



STATE RAIL PLAN

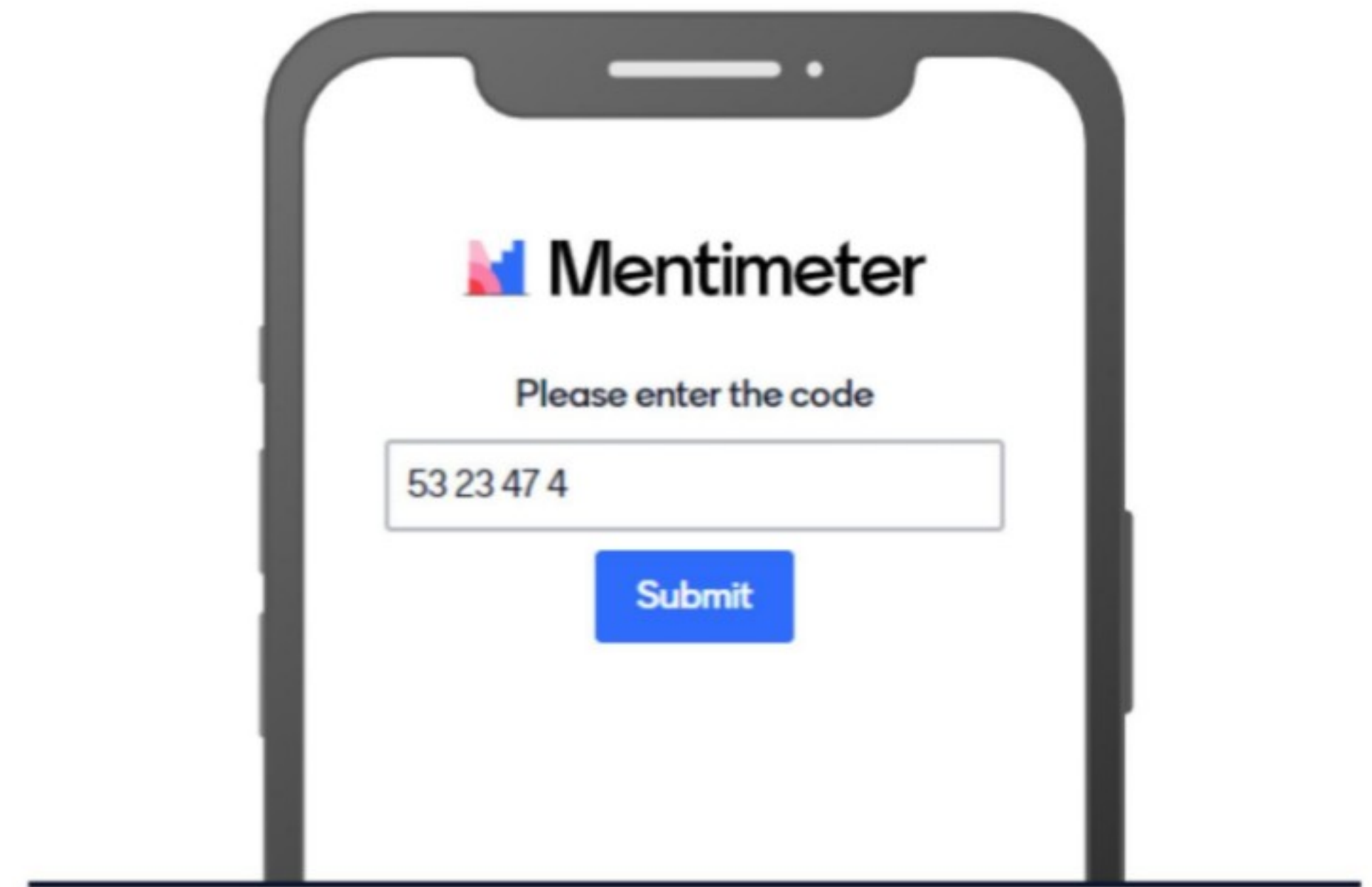
Rail Advisory Council
Meeting #1
December 13, 2021

WELCOME TO THE STATE RAIL PLAN RAC MEETING #1

- » Please ensure your microphones are muted
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AGENDA

- » Welcome and Introductions
- » Plan Overview and Approach
- » Interactive Polling
- » Preliminary Technical Activities
- » Draft Vision and Goals Review and Input
- » Rail Trends Discussion and Input
- » Next Steps





WELCOME AND INTRODUCTIONS

» By Nathan Howard, MaineDOT

PROJECT TEAM

Maine Department of Transportation

- Nathan Howard – Project Manager SRP
- Nathan Moulton – Director Office of Freight and Passenger Services

Northern New England Passenger Rail Authority

- Patricia Quinn – Executive Director
- William Gayle – Grant and Policy Administrator

Cambridge Systematics

- Lisa Destro – CS Project Manager
- Andreas Aeppli – CS Principal in Charge
- Leah Pickett – CS Deputy PM

PLAN OVERVIEW AND APPROACH

- » Purpose of the Plan
- » Role of RAC
- » Technical Approach
- » Plan Schedule



PURPOSE OF THE PLAN

- » Update the Maine State Rail Plan meet all federal guidelines and support future planning, policies, and investment in Maine
- » Gather freight and passenger rail data and assess the existing and future conditions on the rail system, and identify needs and opportunities
- » Conduct a robust stakeholder engagement effort on freight and passenger rail related issues
- » Identify and prioritize projects, policies and strategies to support Maine's rail-related goals
- » Develop a framework to examine proposed alternative uses for state-owned rail assets that are currently dormant, and a framework to evaluate proposed expansions of Maine's passenger rail service

FEDERAL INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

- » Initial estimate of \$2.37 billion dedicated funding over 5 years to Maine
- » Multimodal funding
 - Significant increases in rail funding: \$66B over 5 years (all grants, no formula)
- » Existing discretionary programs
 - Significant increases in Local and Regional Project Assistance (f. RAISE), INFRA, CRISI, Port Infrastructure Development Program
- » New programs
 - Railroad Crossing Elimination, National Infrastructure Project Assistance, Charging and Fueling Infrastructure, Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT), Strengthening Mobility and Revolutionizing Transportation (SMART)
- ☐ Establishment of Freight Infrastructure and Policy Office (USDOT)

ROLE OF THE RAIL ADVISORY COUNCIL



Support
development and
implementation of
the plan



Providing **input** into
and **vetting**
materials and data



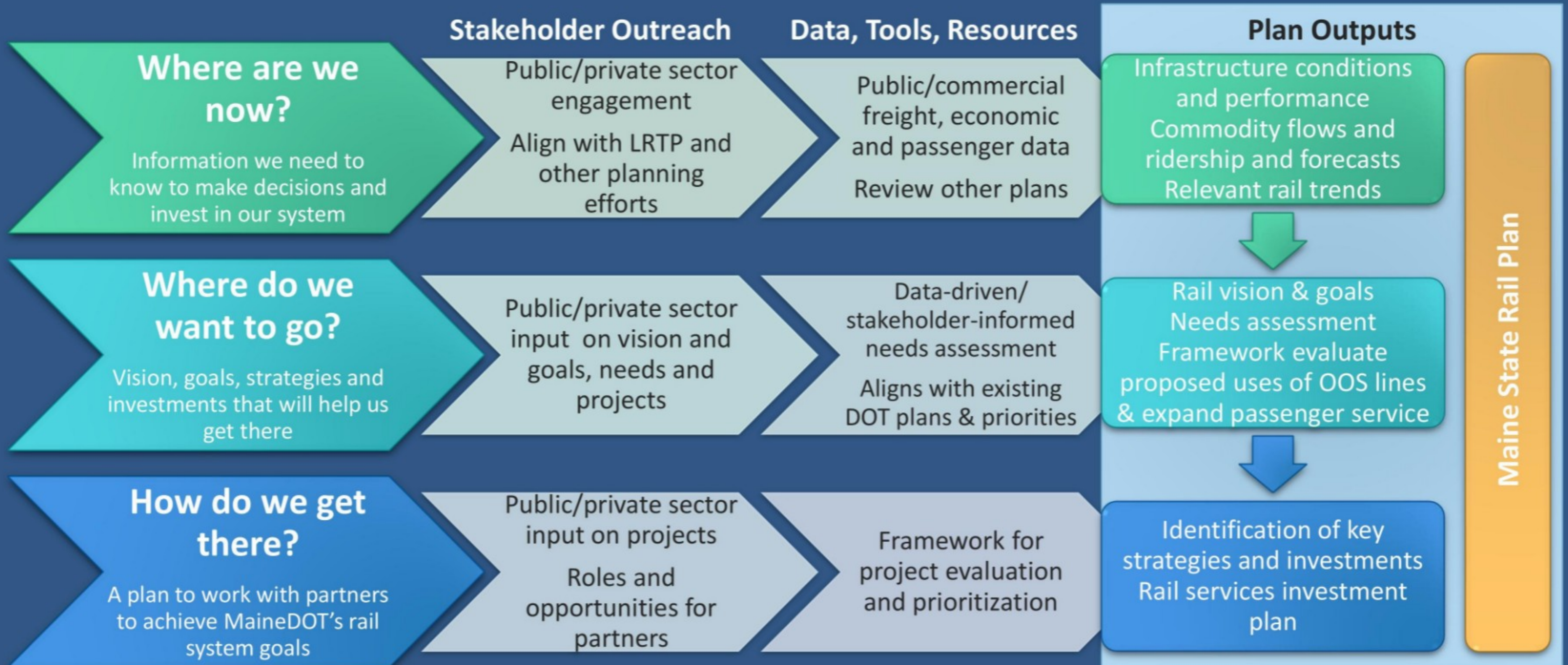
Validate vision and
goals



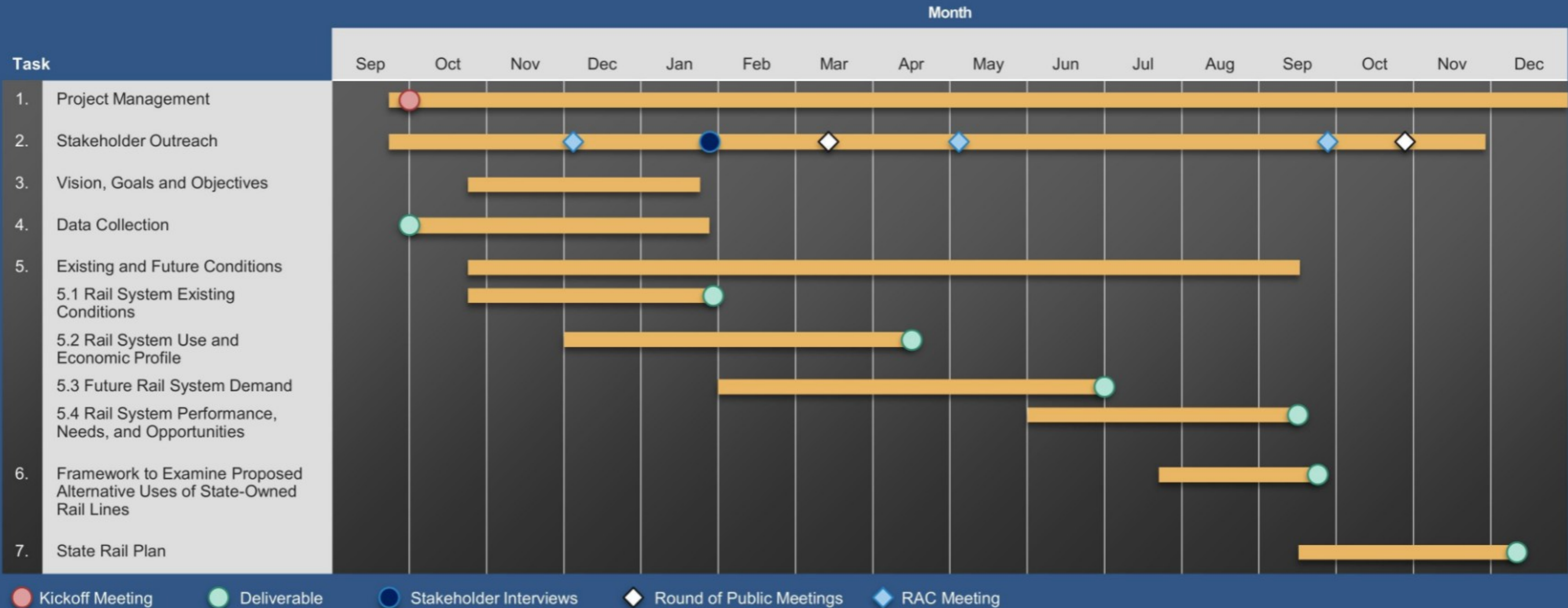
Connect with key
stakeholders that
use the system and
with decision
makers and
implementers



PLAN TECHNICAL APPROACH



PLAN SCHEDULE



Why do you think freight and passenger rail service is important to the State of Maine?

Strong freight rail means strong Maine economy

Economic development

Economic engine

Can be an efficient means to move people and products between fixed locations, assuming land uses support it.

efficiency

freight rail key component of healthy port infrastructure

Shippers need competitive capacity and options ... especially in times where driver shortages are on the rise as are fuel surcharges

support economy and helps reduce VMT's to support climate goals. Helps attract residents/businesses to the state.

Economic development. Also Cost effective means of moving high weight low value product.

Why do you think freight and passenger rail service is important to the State of Maine?

Efficiency for movement of freight. More movement of freight by rail, if it is efficient will help overall profitability.

Provide alternative options to seniors who may not be able to drive
Economic benefit

multi-modal options; commuter; recreational travel

Addressing the anticipated population growth and automobile congestion.

connectivity

Nate and team are well connected with Federal counterparts and access to programs

Keep Maine connected. More exposure and transportation options.

removes truck congestion from highway infrastructure

coordination with international marine terminal development - forward planning

Why do you think freight and passenger rail service is important to the State of Maine?

Good community support

Good community support

What does Maine do well to support freight rail?

IRAP

coordination with ports

At grade crossing safety.

Investments in passenger rail also benefit movement of freight

Tiger grants, IRAP, multi-modal and port coordination

Agree with IRAPMaineDOT staff works well with shippers

Alignment with growth at IMT in portland

Well connected with Federal counterparts on programs

Good working relationship with the railroads

What does Maine do well to support freight rail?

availability of policy makers to shippers

funding

What does Maine do well to support passenger rail?

20 years of operations on the Downeaster

Offers operating subsidy to cover shortfalls from ticket sales.

funding

Keeps Amtrak honest.

Amtrak Downeaster expansion to Brunswick.

Understands the importance of connectivity of Downeaster service to NH and MA

Provides funding for operations and infrastructure improvements

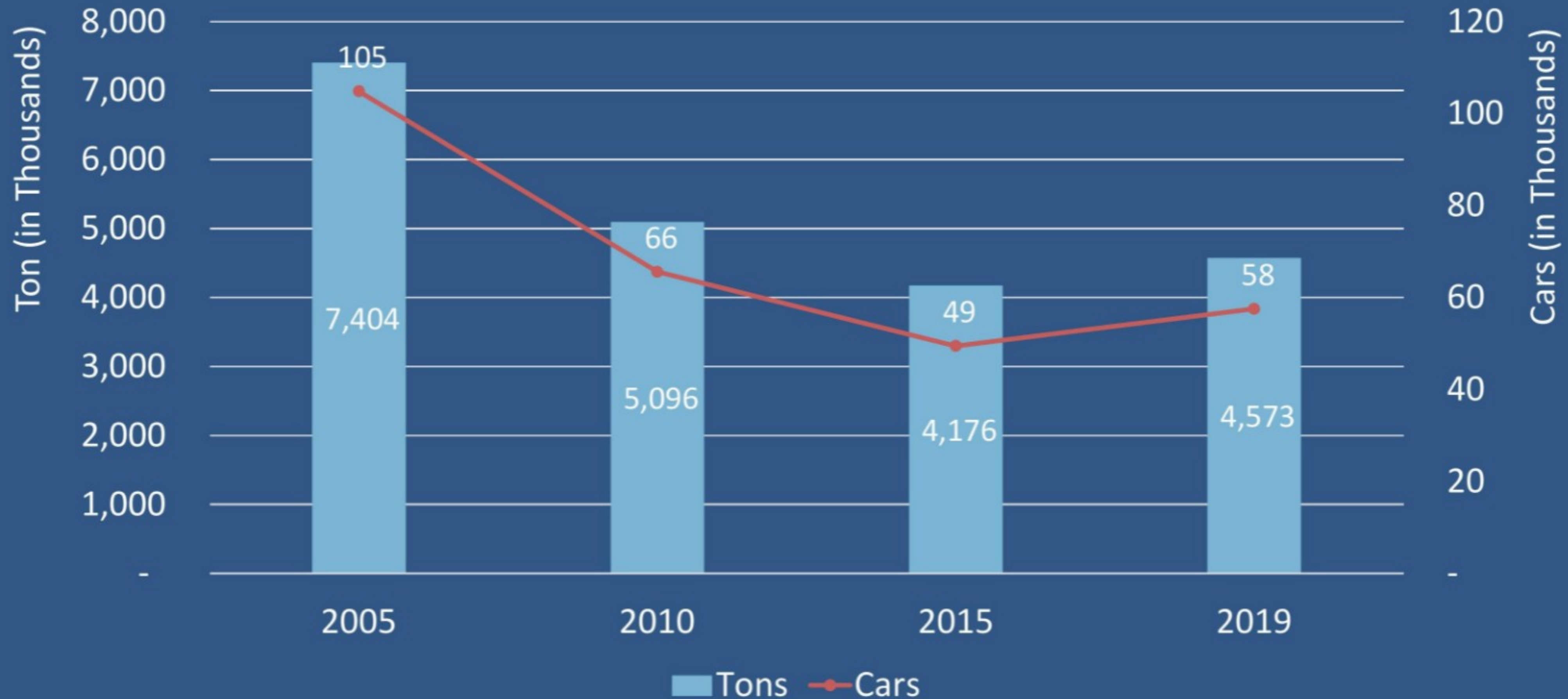
Great partnership with NNEPRA/MDOT



PRELIMINARY TECHNICAL ACTIVITIES

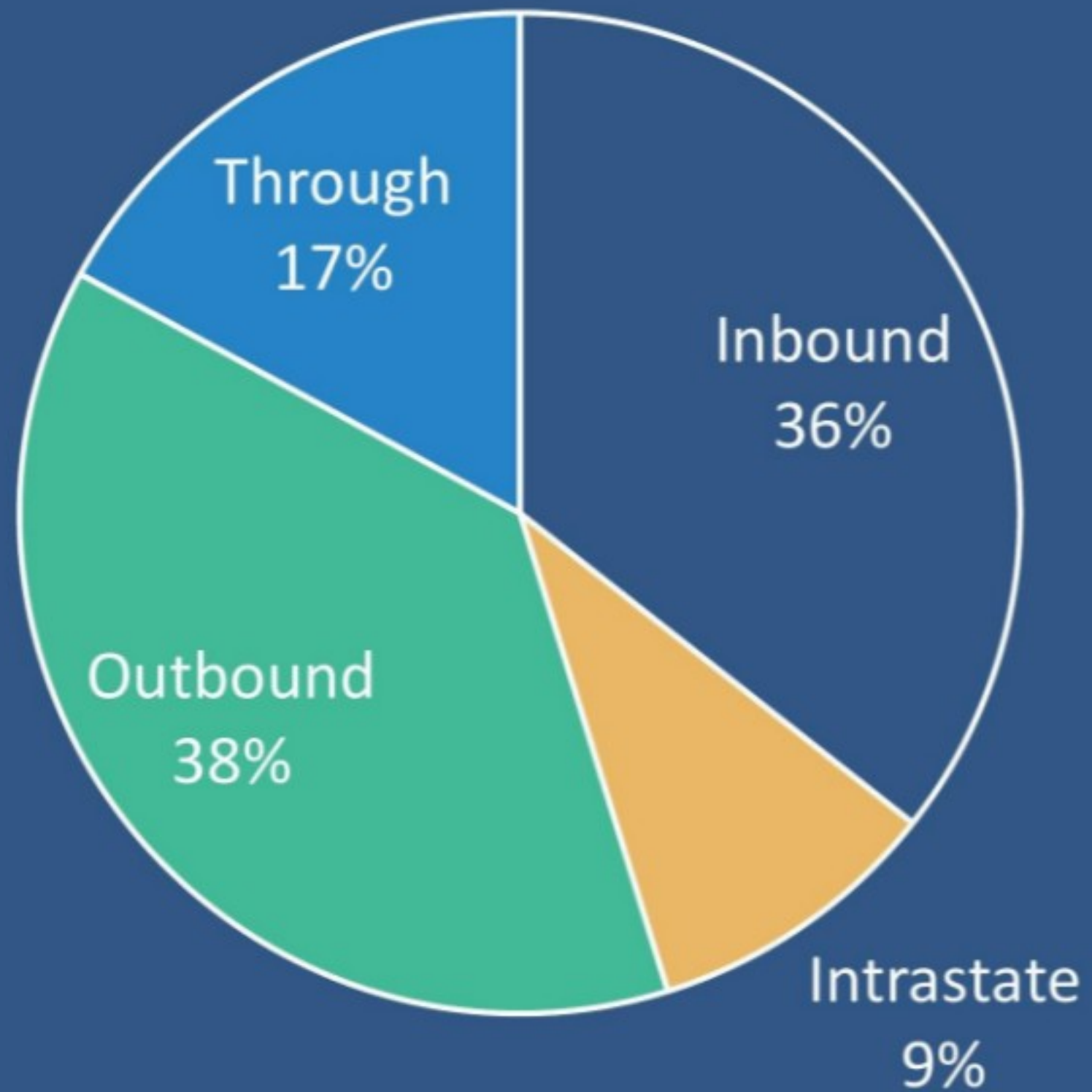
- » Freight rail commodity flow historical trends
- » Passenger rail ridership and OTP historical trends

2005-2019 MAINE RAIL FREIGHT

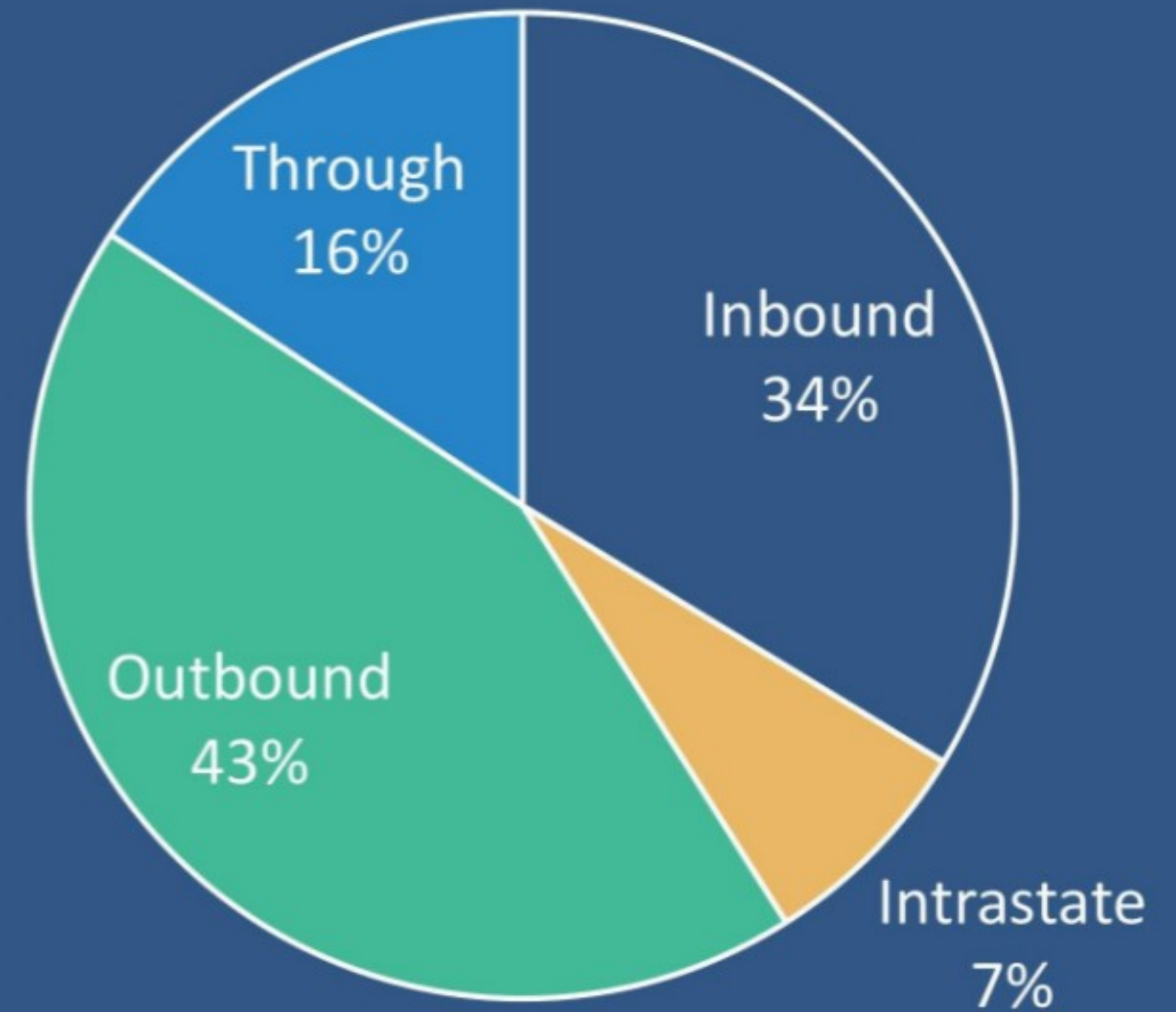


DIRECTIONAL SPLIT

2019 Tons

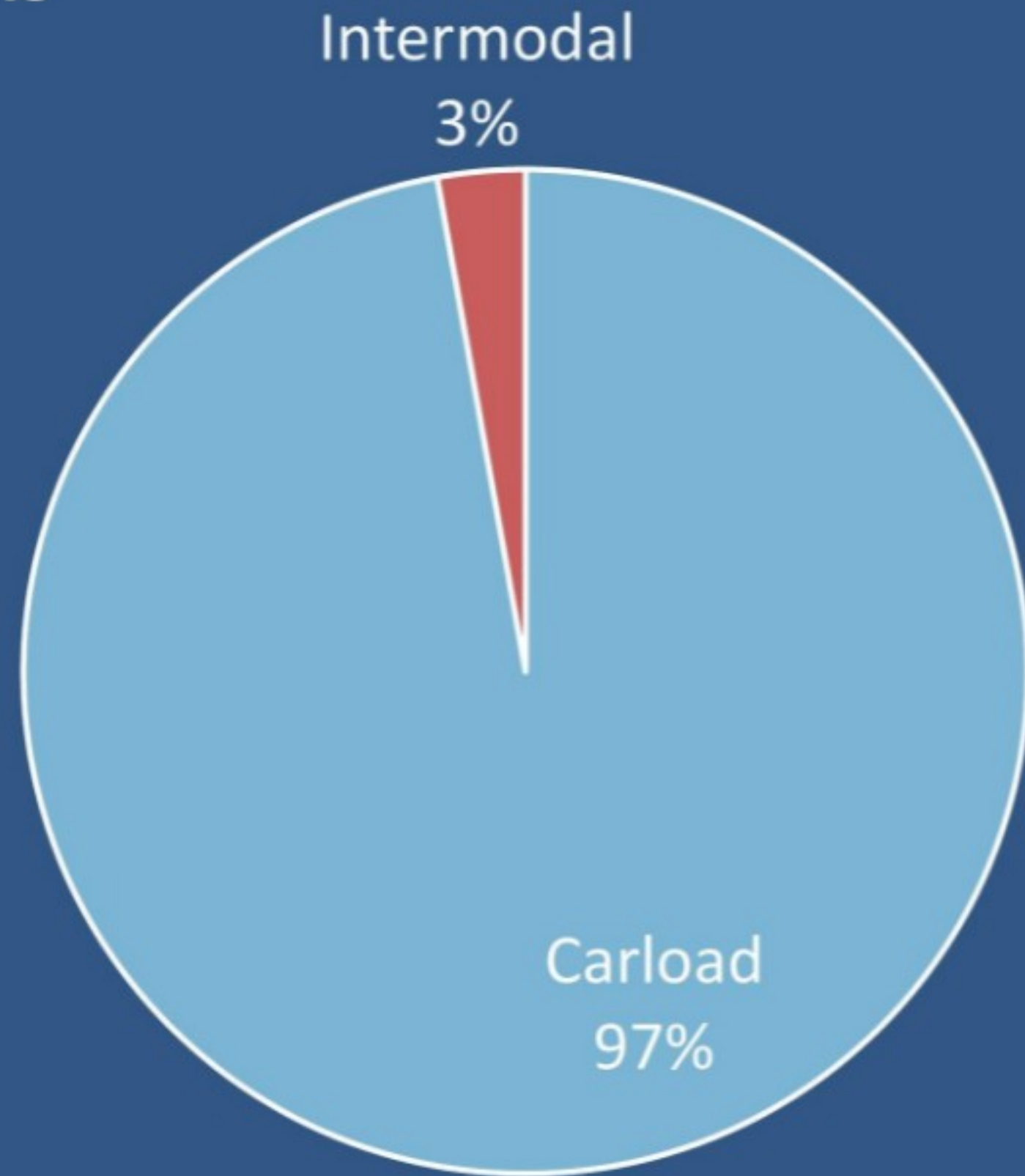


2019 Cars

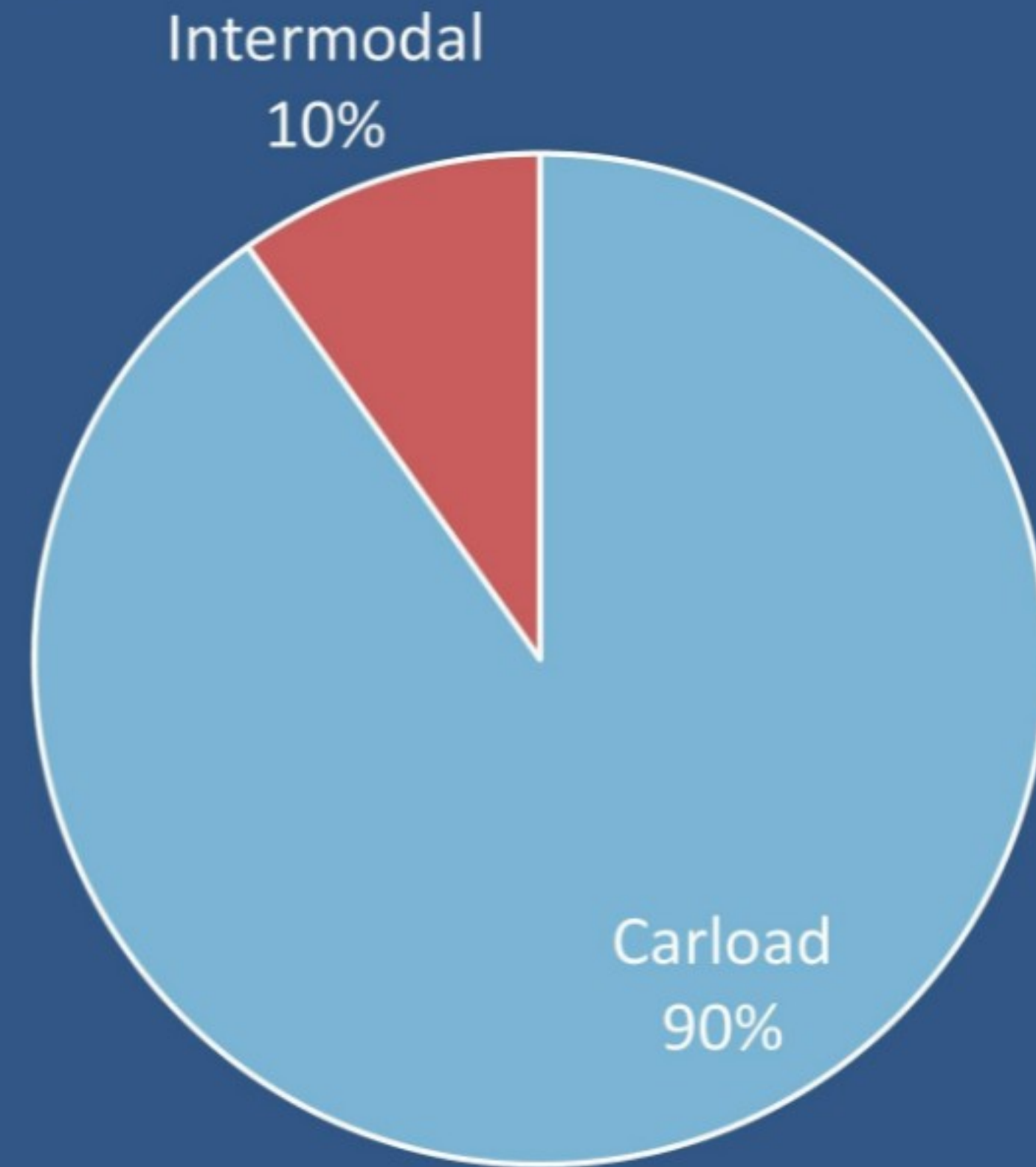


CARLOAD & INTERMODAL SPLIT

2019 Tons

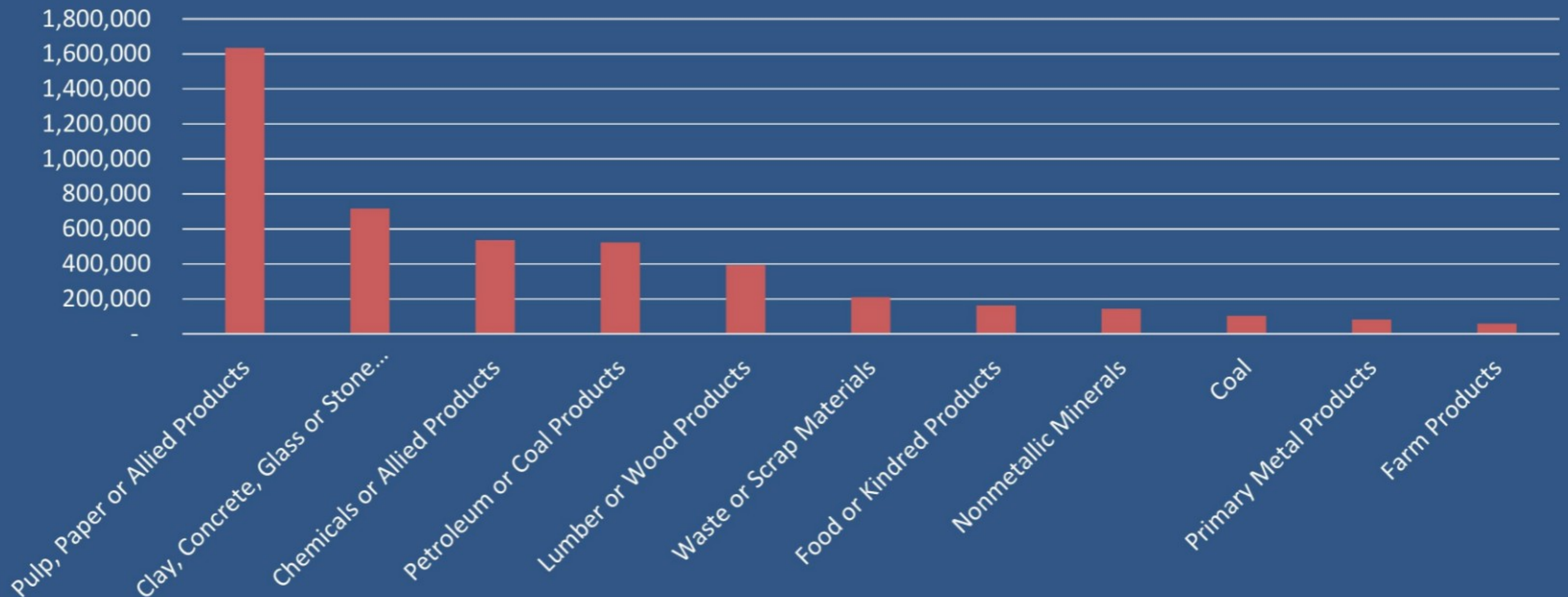


2019 Cars



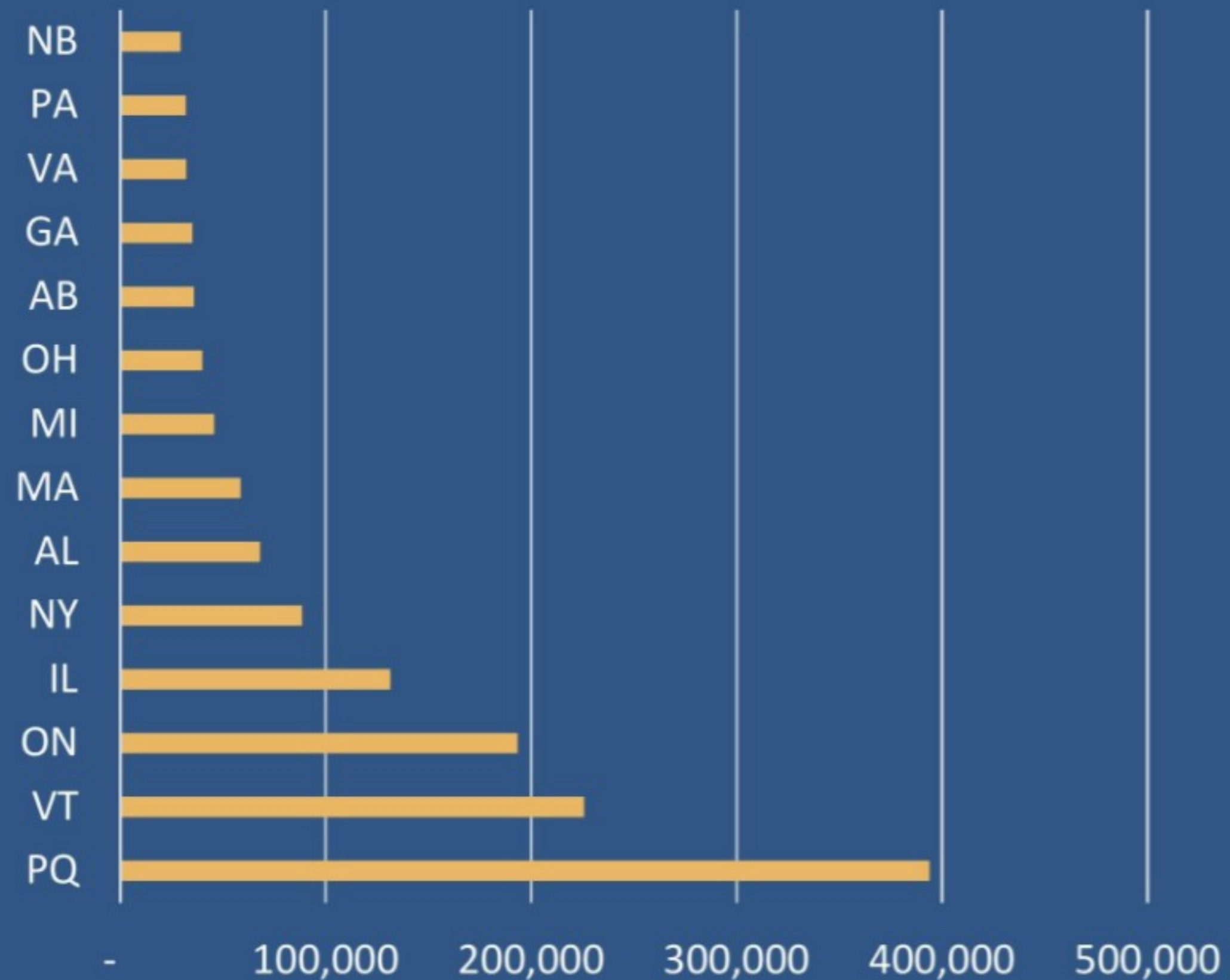
TOP COMMODITIES

2019 Tons

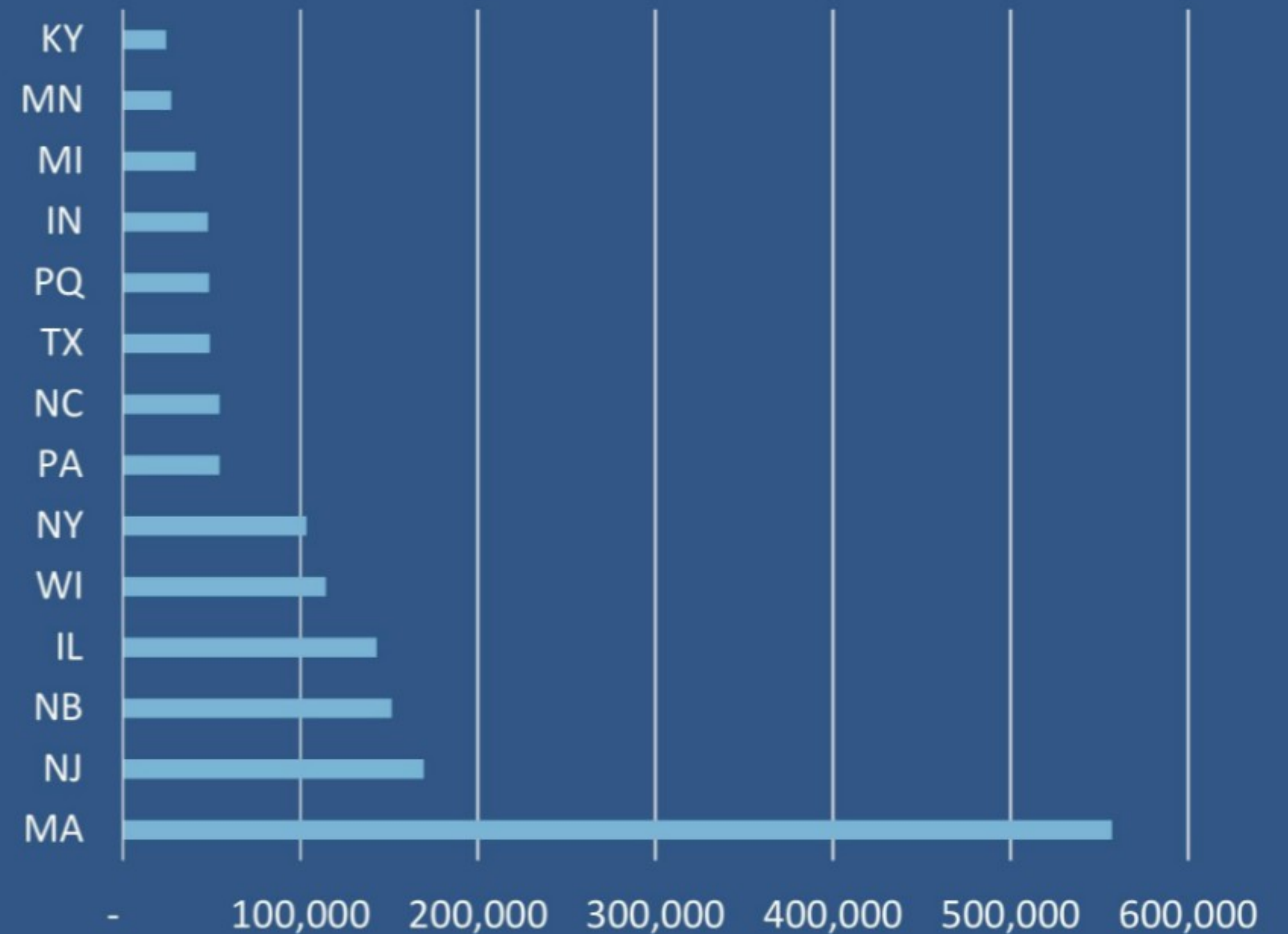


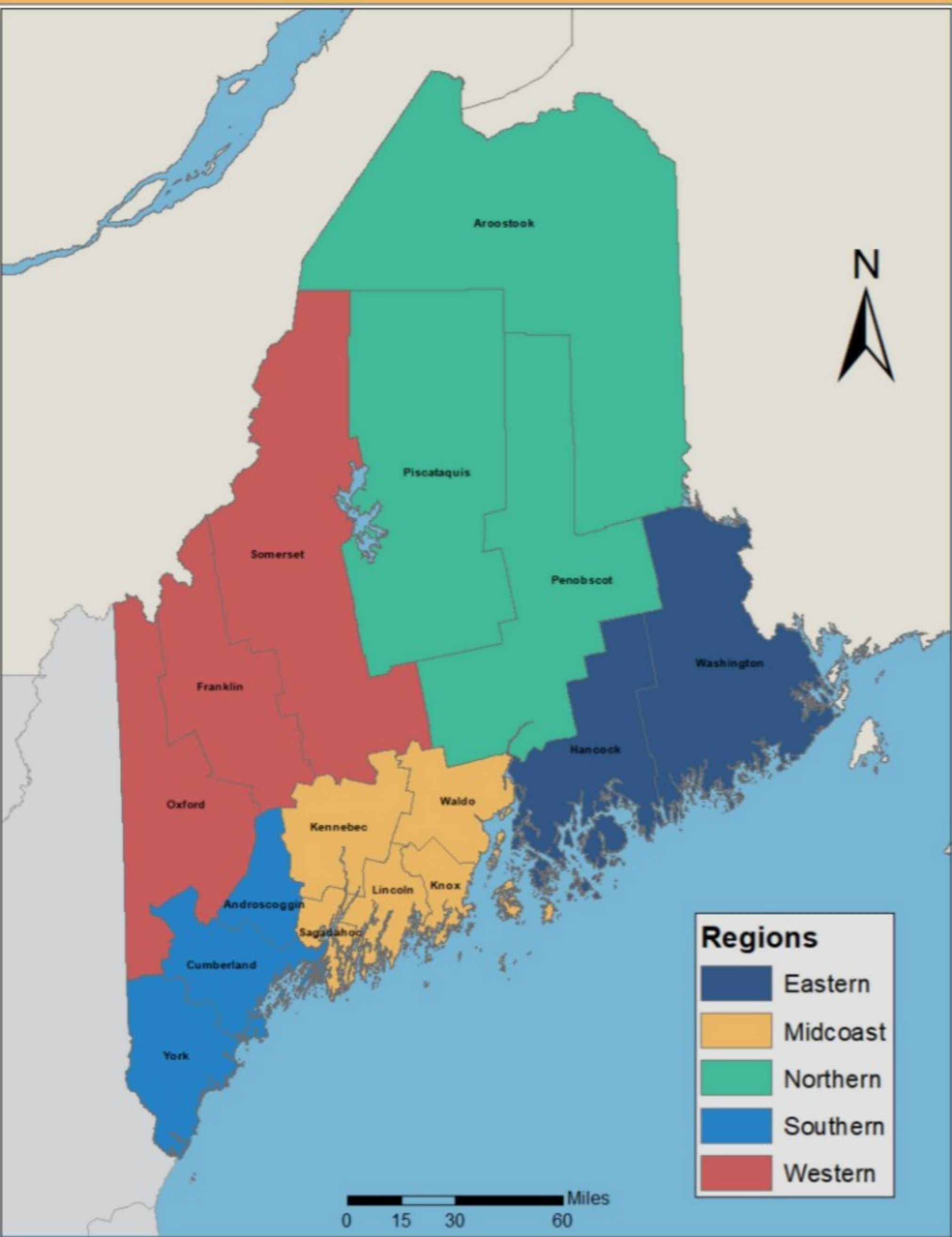
TOP INBOUND & OUTBOUND TRADING PARTNERS

2019 Inbound Tons



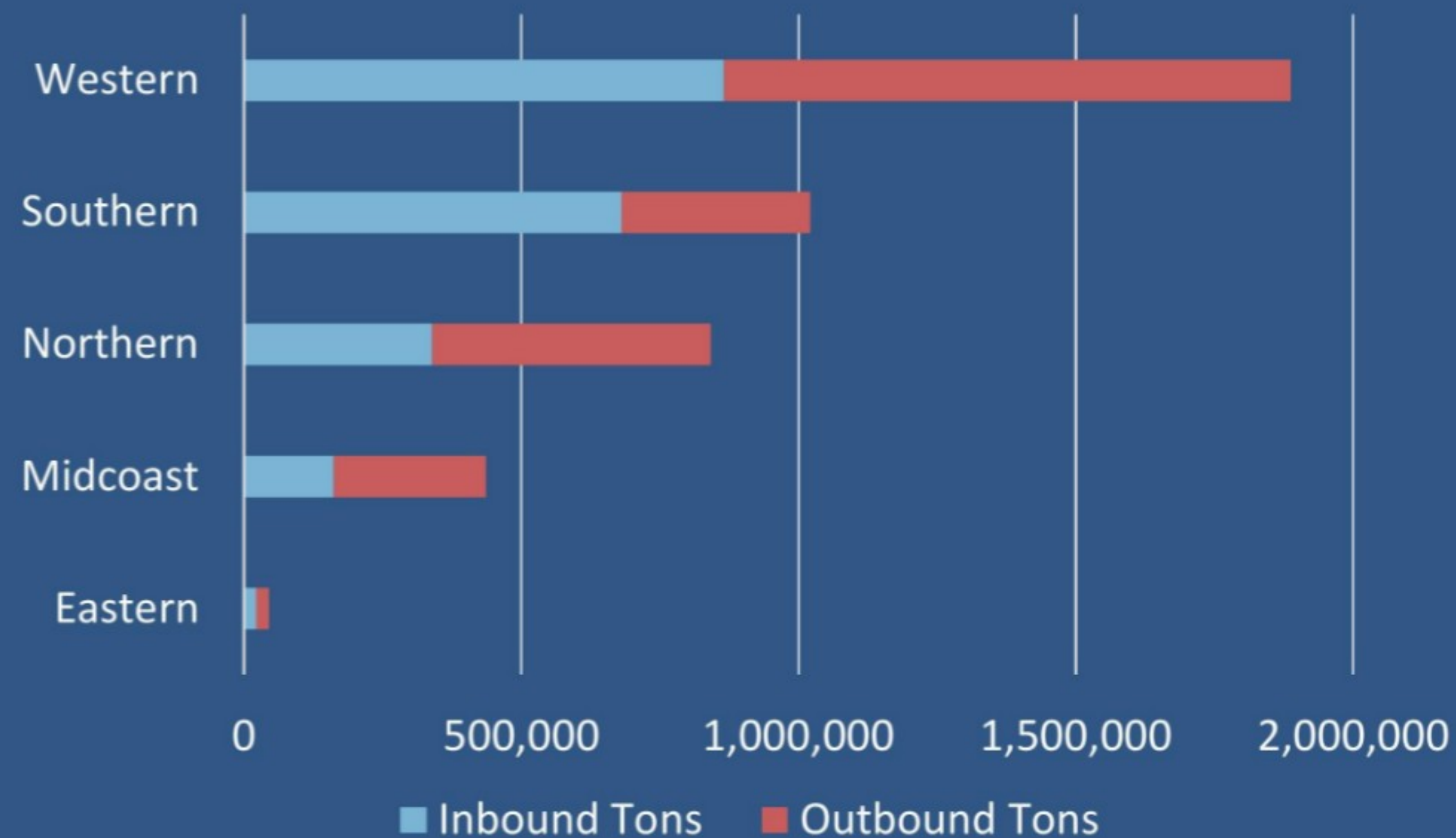
2019 Outbound Tons



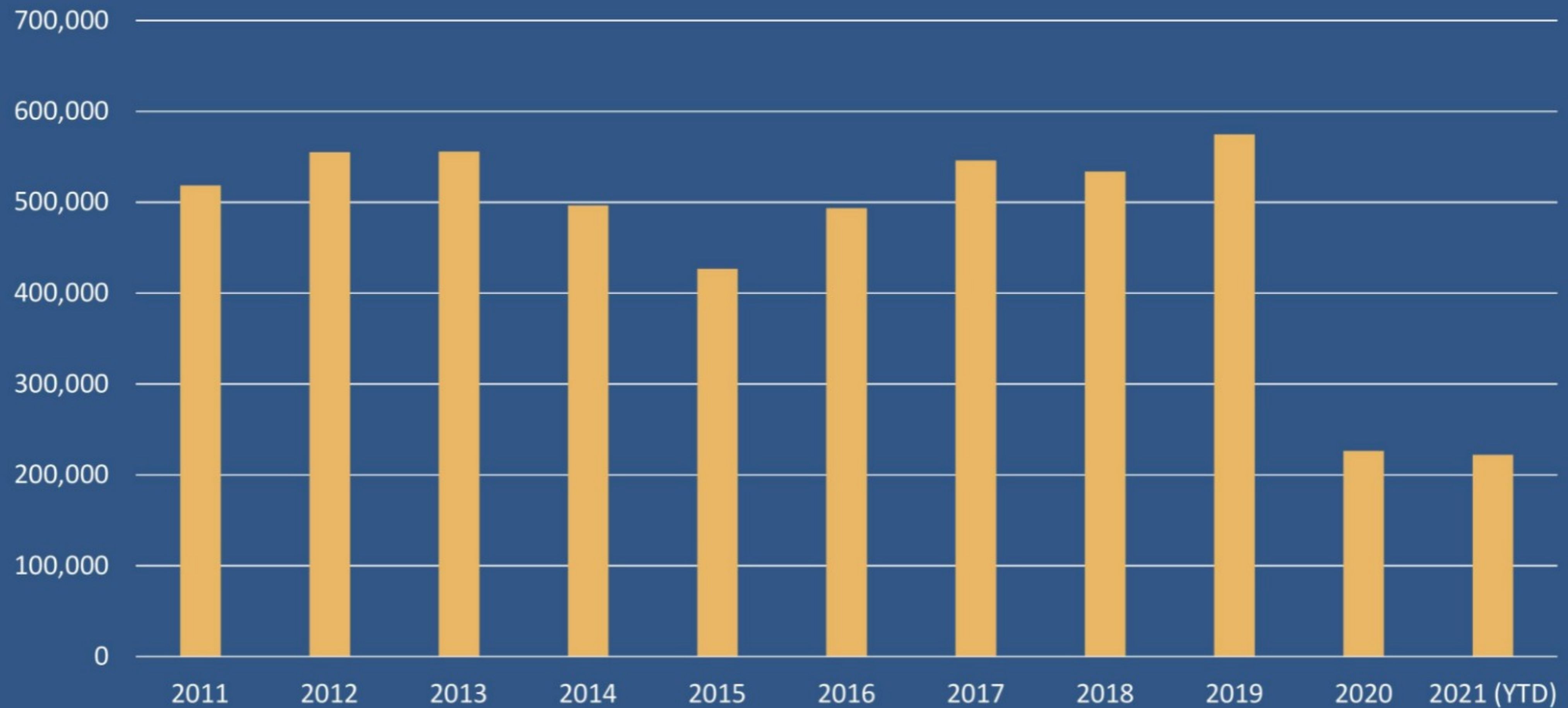


RAIL FREIGHT BY MAINE REGION

2019 Tons

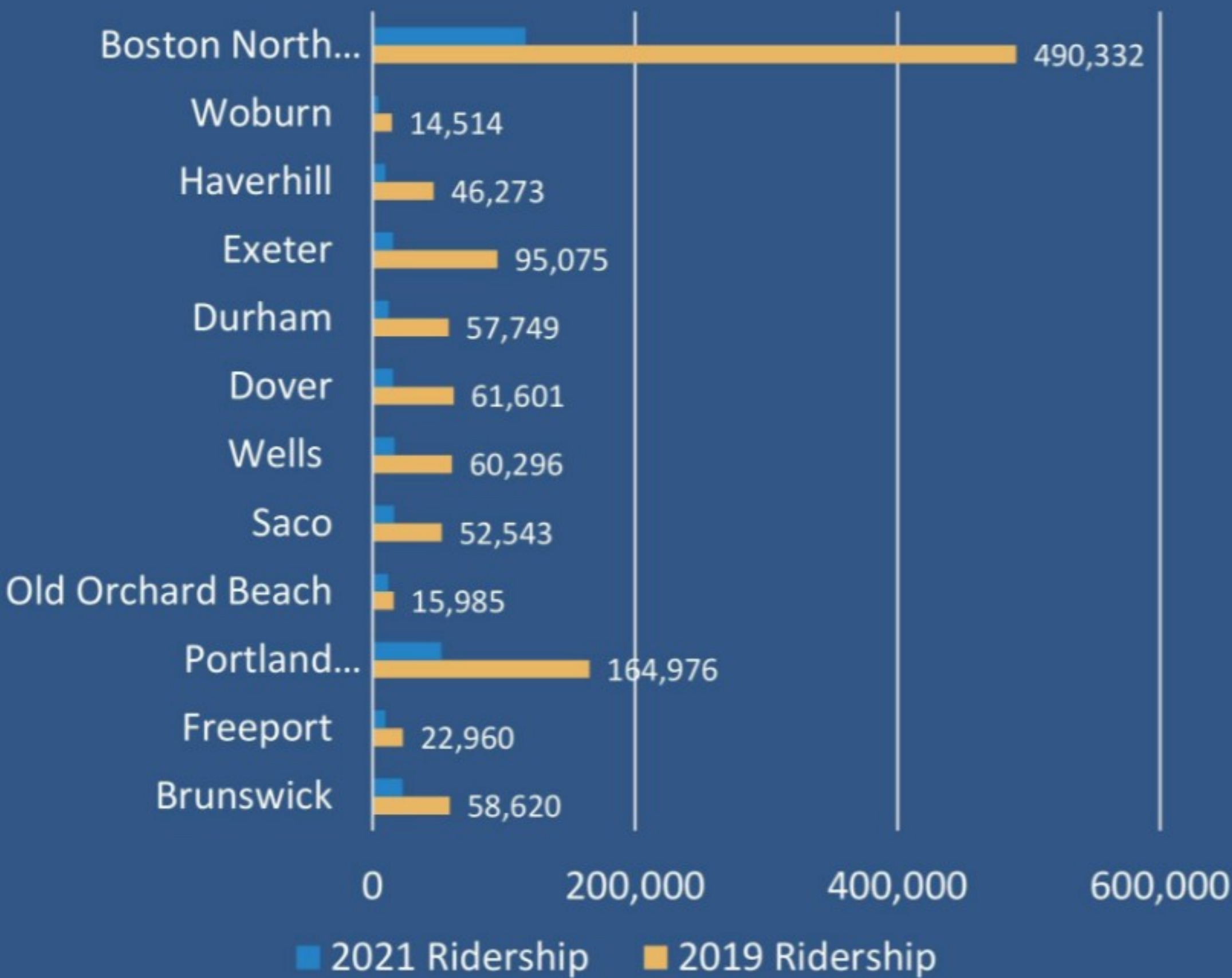


DOWNEASTER RIDERSHIP

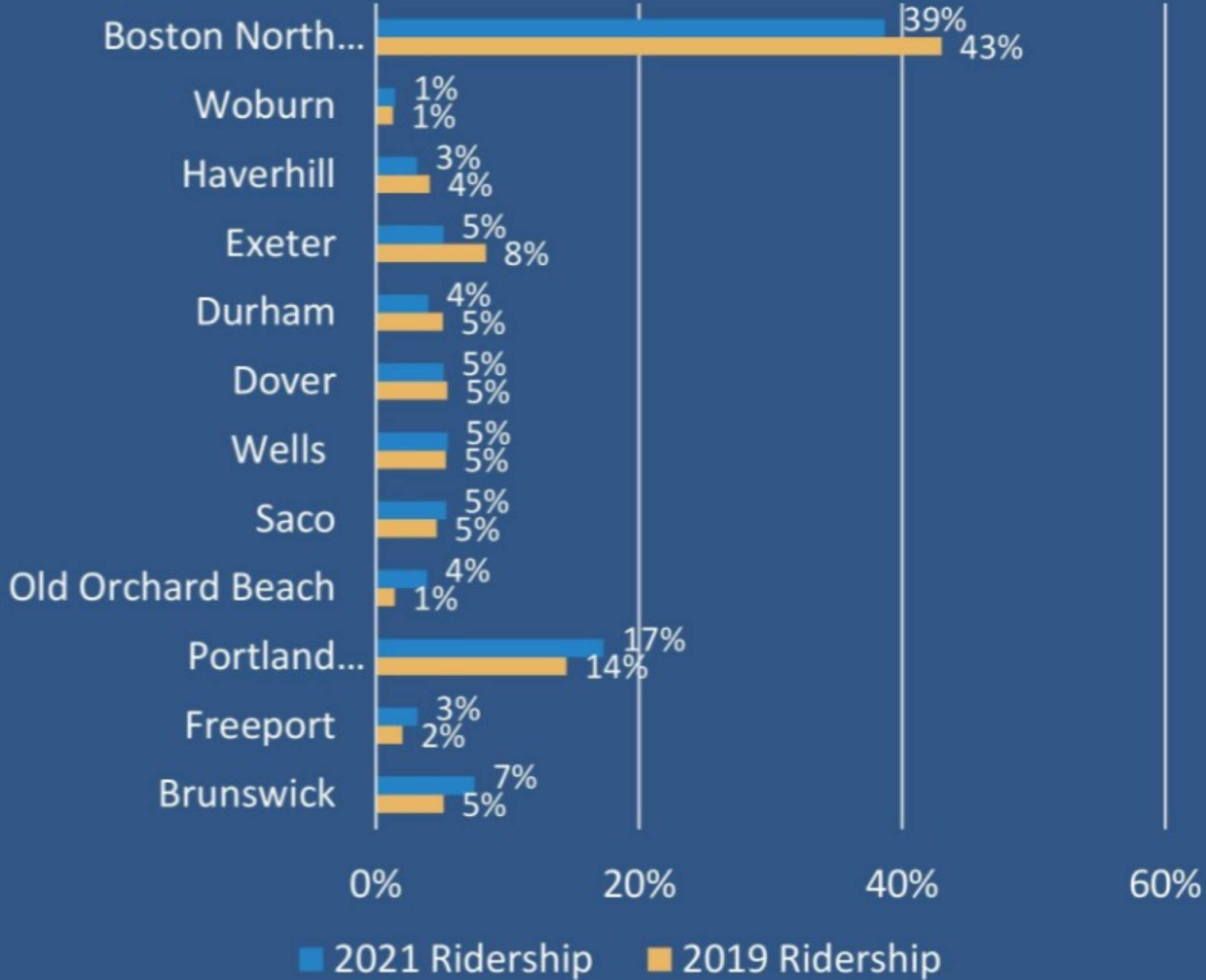


DOWNEASTER RIDERSHIP BY STATION

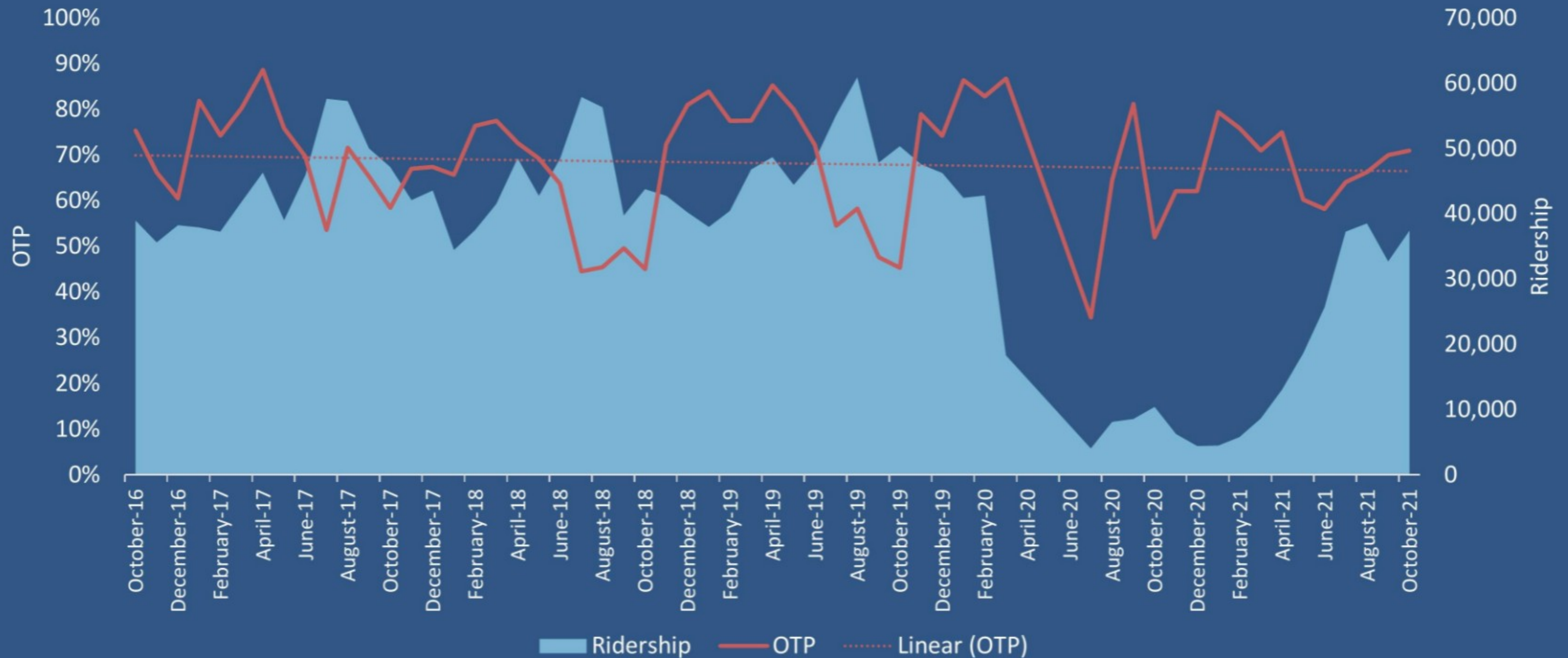
Total Boardings and Alightings by Station: 2019 and 2021 YTD



% of Total Boardings and Alightings by Station: 2019 and 2021 YTD



DOWNEASTER ON TIME PERFORMANCE



What could Maine do better to support freight rail?

Integrate inland port planning with costal port planning.

coordinate with railroads to continue to sytematically improve at grade crossings

Continue with the positive relationships with shippers Put more funding into IRAP

Ideas to grow the Agri-food segment as it is last

consider how to diversify from forest/paper industry

Inland rail ports of entry, not inland market, should be part of port strategy. .

Car supply from Class 1's are tight

Work collectively to attract more intermodal and shorter haul segments

market rail connection to other parts of US to inbound international shippers

What could Maine do better to support freight rail?

The state should purchase or lease a group of freight cars to move logs to help with efficiency and profitability

Might go to the IRAP suggestion but upgrades to sidings and underutilized lines that may have a greater economic development potential.

More IRAPs to keep promoting rail - continues to be great program!

Business development support integrated with Port Authority business development programs.

What could Maine do better to support passenger rail?

Secure operating subsidy support from MA and NH

increase funding to other areas of the state not served by the Downeaster

Support Double track projects. Relocate Portland Station.

Support investment in additional track capacity on multi use trackage

Make NH pay their fair share

Integrate land use/housing policy expectations with existing stop locations.

upgrading state owned rail lines

Set population density guidelines/land use policies around future proposed rail stop locations

support efforts to improve last mile connections

What could Maine do better to support passenger rail?

Add, transportation needs of "all customers, both existing and potential, and"

DRAFT STATE RAIL PLAN VISION

Maine's rail system and its multimodal connections will...

Meet the evolving transportation needs of
our customers and provide **safe** and
reliable mobility for people and goods to
support **economic opportunity** and
quality of life

Is there anything else you would like to see included or emphasized in the Vision statement?

Maine's rail system and its multimodal connections will **meet** the evolving transportation **needs** of our customers and provide **safe** and **reliable** mobility for people and goods to support **economic opportunity** and **quality of life**

It is not tied to local land use decisions, and should be

Environmental sustainability

Looks good to me. Focuses on economy and safety and community

DRAFT STATE RAIL PLAN GOALS



Provide for and improve the **safety** and **security** of transportation users and the transportation system



Improve **mobility** and **accessibility** of goods and people through enhanced **multimodal connectivity**



Preserve and **strengthen** the existing rail system **infrastructure** to efficiently serve the **long-term needs** of Maine's residents and industry



Maintain Maine's freight and passenger rail **service** as a **vital** part of Maine's transportation system



Improve Maine's **quality of life** and **economic competitiveness** through transportation investments that promote **energy efficiency, environmental sustainability** and **equity**



Seek sources of adequate, stable and predictable **funding** to maintain and improve the rail system

Is there anything else you would like to see included or emphasized in the Goals?

Provide for and improve the **safety** and **security** of transportation users and the transportation system

Improve **mobility** and **accessibility** of goods and people through enhanced **multimodal connectivity**

Preserve and **strengthen** the existing rail system **infrastructure** to efficiently serve the long-term needs of Maine's residents and industry

Maintain Maine's freight and passenger rail **service** as a vital part of Maine's transportation system

Improve Maine's **quality of life** and **economic competitiveness** through transportation investments that promote **energy efficiency**, **environmental sustainability** and **equity**

Seek sources of adequate, stable and predictable **funding** to maintain and improve the rail system

The goals should include link to land use policies at the local level.

Rather than "maintain" service, maybe "grow" or "expand"?

Perhaps mention collaboration to enhance connectivity with neighboring states and markets to improve both freight and passenger rail mobility.

With CP and CSX (soon) opportunities to grow inter/multimodal opportunities are in front of us

They seem pretty inclusive. Could someone define equity in a state like Maine? Income disparities? Rural vs urban? More coordination with Wabanaki?

Ditto to emphasizing external connectivity beyond Maine's borders.

Better collaboration with Canadian rail providers and markets? Stronger designation of freight routes to and from sidings to users. Heavy haul route designation? Increased transload and intermodal opportunities.

Encourage freight rail carriers to operate for the benefit of all and not only for movement of their own products.

TRENDS IMPACTING RAIL

Market Trends

- Industry: forest products, construction, energy, chemicals, agricultural products, consumer products
- International trade

Consumer Trends

- E-commerce
- Consumer spending as a result of COVID-19
- Demographics

Rail Industry Trends

- Industry strategies for growth
- Future of merchandise/mixed freight traffic
- Longer trains

Regulatory Issues

- Truck size and weight
- Safety
- Changes in economic regulation
- Pan Am Railways/CSX merger

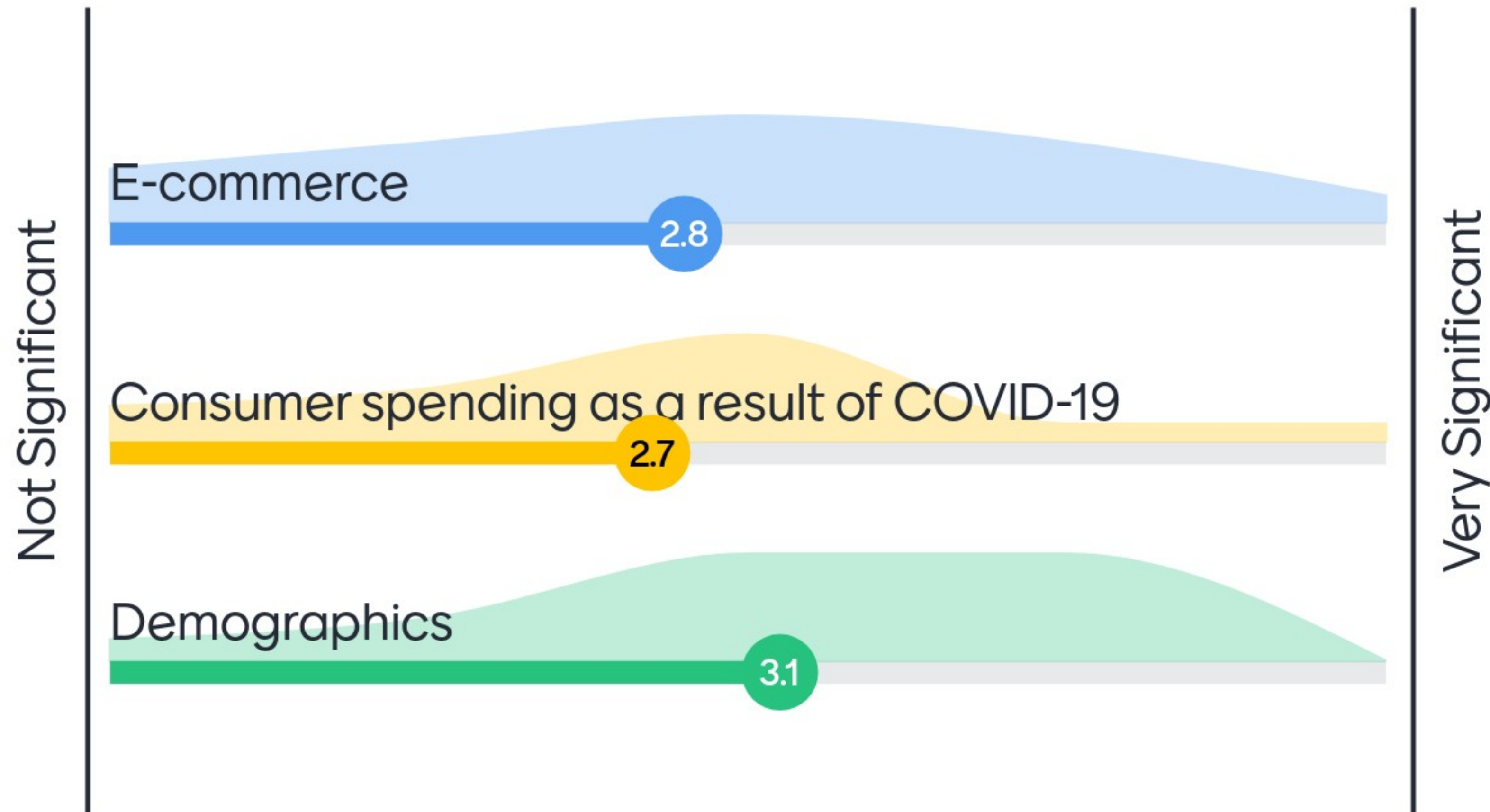
Technology Trends

- PTC version 2
- Electrification
- Autonomous trucks and trains

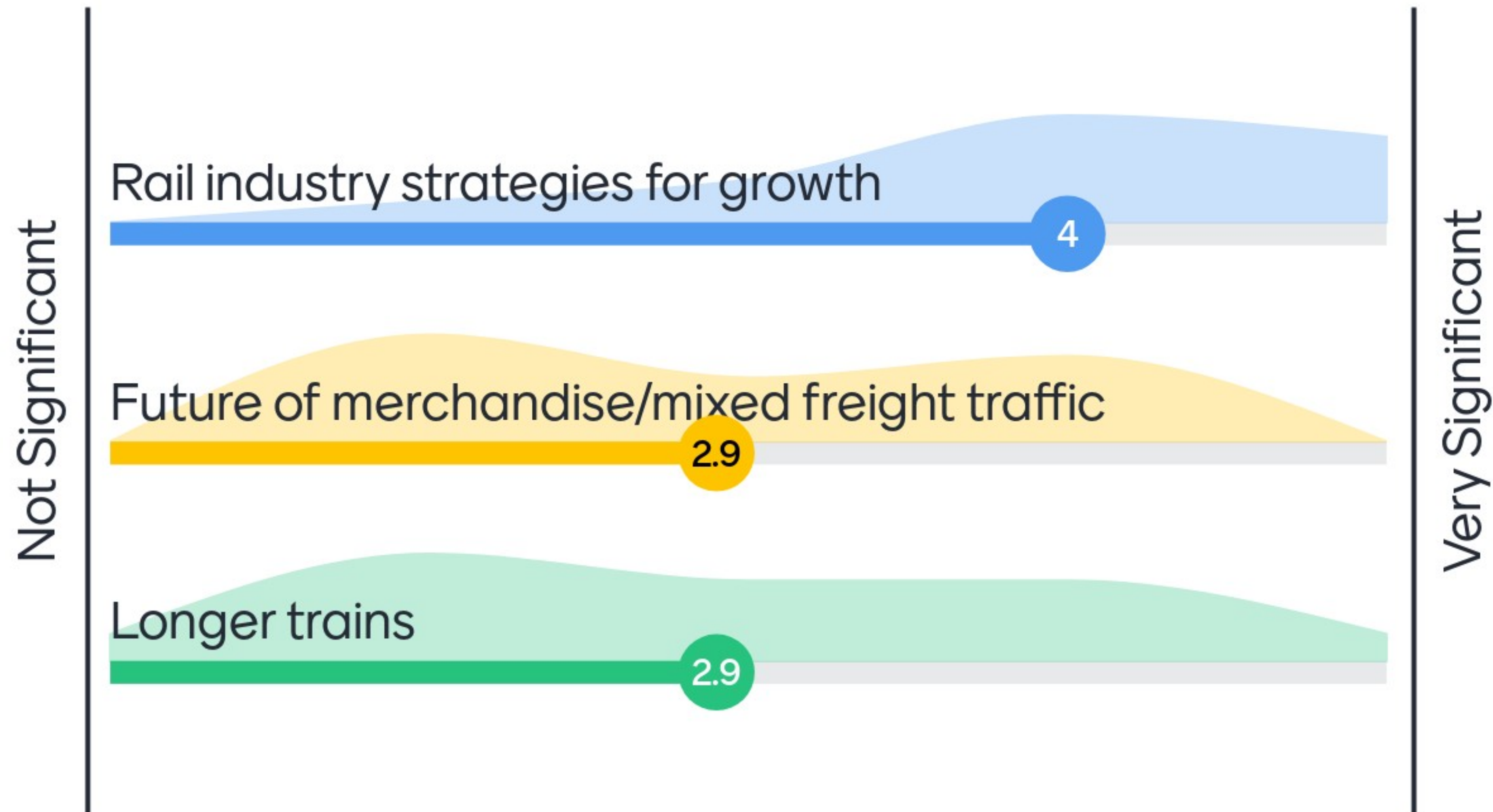
How significant of an impact do you think these Market Trends will have on freight rail service in Maine?



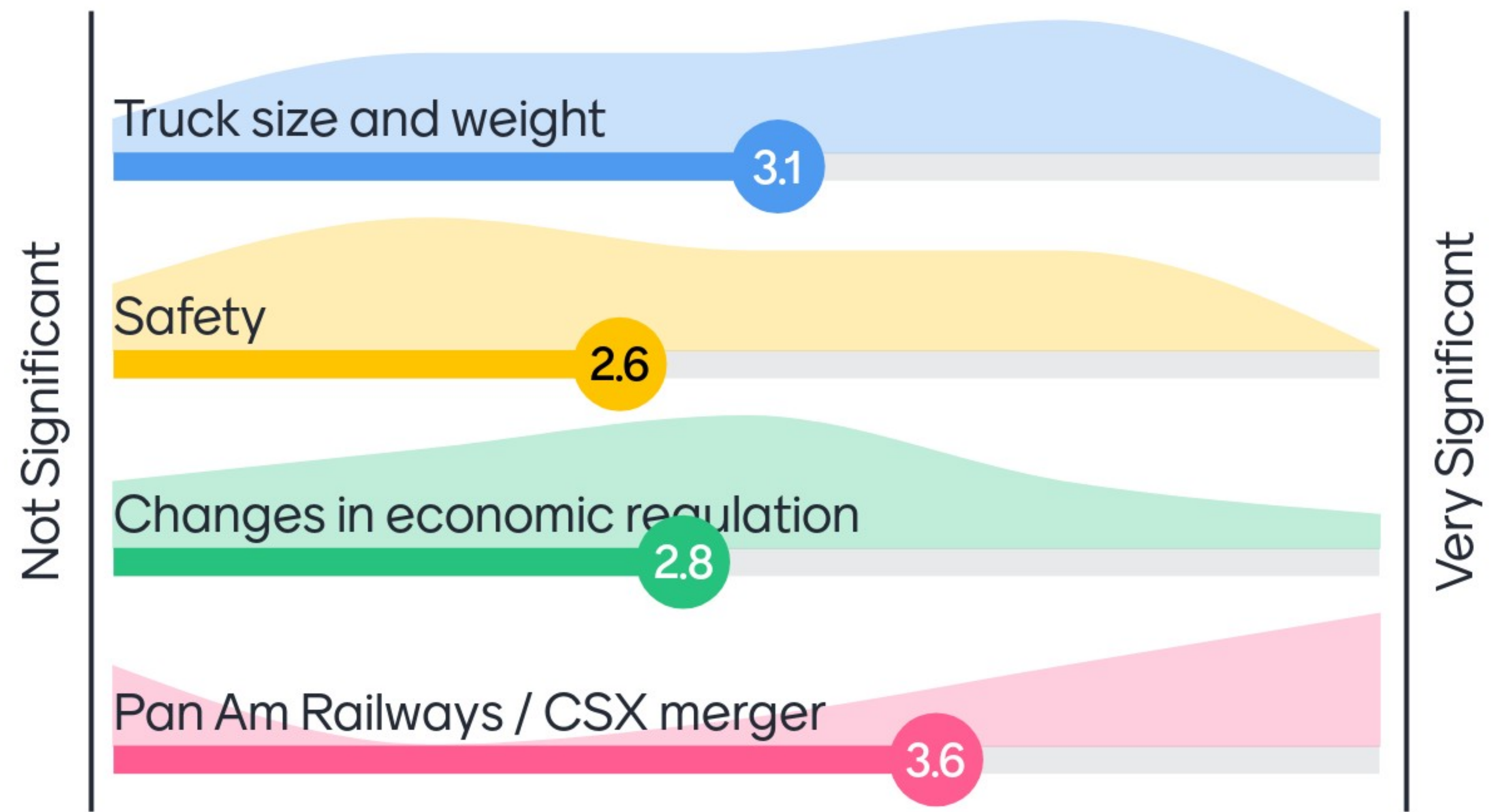
How significant of an impact do you think these Consumer Trends will have on rail service in Maine?



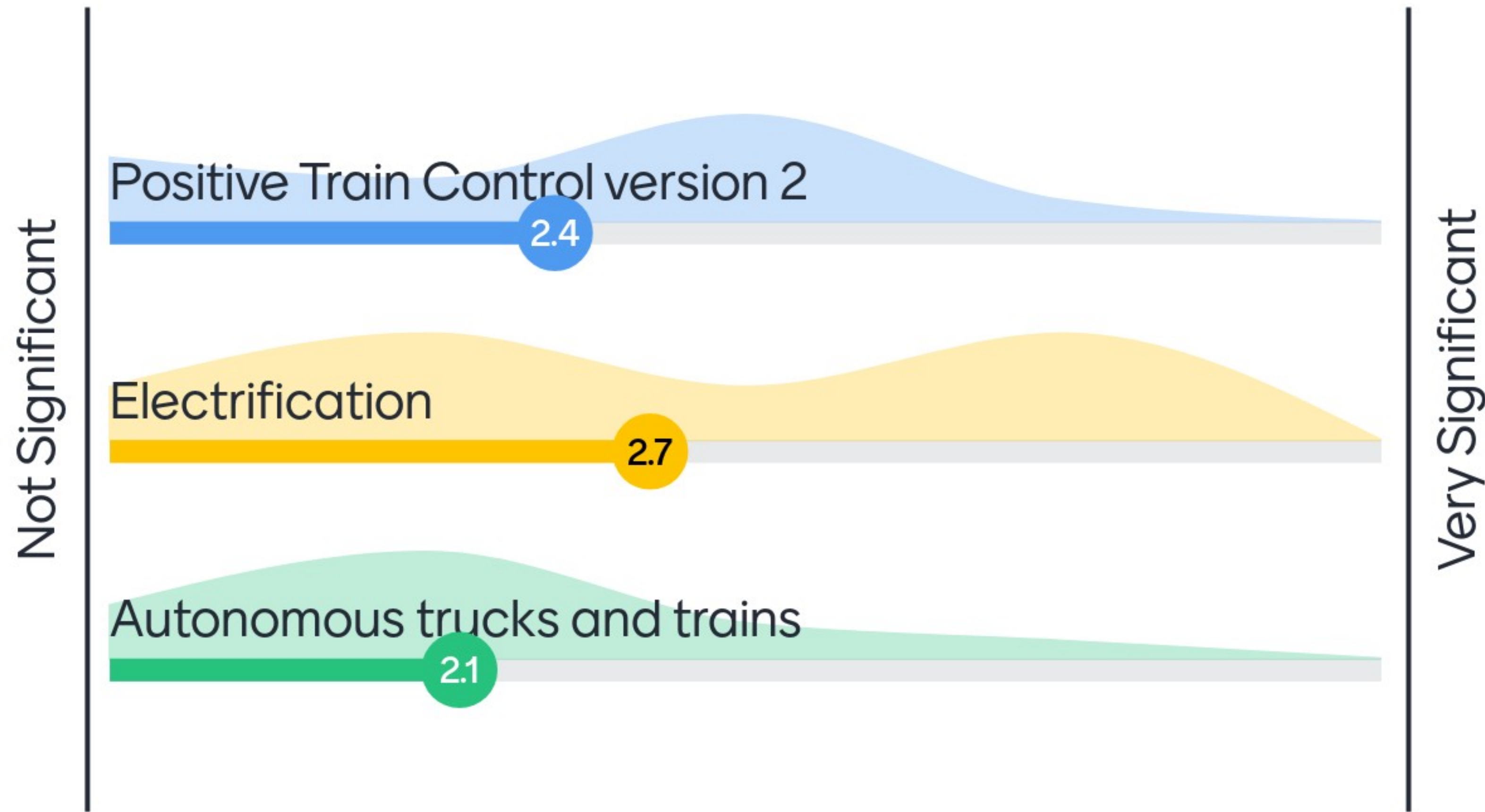
How significant of an impact do you think these Rail Industry Trends will have on rail service in Maine?



How significant of an impact do you think these Regulatory Issues will have on rail service in Maine?



How significant of an impact do you think these Technology Trends will have on rail service in Maine?



Are there any additional trends that should be considered in the Plan?

Population densities/housing starts in areas served/potentially served by passenger rail

Trends in truck vs rail percentage of tons moved

Rising fuel costs and the declining number of drivers in the trucking industry..

Quebec's plans for their rail infrastructure - will they be going electric before us? They are moving that way in other modes.

Any data on global freight movement trends where Maine may be positioned for intermodal options

Building resiliency in the infrastructure to withstand the impacts of climate change

Potential airline business model shifts

NEXT STEPS

- » Continue developing technical material (Winter 2022)
 - Rail system inventory, system use, economic profile, forecasting
- » Finalize vision and goals (January 2022)
- » Conduct stakeholder interviews (Early 2022)
- » Conduct first round of public meetings (Late Winter – Early Spring 2022)
 - Coordinate with LRTP effort
- » Next RAC meeting (Spring 2022)
 - Review technical material
 - Needs discussion



THANK YOU
QUESTIONS?

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