CRTY 73503 Rail Service Needs and Opportunitie 3.1 Rail Performance Measures 3.2 Key Needs and Opportunities 3.3 Passenger Rail Needs 3.4 Proposed Passenger Rail Improvements. 3.5 Freight Rail Needs 3.6 Proposed Freight Rail Improvements Maine's Rail Service and Investment Progra 4.1 Policies and Strategies. 4.2 Program Effects 4.3 Funding and Financing Plan 4.4 Passenger and Freight Rail Capital Program 4.5 Rail Studies and Reports Coordination and Review. 5.1 Approach to Public- and Private-Sector Stakehold 5.2 Summary of Feedback 5.3 Consideration of Feedback. MaineDOT NOVEMBER 2022 Passenger and Freight Rail Program of Projects

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EXECUTIVE SUMMARY MOCK-UP

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Maine's Rail System	The Amtrak Downeaster makes five daily round-trips between Brunswick, Maine and Boston, Massachusetts serving 12 communities in 3 states along	The MSRP ind and freight ro	ludes strategies and an investment p ail service in the state	program for p	assenger	🕴 MaineDO
Numbers. 2019	a 145-mile corridor.	MSRP Short-Term	Strategies (2023-2026)	MSRP Long-Ter	m Strategies (2	127-20421
574,692 Rodentrip (C1)	The Dawneaster provides an alternative travel mode along the Portan	Seek grants and and passenger r Improve transit, it	Innovative funding approaches for freight all bicycle, and pedestrian connections to the	Expand IRAP pr Invest in roll infr Grow roll marks	ogram astructure towar et opportunities	rd intermodol hubs
70% brid point Off (CT) 	heavily traveled I-95 corridor or one of the second s	Preserve and full rail sidinas as we	y use industrial land parcels with access to Las existing rail infrastructure and corridors	Explore state's i needs	role to address r	all car equipment
Sill.7 M Serverue PT	gives rise to significant benefits in the region through travel/ benefits in the benefits in the benefits in the benefits to start the benefits the benefits to start the benefi	Increase resilient Infrastructure and Invest in railroad	ce of the rail system to strengthen ortical d to prepare for increasing storm severity intrastructure to improve the rail network to Ready ISOCRI	Advocate for a Expand passen Expand and ax funding	ompetitive rolls ger roll service eate steady stre	ervice and praing am for passenger rol
S22.89 M Operating Expenses (FT)	tourism/visitor spending.	Accommodate i clearances	heavier roll cars (286k) and double stack	Improve roll co	meetivity to per	ts
As of October 2022, Amtrak I	Nowneaster ridership has rebounded to					
within 5% of 2019 ridership f	rom the depths of the COVID-19 pandemic.	Investment Plan	Potential Benefits		Improveme	nt Example(s)
1		Falski	Description data interest a constituent attain		tellettee of Ferly	ue Trais Castral
A Growing Maine As Maine's and the U.S. of By 2050, total rail tonnage and	Means Growing Freight and Passenger Demand conomies grow, so will the demand on the state's rail network.	Passenger Service Improvement	Increase utilization of passenger service, in financial performance, reduce highway V associated collateral impacts.	ncy ins inc nprove solv MT and with cu	reased frequen heduled running th additional stor stomer experier	cles, taster) times, better access ps, improve tage through station 1 page policy
value are projected to more the double to 11.8 million tons value at \$18.6 billion. This is due in to	an Pulp, Poper of Alled Products	Passenger Service Expansion	Improve mobility options for travelers, red. GHG emissions, highway congestion, safet	ice VMT, Im ly. pre	plement service esently served b	in regions not y the Downeoster
to projected container traffic growth at the Port of St. John, a	Petroleum Coal Product	Corridor Preservation	Ensure potential future utility for passenger freight) service, manage risks associated v dormant corridors	(and Previth co	iserve out-of-ser rridors with pote e.	vice or underutilized ntial for future rail
portion of which is expected to move by rail across Maine. Downeaster ridership shows an	Pood or Khere Product	Multimodal Connectivity	Expand mobility options for travelers, impro experience, reduce environmental impact travel	t from Ce	location of Porti inter	and Transportation
overall upward trend coming or	f Erimany Netal Fraducts	Freight Rall Eleme	ents			
of the pandemic period. The investment scenario forecast projects total system boardings 730,000 by 2030, a 27% grow	Mitoritoneour Mixed SHpmentr - 500 1,000 1,000 2,000 3,000 3,000 of Traused Terrs T	SOGR/ Intrastructure Upgrade	Ensure that rail service is competitive and i relevant, improve safety, enhance resilien operational performance, and reduce on maintenance costs.	market Bri ce, Do going Do cle oc	I and tie replace dge rehabilitatio ssing sidings, do corance, improvisionmodate 28	ement projects, an, construction of uble-stack ements to lók freight cars.
since the 2019 peak.	to Torecast leadings Freight Unit Growth, 2019-2050	Customer Access	Increase competitiveness of Maine Industr expanding market options, reduce transpi- costs, reduce truck VMT and associated in advance economic development efforts.	y by ortation Ne npacts, ne	w/improved tro twork to current	ck linking roll or new customers.
	Kosterio Servicio	Grade Crossing Safety	Improve road and rail safety	ins sig rec	taliation/upgrad nage, crossing s placement, etc.	ie of lights, gotes, urface
	- 100 200	Rolling Stock	For freight roll cars, ensure supply of marke responsive rolling stock for Maine Industry, truck VMT. For locamatives, improve opera efficiency and productivity, reduce green emissions, improve reliability.	reduce Ac stional av house gas log	quisition of rollin allable from oth g cars facing mo	g stock not er sources, such as indated retirement.
\$ \$ \$ \$ \$ \$ \$ \$	Thousand Units	Multimodal Connectivity & Terminal Improvements	Increase competitiveness of Maine Industr Improving modal access, reduce transpor reduce truck VMT, Improve rail operationa support economic development.	y by Ne tation costs, (ra il efficiency, bu Imp	w/improved into il/highway or rai ik transload and provements	ermodal I/water) terminais, i carload facility
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RAIL NEEDS AND OPPORTUNITIES PASSENGER RAIL IMPROVEMENT BENEFITS

Improvement Type	Potential Benefits	Example(s)
Safety	Decrease risks, improve operational efficiency	Installation of Positive Train Control
Passenger Service Improvement	Increase utilization of passenger service, improve financial performance, reduce highway VMT and associated collateral impacts	Increased frequencies, faster scheduled running times, better access with additional stops, improve customer experience through station modernization and new rolling stock
Passenger Service Expansion	Improve mobility options for travelers, reduce VMT, GHG emissions, highway congestion, safety	Implement service in regions not presently served by the Downeaster
Corridor Preservation	Ensure potential future utility for passenger (and freight) service, manage risks associated with dormant corridors	Preserve out-of-service or underutilized corridors with potential for future rail use
Multimodal Connectivity	Expand mobility options for travelers, improve travel experience, reduce environmental impact from travel	Relocation of Portland Transportation Center



RAIL NEEDS AND OPPORTUNITIES FREIGHT RAIL IMPROVEMENT BENEFITS

Improvement Type	Potential Benefits	Example(s)
SOGR/ Infrastructure Upgrade	Ensure that rail service is competitive and market relevant, improve safety, enhance resilience, operational performance, and reduce ongoing maintenance costs	Rail and tie replacement projects, bridge rehabilitation, construction of passing sidings, double-stack clearance, improvements to accommodate 286k freight cars
Customer Access	Increase competitiveness of Maine industry by expanding market options, reduce transportation costs, reduce truck VMT and associated impacts, advance economic development efforts	New/improved track linking rail network to current or new customers
Grade Crossing Safety	Improve road and rail safety	Installation/upgrade of lights, gates, signage, crossing surface replacement, etc
Rolling Stock	For freight rail cars, ensure supply of market-responsive rolling stock for Maine industry, reduce truck VMT. For locomotives, improve operational efficiency and productivity, reduce greenhouse gas emissions, improve reliability	Acquisition of rolling stock not available from other sources, such as log cars facing mandated retirement
Multimodal Connectivity & Terminal Improvements	Increase competitiveness of Maine industry by improving modal access, reduce transportation costs, reduce truck VMT, improve rail operational efficiency, support economic development	New/improved intermodal (rail/highway or rail/water) terminals, bulk transload and carload facility improvements



PERFORMANCE MEASURES DOWNEASTER PRIIA SECTION 207

- » The Downeaster is performing very well across the measures and exceeding most of targets
- » There is room for improvement in end point OTP. Due to significant single-track sections of the route's right-of-way in ME and NH, even minor disruptions result in passenger train interference and cascading delays throughout a day.

Category	Performance Measure	Metric	Four-Quarter Status (FY21Q3– FY22 Q2)	Target
Financial	Farebox recovery	Percentage of operating costs recovered by passenger-related revenue	40%	Continuous Improvement
On-Time Performance	End point OTP	Percentage of trains with on-time end point arrival	70%	≥85%
(OTP)	Customer OTP	Percentage of customers with on-time arrival for all passengers served	82%	≥90%
Train Delays	Host Responsible Delays	Delay minutes per 10,000 train miles (by each host railroad)	836	Continuous Improvement
	Amtrak Responsible Delays	Delay minutes per 10,000 train miles	140.5	Continuous Improvement
Customer Service Indicators	Overall Service	Percent of survey respondents who provided a score of 70 percent or greater	93%	≥90%
(adjusted for train performance)	On Board Crews	Average score from survey respondents	96%	≥90%
	Reliability	Average score from survey respondents	89%	≥90%
	Onboard cleanliness	Average score from survey respondents	95%	≥90%
	Onboard comfort	Average score from survey respondents	95%	≥90%
	Onboard food services	Average score from survey respondents	84%	≥85%

Note: Federal targets for Metrics and Minimum Standards for Intercity Passenger Rail Service are defined in 49 CFR 273. <u>https://railroads.dot.gov/legislation-regulations/regulations-rulemaking/metrics-and-</u> minimum-standards-intercity-passenger.

Source: https://railroads.dot.gov/passenger-rail/amtrak/intercity-passenger-rail-service-quality-and-performance-reports.



RAIL PERFORMANCE MEASURES (CONT.)

- » System effectiveness performance measures sets targets for the system's use (volume, ridership, service and shippers)
- » System safety performance is tracked by FRA reportable incidents
- » System condition performance measures establish targets that meet current standards
- » System initiative performance measures establish targets to raise the current standard

Category	Performance Measure	Metric	Status	4-Year Target
ystem ffectiveness	Freight rail volumes	Tons of freight rail originating and terminating in Maine	4.5 million tons (2019)	5.71 million tons
	Recruit rail-using businesses	Number of rail-using businesses	125	130
	Improve freight rail shipper concentration	Reciprocal Index (equivalent number of equal volume rail users)	36	41
	Passenger trips in Maine	Quarterly total ridership	86,119 4-quarter avg.)	100,000
	FRA PRIIA performance and service quality indicators	% of reporting categories above national average	100%	≥50%
ystem Condition	Rail lines meeting 286,000- pound standards	Corridors that need to meet 286,000-pound standard: SLR, Rockland Branch, BML, DSRX, CSX Northern Maine Junction to Mattawamkeag, Houlton Branch, Presque Isle Sub, Fort Fairfield Sub, Limestone Sub	No	Yes
	Rehabilitate and upgrade rail crossings	Number of crossings improved	16 (FY21)	40 (or 10 per year)
ystem afety	FRA reportable rail incidents	5-year average of total FRA reportable incidents	20 incidents/ year	5% decline (19 average incidents/ year)
ystem nitiatives	Facility Condition	% of passenger, maintenance, and administration facilities rated below condition 3.5 on the TERM scale	0%	0%
	Continuously welded rail along all passenger routes	% of passenger route track-miles continuously welded	100%	100%
	Remove obstructions along mainline routes to allow double-stack operations	Corridors that need to meet 23 feet vertical clearance:		
		CSX (Mattawamkeag-Ayer, MA) CP/EMRY (McAdam, NB-Jackman)	No	Yes
		CP/EMRY/MNR (Bangor -Presque Isle)	No	Yes
	Minimum FRA Track Class 2 for all nonpassenger routes	Miles of freight only trackage that are less than track class 2	<mark>XX</mark> miles	1,002 miles
	Minimum FRA Track Class 4 for all passenger routes	Miles of passenger track that are less than track class 4 along current route	70 miles in Maine	70 miles



SHORT-TERM PASSENGER RAIL PROGRAM (2023-2026)

Project Name	Carrier(s)/ Sponsor(s)	Project Description	Project Type
Downeaster Wells Station	NNEPRA,	Extend double track and add passenger platform at Wells Station.	Passenger
Double Track and Plafform	CSX, Amfrak		Service Improvement
Positive Train Control (PTC)	CSX, Amtrak	The implementation of PTC on the Downeaster service is a critical step to	Safety
on the Downeaster		continued growth in Downeaster service. Amtrak and CSX have entered into an agreement for system design.	
Portland Station Relocation	NNEPRA	Relocate the Downeaster Station in Portland to the main line to avoid time-	Passenger
		consuming backup moves. Move will improve travel times through Portland,	Service
		ridership potential.	Improvement
New West Falmouth Station	NNEPRA	NNEPRA, in collaboration with the Town of Falmouth, MaineDOT, and MTA, is	Passenger
		exploring adding a Downeaster Station in West Falmouth at Exit 53. This	Service
		location would improve connectivity to/from the I-95 corridor.	Improvement
Rockland Branch Coastal	MaineDOT,	Extend Downeaster service to Bath, Wiscasset, Newcastle, Waldoboro,	Passenger
Connection Service	NNEPRA,	Thomaston, and Rockland on a seasonal basis, either as an extension of a	Service
Extension Pilot	Midcoast Rail	Downeaster train or cross-platform connection at Brunswick.	Expansion
Passenger Rail Service	Varies	Continue passenger rail planning expansion efforts based on results of	Passenger
Expansion Planning		ongoing and future feasibility/propensity studies, e.g., Portland-Lewiston-	Service
		Auburn, Brunswick-Augusta-Waterville-Bangor.	Expansion



LONG-TERM PASSENGER RAIL PROGRAM (2027-2042)

Project Name	Carrier(s)/ Sponsor(s)	Project Description	Project Type
CSX mainline	CSX,	Current sidings cannot accommodate longer trains. Specific segments	Passenger
Double-Tracking	NNEPRA,	for double track extensions to be identified in the Service	Service
to Accommodate	Amtrak	Development Plan (SDP).	Improvement
Downeaster			
Operations			
Preservation of	Varies	Protect integrity of rail corridors for future freight and passenger	Corridor
Rail Corridors		transportation needs.	Preservation
Continue	Varies	Continue passenger rail planning expansion efforts based on results	Passenger
Passenger Rail		of ongoing and future feasibility studies, e.g., Portland-Lewiston-	Service
Service Expansion		Auburn, Brunswick-Augusta-Waterville-Bangor.	Expansion
Planning			



SHORT-TERM FREIGHT RAIL PROGRAM (2023-2026)

Project Name	Railroad	Project Description	Project Type
Rockland Branch bridge	MCRI	Bridge improvements on the Rockland Branch to achieve state of good repair.	SOGR /
improvements			Infrastructure
Waterville-Mattawamkeag	CSX	Replace ~75 miles of rail, 55,000 ties, upgrade 72 grade crossings, and reinforce five bridges	SOGR /
286K capacity and safety		in central Maine between Waterville and Mattawamkeag. Improvements needed to	Infrastructure
improvements		accommodate 286K freight cars and increase speeds from 10 to 25 mph.	
Waterville-North Yarmouth	CSX	Rehabilitate and modernize 75 miles mainline track, 8 bridges, and 89 rail crossings on CSX	SOGR /
upgrades and rail crossing		main line between Waterville and North Yarmouth.	Infrastructure
safety improvements			
286K capacity	SLR	Rail replacement, tie renewal, ballast and surfacing to achieve 286K capacity on the SLR.	SOGR /
			Infrastructure
Rail Highway Crossing	Varies	The Railway-Highway Crossings (Section 130) Program provides funding for the elimination of	Grade Crossing
Safety Program		hazards at railway-highway crossings.	Safety
Industrial Rail Access	Varies	IRAP provides financial assistance to businesses and shippers for investment in rail or freight-	Customer Access
Program		rail-related infrastructure located on, within or adjacent to the general railroad system.	
Bridge upgrades	Multiple	Subject to development of both freight and passenger service needs, continue to extend rail	SOGR /
		restoration.	Infrastructure
Various, 286 K rail car	Multiple	Initiate ongoing program to accommodate 286K rail cars, subject to needs analysis.	SOGR /
capacity			Infrastructure



SHORT-TERM FREIGHT RAIL PROGRAM (2023-2026) (CONT.)

Project Name	Railroad	Project Description	Project Type
Improve tie conditions	CP	Improve tie conditions along former CMQ route to support higher speeds and ensure	SOGR /
		reliable operation.	Infrastructure
Rail bridge improvements,	Varies	Ongoing improvements and upgrades to state-owned railroad bridges to	SOGR /
state-owned		accommodate railcars loaded up to the industry standard of 286,000-pound gross	Infrastructure
		vehicle weight.	
Increase Rigby Yard	CSX	Increase rail capacity and trackage at Rigby Yard in South Portland to reduce	Terminal
capacity.		congestion.	improvements
Maintain and expand	MNR,	Acquisition of chip and log fiber cars, box cars, center beam cars, and etc. to move	Rolling Stock
Northern ME freight car fleet	EMRY	commodities to and from customers. Needed to accommodate market growth and	
		replace cars subject to mandatory retirement.	
SLR Locomotive	SLR	Upgrade to modern locomotives for more tractive effort to reduce fleet requirements,	Rolling Stock
Modernization		reduce fuel consumption and emissions, and increase reliability.	
Upgrade trackage from	СР	Rehabilitate recently acquired trackage between Bangor and Moosehead to achieve	SOGR /
Bangor through Moosehead		SOGR.	Infrastructure
Maine Northern Rail	MNR	Rail improvements to 138 miles of track in northern Maine to increase reliability and	SOGR /
Improvements Project (2022		allow for Class 2 (25mph track speeds) on four lines owned by the State of Maine	Infrastructure
CRISI)		(Madawaska, Houlton, Presque Isle, and Fort Fairfield Subdivisions)	
Maine Woods to Water Rail	MNR, CP	Mainline, railyard, port and spur track improvements leading to Our Katahdin's One	Multimodal
Connection Project (2023		North industrial site (new wood pellet plant). Finished pellets will ship on rail through	Connectivity and
CRISI Application)		Brownville Junction to Searsport for transload to ships destined to foreign markets.	Terminal
			Improvements



LONG-TERM FREIGHT RAIL PROGRAM

Project Name	Railroad	Project Description	Project Type
Upgrade trackage from	СР	Rehabilitate recently acquired trackage between Bangor and Moosehead to	SOGR /
Bangor through Moosehead		achieve SOGR.	Infrastructure
Rail Highway Crossing	Varies	The Railway-Highway Crossings (Section 130) Program provides funding for the	Grade Crossing
Safety Program		elimination of hazards at railway-highway crossings.	Safety
Add/expand sidings	CSX	Add/expand sidings between Waterville and Portland to accommodate	SOGR /
between Waterville and		additional traffic.	Infrastructure
Portland			
Increase usage of	CSX	Coordinate with MPA, EIMSKIP and CSX to increase usage and establish regular	Terminal
International Marine		intermodal service at IMT.	Improvements
Terminal in Portland			
Improvements at Waterville	CSX	Improvements at Waterville as needed.	Terminal
			Improvements
Add loading site at Skyway	MNR	Provide loading site for grain and starch products.	Customer Access
Industrial Park, Presque Isle			
Upgrade 1,800' rail spur at	MNR	Upgrade 1,800-foot spur for railcar storage and transload site.	Customer Access
Skyway Industrial Park,			
Presque Isle			



LONG-TERM FREIGHT RAIL PROGRAM (2027-2042)

Project Name	Railroad	Project Description	Project Type
Propane storage tracks at	MNR	Add storage track for propane cars to accommodate growth of the commercial	Customer Access
Auburn, Millinocket,		market for propane and heating oil in Northern Maine.	
Hampden, Presque Isle			
Maintain and expand	MNR,	Acquisition of chip and log fiber cars, box cars, center beam cars, and etc. to	Rolling Stock
Northern ME fleet to meet	EMRY	move commodities to and from customers. Needed to accommodate market	
customer needs		growth and replace cars subject to mandatory retirement.	
Double-stack clearances on	Multiple	Subject to needs analysis, initiate ongoing program to upgrade principal rail	SOGR /
main lines		lines to accommodate double-stack trains.	Infrastructure
Improvements at Auburn	SLR	Improvements at Auburn as needed	Terminal
			Improvements
Woodland pulp mill bridge	EMRY	Strengthen brides to Woodland pulp mill to accommodate 286K railcars.	SOGR /
improvements			Infrastructure



RAIL SERVICE AND INVESTMENT PROGRAM

Category	Short-Range	<u>e 2023–2026</u>	<u>Long-Ran</u>	Long-Range 2027–2042	
	Projects	Cost	Projects	Cost (\$Million)	
		(\$Million)			
Passenger Rail Element:	6	\$181.00	3	\$5.00	
Safety	1	\$100.00	0	\$0.00	
Passenger Service Improvement	3	\$75.00	1	TBD	
Passenger Service Expansion	2	\$6.00	1	TBD	
Corridor Preservation	0	\$0.00	1	\$5.00	
Freight Rail Element:	16	\$185.91	15	\$19.20	
SOGR/Infrastructure Upgrade	10	\$177.11	4	TBD	
Customer Access	1	\$4.00	6	TBD	
Grade Crossing Safety	1	\$4.80	1	\$19.20	
Rolling Stock	2	TBD	1	TBD	
Multimodal Connectivity and Terminal Improvement	2	TBD	3	TBD	
Total Rail Program	22	\$366.91	18	\$24.20	



RAIL SERVICE AND INVESTMENT PROGRAM



Note: Only projects with estimated costs are included in the figures (\$ Thousands)



RECOMMENDED POLICIES AND STRATEGIES WORKSHOP

Go to



Enter the code 2224 3171



POLICIES & STRATEGIES

MSRP Short-Term Strategies (2023-2026)

Seek grants and innovative funding approaches for freight and passenger rail

Improve transit, bicycle, and pedestrian connections to the Downeaster

Preserve and fully use industrial land parcels with access to rail sidings as well as existing rail infrastructure and corridors

Increase resilience of the rail system to strengthen critical infrastructure and to prepare for increasing storm severity

Invest in railroad infrastructure to improve the rail network to a SOGR

Accommodate heavier rail cars (286k) and double stack clearances



POLICIES & STRATEGIES

MSRP Long-Term Strategies (2027-2042)

Expand IRAP program

Invest in rail infrastructure toward intermodal hubs

Grow rail market opportunities (e.g., new energy markets, emerging technologies)

Explore state's role to address rail car equipment needs

Advocate for competitive rail service and pricing

Expand passenger rail service

Expand and create steady stream for passenger rail funding

Establish predictable, reliable rail funding sources

Improve rail connectivity to ports

Preserve rail corridors



PROPOSED RAIL PLANNING STUDIES AND NEXT STEPS

- » Update the Downeaster Service Development Plan in accordance with the new FRA Corridor Identification Program guidance
- » Continue Rail Use Advisory Council process. There are 2 ongoing and 1 completed RUACs for the following rail corridors:
 - Mountain Division from Standish to Fryeburg (completed)
 - Berlin Subdivision from Portland to Auburn
 - Lower Road from Brunswick to Augusta
- » Develop a baseline planning criteria that functions as a high-level screening tool for passenger rail service expansion proposals. This tool can be used to determine the feasibility of the project for consideration of a future service planning study.
- » Complete various ongoing passenger rail feasibility studies to inform/evaluate future passenger rail service expansion plans



SCREENING CRITERIA FOR EVALUATING PROPOSED PASSENGER RAIL SERVICE EXPANSIONS





NEXT STEPS

- » Incorporate input and address comments on Draft Plan December 2022
- » Draft Plan Public Comment Period December to January 2023
- » Final Public Meeting Early January 2023
- » Final Draft Plan to be submitted to FRA February 2023





THANK YOU QUESTIONS? CHECK OUT THE STATE RAIL PLAN WEBSITE: HTTPS://WWW.MAINE.GOV/MDOT/OFPS/RAIL-PLAN/

State Rail Plan Rail Advisory Council Meeting #3 December 6, 2022

