



STATE RAIL PLAN

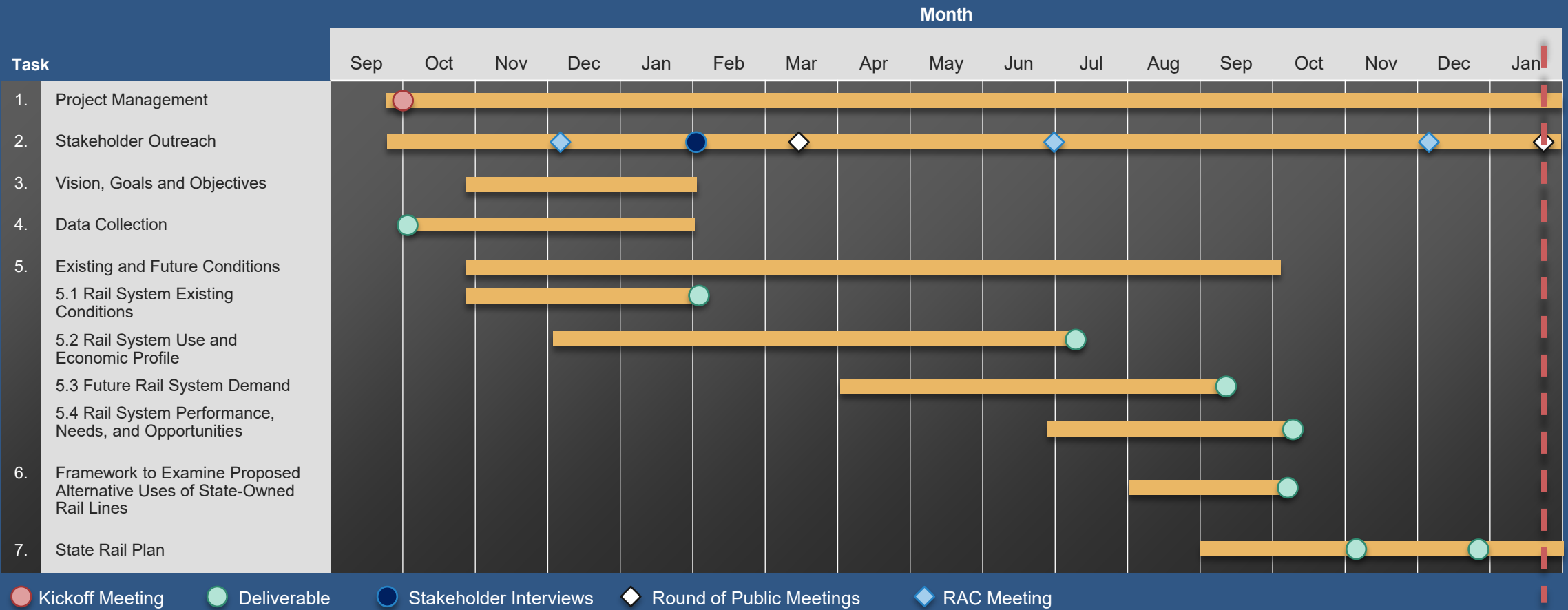
Lower Rd RUAC Meeting
March 29, 2023

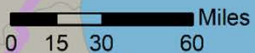
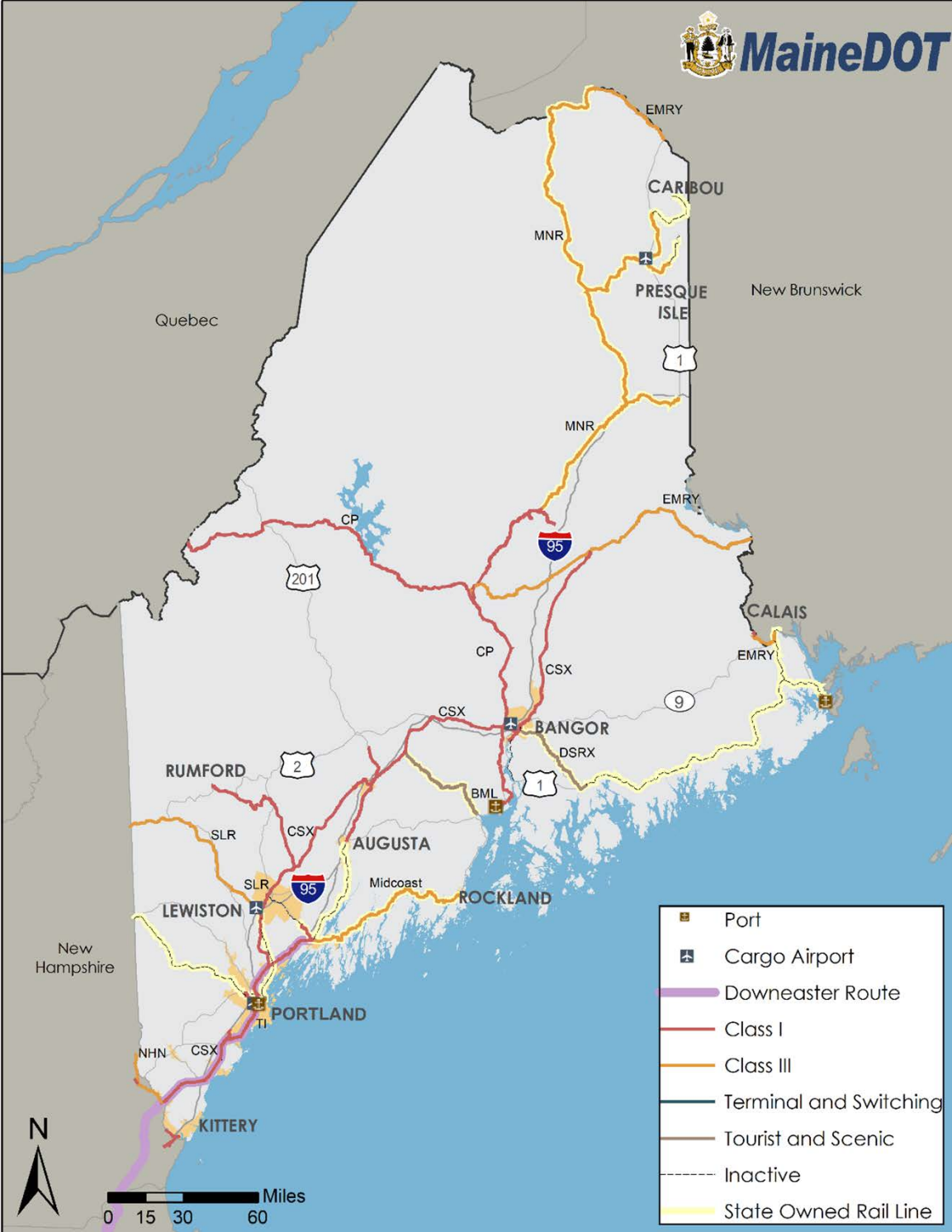
AGENDA FOR TODAY

- » Review Draft State Rail Plan Document
- » Review Rail Service & Investment Program
- » Next Steps



PLAN SCHEDULE





REVIEW DRAFT STATE RAIL PLAN DOCUMENT

- » Plan is about 90 pages
- » 5 Chapters, 1 Appendix, supporting Tech Memos
- » Follows FRA State Rail Plan outline guidance
- » Draft Plan is available through end of January for public comment
- » <https://storymaps.arcgis.com/stories/27763afe326645c285cb1d726ee68cae>

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Rail Service & Investment Program (RSIP)

FRA Objective:

- *20-year vision for the passenger and freight rail system*
- *Prioritize the specific projects, programs, policies, laws, and funding to achieve vision*
- Identify short-term (4-year) and long-term (20 year) investments and strategies

(RSIP) 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 and Connectivity	Improve mobility options for travelers, reduce VMT, reduce GHG emissions, reduce highway congestion, improve safety	Implement a pilot service or improved connections to regions not presently served by the <i>Downeaster</i>
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

SHORT-TERM PASSENGER RAIL PROGRAM

(2023-2026)

Project Name	Carrier(s)/ Sponsor(s)	Project Description	Project Type
Downeaster Wells Station Double Track and Platform	NNEPRA, CSX, Amtrak	Extend double track and add passenger platform at Wells Station.	Passenger Service Improvement
Positive Train Control (PTC)	CSX, Amtrak	The implementation of PTC on the <i>Downeaster</i> service is a critical step to continued growth in <i>Downeaster</i> service. Amtrak and CSX have entered into an agreement for system design.	Safety
Portland Station Relocation	NNEPRA	Relocate the <i>Downeaster</i> Station in Portland to the main line to avoid time-consuming back-up moves. This move will improve travel times through Portland, increase connectivity to population and employment hubs, and fully realize ridership potential within Maine as well as along the entire corridor between Maine and Boston.	Passenger Service Improvement
New West Falmouth Station	NNEPRA	NNEPRA, in collaboration with the Town of Falmouth, MaineDOT, and MTA, is exploring adding a <i>Downeaster</i> passenger platform in West Falmouth at Exit 53. This location would improve connectivity to/from the I-95 corridor.	Passenger Service Improvement

SHORT-TERM PASSENGER RAIL PROGRAM

(2023-2026)

Project Name	Carrier(s)/ Sponsor(s)	Project Description	Project Type
Rockland Branch Coastal Connection Service Extension Pilot	MaineDOT, NNEPRA, Midcoast Rail, Amtrak	Pilot connecting passenger rail service between Brunswick and Bath, Wiscasset, Newcastle, Waldoboro, and Rockland.	Passenger Service Expansion
Commuter Bus Connection to Lewiston-Auburn and Portland	MaineDOT, NNEPRA, Amtrak	Establish thruway bus connection between <i>Downeaster</i> service and Lewiston-Auburn.	Multimodal Connectivity
Passenger Rail Service Evaluation and Financial Analysis	Varies	Continue passenger rail planning expansion/connectivity efforts based on results of ongoing and future feasibility/propensity studies (e.g., Portland-Lewiston-Auburn, Brunswick-Augusta-Waterville-Bangor).	Passenger Service Expansion

LONG-TERM PASSENGER RAIL PROGRAM (2027-2042)

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

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, enhance 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 lb. 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	Assist in acquisition of rolling stock not available from other sources, such as log cars facing mandated retirement
Multimodal Connectivity and 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

SHORT-TERM FREIGHT RAIL PROGRAM

(2023-2026)

Project Name	Railroad	Project Description	Project Type
Improve tie conditions	CP	Improve tie conditions along former CMQ route to support higher speeds and ensure reliable operation.	SOGR / Infrastructure
Upgrade trackage from Bangor through Moosehead	CP	Rehabilitate recently acquired trackage between Bangor and Moosehead to achieve SOGR.	SOGR / Infrastructure
Maintain and expand freight car fleet in Maine and beyond to meet customer needs	CP, CSX, EMRY, MNR	Acquisition of chip and log fiber cars, box cars, center beam cars, etc. to move commodities to and from customers. Needed to accommodate market growth and replace cars subject to mandatory retirement.	Rolling Stock
Increase Rigby Yard capacity.	CSX	Increase rail capacity and trackage at Rigby Yard in South Portland to reduce congestion.	Multimodal Connect. & Terminal Impr.
Waterville-Mattawamkeag 286k capacity and safety improvements	CSX	Replace approximately 75 miles of rail, replace approximately 55,000 ties, upgrade 72 grade crossings, and reinforce five bridges in central Maine between Waterville and Mattawamkeag. Improvements needed to accommodate 286k freight cars and increase speeds from 10 to 25 mph.	SOGR / Infrastructure
Waterville-North Yarmouth upgrades and rail crossing safety improvements	CSX	Rehabilitate and modernize 75 miles of mainline track, eight bridges, and 89 rail crossings on CSX main line between Waterville and North Yarmouth.	SOGR / Infrastructure
Rockland Branch bridge impr. – feasibility and eng.	Midcoast Rail	Feasibility and engineering for bridge improvements on the Rockland Branch to achieve state of good repair.	SOGR / Infrastructure
Maine Northern Rail Improvements Project (2022 CRISI)	MNR	Rail improvements to 138 miles of track in northern Maine to increase reliability and allow for Class 2 (25mph track speeds) on four lines owned by the State of Maine (Madawaska, Houlton, Presque Isle, and Fort Fairfield Subdivisions)	SOGR / Infrastructure

SHORT-TERM FREIGHT RAIL PROGRAM

(2023-2026) (CONT.)

Project Name	Railroad	Project Description	Project Type
Maine Woods to Water Rail Connection Project (2023 CRISI Application)	MNR, CP	Mainline, railyard, port and spur track improvements leading to Our Katahdin's One North industrial site (new wood pellet plant). Finished pellets will ship on rail through Brownville Junction to Searsport for transload to ships destined to foreign markets.	Multimodal Connect. & Terminal Improvements
Upgrades of trackage from Houlton to Brownville	MNR, EMRY	Improve track safety standards, SOGR, and capacity on in the corridor to prepare for significant increases in traffic related to movements of wood fiber and finished goods in the corridor related to significant plant expansions in the region.	SOGR / Infrastructure
Bridge upgrades	Multiple	Subject to development of both freight and passenger service needs, continue to extend rail restoration.	SOGR / Infrastructure
Various, 286k rail car capacity	Multiple	Initiate ongoing program to accommodate 286k rail cars, subject to needs analysis.	SOGR / Infrastructure
286k capacity	SLR	Rail replacement, tie renewal, ballast, and surfacing to achieve 286k capacity on the SLR.	SOGR / Infrastructure
SLR Locomotive Modernization	SLR	Upgrade to modern locomotives for more tractive effort to reduce fleet requirements, reduce fuel consumption and emissions, and increase reliability.	Rolling Stock
Industrial Rail Access Program	Varies	IRAP provides financial assistance to businesses and shippers for investment in rail or freight rail-related infrastructure located on, within, or adjacent to the general railroad system.	Customer Access
Rail bridge improvements, state-owned	Varies	Ongoing improvements and upgrades to state-owned railroad bridges to accommodate railcars loaded up to the industry standard of 286,000-pound gross vehicle weight.	SOGR / Infrastructure
Rail Highway Crossing Safety Program	Varies	The Railway-Highway Crossings (Section 130) Program provides funding for the elimination of hazards at railway-highway crossings.	Grade Crossing Safety

LONG-TERM FREIGHT RAIL PROGRAM

(2027-2042)

Project Name	Railroad	Project Description	Project Type
Propane storage tracks at Hampden	CP	Add storage track for propane cars to accommodate growth of the commercial market for propane and heating oil in Maine.	Customer Access
Upgrade trackage from Bangor through Moosehead	CP	Rehabilitate recently acquired trackage between Bangor and Moosehead to achieve SOGR.	SOGR / Infrastructure
Maintain and expand freight car fleet in Maine and beyond to meet customer needs	CP, CSX, EMRY, MNR	Acquisition of chip and log fiber cars, box cars, center beam cars, etc. to move commodities to and from customers. Needed to accommodate market growth and replace cars subject to mandatory retirement.	Rolling Stock
Add/expand sidings between Waterville and Portland	CSX	Add/expand sidings between Waterville and Portland to accommodate additional traffic.	SOGR / Infrastructure
Improvements at Waterville intermodal facility	CSX	Improvements at Waterville as needed.	Multimodal Connectivity & Terminal Impr.
Increase usage of International Marine Terminal in Portland	CSX	Coordinate with MPA, EIMSKIP, and CSX to increase usage and establish regular intermodal service at IMT.	Multimodal Connectivity & Terminal Impr.
Woodland pulp mill bridge improvements	EMRY	Strengthen bridges to Woodland pulp mill to accommodate 286k railcars.	SOGR / Infrastructure
Rockland Branch bridge improvements – continue construction	Midcoast Rail	Continue construction for bridge improvements on the Rockland Branch to achieve state of good repair.	SOGR / Infrastructure

LONG-TERM FREIGHT RAIL PROGRAM

(2027-2042)

Project Name	Railroad	Project Description	Project Type
Add loading site at Skyway Industrial Park, Presque Isle	MNR	Provide loading site for grain and starch products.	Customer Access
Propane storage tracks at Millinocket	MNR	Add storage track for propane cars to accommodate growth of the commercial market for propane and heating oil in Maine.	Customer Access
Propane storage tracks at Presque Isle	MNR	Add storage track for propane cars to accommodate growth of the commercial market for propane and heating oil in Maine.	Customer Access
Upgrade 1,800-foot rail spur at Skyway Industrial Park, Presque Isle	MNR	Upgrade 1,800-foot spur for railcar storage and transload site.	Customer Access
Double-stack clearances on main lines	Multiple	Subject to needs analysis, initiate ongoing program to upgrade principal rail lines to accommodate double-stack trains.	SOG / Infrastructure
Improvements at Auburn Intermodal Facility	SLR	Improvements at Auburn intermodal facility as needed	Multimodal Connectivity & Terminal Improvements
Propane storage tracks at Auburn	SLR	Add storage track for propane cars to accommodate growth of the commercial market for propane and heating oil in Maine.	Customer Access
Rail Highway Crossing Safety Program	Varies	The Railway-Highway Crossings (Section 130) Program provides funding for the elimination of hazards at railway-highway crossings.	Grade Crossing Safety

RECOMMENDED 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 *Downeaster*

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

Increase resilience of rail system to make critical infrastructure more resilient now and to prepare for increasing storm severity

Implement a strategy for investment in railroad infrastructure to improve the rail network to SOGR

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

RECOMMENDED STRATEGIES

MSRP Long-Term Strategies (2027-2042)

Expand IRAP program

Invest in rail infrastructure toward intermodal hubs

Grow rail market opportunities

Explore state's role to address rail car equipment needs

Advocate for competitive rail service and pricing

Expand passenger rail service and connections where feasible

Establish predictable, reliable rail funding sources

Improve rail connectivity to ports

Preserve rail corridors for current and/or future transportation needs

NEXT STEPS

- » Finalize State Rail Plan
 - Draft Plan Public Comment Period – December to January 2023
 - Post Draft Technical Memorandums – February 2023
 - **Final Draft Plan to be submitted to FRA – March 2023**
- » Beyond State Rail Plan
 - Update the Downeaster Service Development Plan in accordance with the new FRA Corridor Identification Program guidance
 - Complete various ongoing passenger rail feasibility studies to inform/evaluate future passenger rail service expansion plans



THANK YOU QUESTIONS?

CHECK OUT THE STATE RAIL PLAN WEBSITE:
[HTTPS://WWW.MAINE.GOV/MDOT/OFPS/RAIL-PLAN/](https://www.maine.gov/mdot/ofps/rail-plan/)

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