

WELLS AREA IMPROVEMENT PROJECT



NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY



CONSOLIDATED RAIL INFRASTRUCTURE
& SAFETY IMPROVEMENT
(CRISI) GRANT APPLICATION
OCTOBER 18, 2019



NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY



1. Grant Application Cover Page

Project Title	Wells Area Improvement Project
Applicant	Northern New England Passenger Rail Authority (NNEPRA)
Project Track	Track 3
Was a Federal grant application previously submitted for this project?	No
If yes, State the name of the Federal grant program and title of the project in the previous application	Federal Grant Program: n/a Project Title: n/a
Is this a Rural Project? What percentage of the project cost is based in a Rural Area?	Yes Percent of total project cost: 100%
City(ies), State(s) where the project is located	Wells, Maine
Urbanized Area where the project is located	n/a
Population of Urbanized Area	n/a
Is the project currently programmed in the State rail plan, State Freight Plan, TIP, STIP, MPO Long Range Transportation Plan, State Long Range Transportation Plan?	Yes, programmed in STIP and identified in the Downeaster Service Development Plan

Northern New England Passenger Rail Authority

75 West Commercial Street • Suite 104 • Portland, Maine 04101

Phone: 207-780-1000 • Fax: 207-780-1001



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Attachments:

- BCA – Wells Area Improvement Project
- BCA Excel Worksheet
- SOW – Wells Area Improvement Project
- FRA CE Worksheet
- PMP – Wells Area Improvement Project
- Downeaster Service Development Plan EA (DSDP EA)
- Track Plans – Wells Area Improvement Project
- Preliminary Geotechnical Report

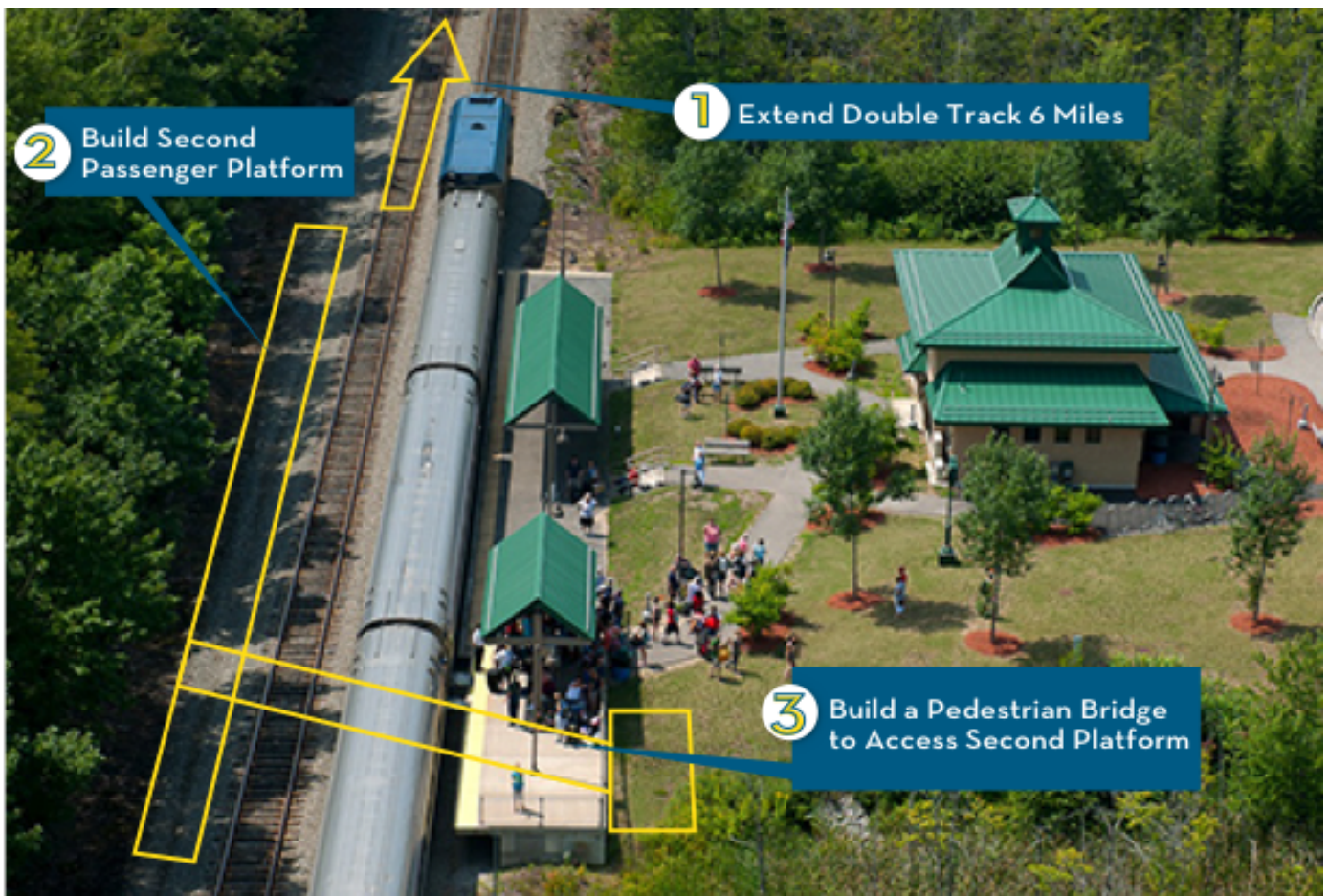
2. Project Summary

The *Wells Area Improvement Project* (Project) consists of three primary components:

1. a six-mile extension to an existing two-mile passing siding in Wells, Maine;
2. the addition of a new passenger platform at the Wells Transportation Center (Wells Station), a station located in rural Maine; and
3. construction of a pedestrian bridge to access the second platform.

The extension to the existing siding will improve the reliability and schedule flexibility of both the Amtrak Downeaster (Downeaster) and Pan Am Railways freight trains while also providing capacity to support the operation of a 6th daily Downeaster round-trip between Wells and Brunswick, Maine. The new platform will enable northbound and southbound passenger trains to meet at Wells Station, and for passengers to board or alight simultaneously. This project will greatly reduce passenger and freight train delay through Wells, Maine providing benefits to Downeaster service and Pan Am Railway's freight customers.

Major Project Components



Current Photo of Wells Station, Wells Maine

3. Project Funding

As highlighted in *Table 1: Wells Area Improvement Project Funding Breakdown*, the project is supported financially by both public and private entities.

The cash portion of the non-federal funding match will be provided by the Maine Department of Transportation (MaineDOT). A private sector in-kind portion of \$1.5 million will be provided by Pan Am Railways in the form of labor and equipment required to complete the project. Funding commitment letters are attached as *Appendix A: Funding Commitment Letters*. Taken together, this project will leverage the Federal funds with a total of \$6.1 million in non-Federal funding, of which one-third is comprised of private sector contributions.

Table 1: Wells Area Improvement Project Funding Breakdown

Task #	Task Name/Project Component	Cost	Percentage of Total Cost
Second Track Extension			
1	Siding Extension	\$ 11,460,488	49.9%
2	Grade Crossing Upgrades	\$ 289,406	1.3%
3	Communications & Signal	\$ 3,357,113	14.6%
4	Upgrades to Existing Structures	\$ 706,151	3.1%
Second Platform			
5	2nd Platform & Canopy Construction	\$ 1,794,319	7.8%
6	"Up and Over" Pedestrian Bridge	\$ 5,359,804	23.3%
Total Project Cost		\$ 22,967,281	
Federal Funds Received from Previous Grant		\$ -	
CRISI Federal Funding Request		\$ 16,867,281	73.4%
Non-Federal Funding Match	Cash:	\$ 4,600,000	20.0%
	In-Kind	\$ 1,500,000	6.5%
Portion of Funding from Private Sector		33%	
Portion of Project Costs Spent in a Rural Area		100%	
Pending Federal Funding Requests		N/A	

The project is located outside any US Census Bureau designated Urbanized Area, therefore all project funds will be spent in a rural area. Figure 2 on the following page shows the urbanized areas in black and the location of the Pan Am Railways main line where the Project will take place.

Other costs on this project include those previously incurred for preliminary design and \$1,150,000 for final design costs. Final design costs are funded through Federal funds using Congestion Mitigation and Air Quality (CMAQ) program. There is no Federal funding tied to this project that must be spent by a certain date.

4. Applicant Eligibility

The Northern New England Passenger Rail Authority (NNEPRA) is a publicly chartered authority established by the State of Maine to restore and manage the operation of passenger rail service to and within the State of Maine. The NNEPRA Board of Directors voted unanimously to approve the development and submission of this CRISI grant application (see *Appendix B: NNEPRA Authority and BOD Approval*).

5. Project Eligibility

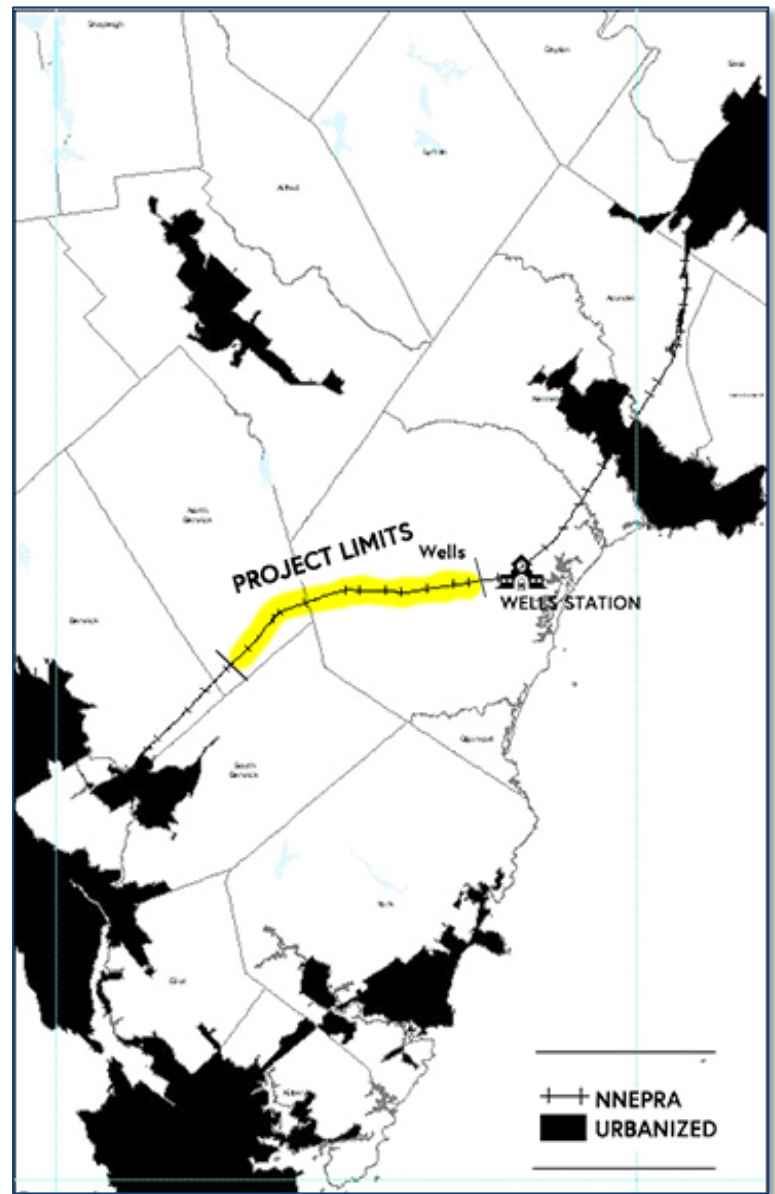
The Project will add six miles of double track to a 15-mile single track section of the Pan Am Railways freight main line in southern Maine used by both Pan Am freight trains and the Downeaster intercity passenger rail service and construct a second passenger boarding platform at the Wells Station.

Per Section C(3) of the NOFO, the Project is eligible under the following categories:

C(3)(a)(iii). A Capital Project necessary to address congestion challenges affecting rail service. The Project provides added double track capacity to alleviate daily conflicts which occur between and among freight and passenger trains. It also constructs a second passenger platform which will eliminate delays associated with passenger train meets.

C(3)(a)(iv). A Capital Project necessary to reduce congestion and facilitate ridership growth in Intercity Passenger Rail Transportation along heavily traveled rail corridors. In addition to congestion benefits noted above, the Project will increase Downeaster ridership by improving reliability and schedule flexibility. It will also enable the introduction of a new Downeaster round-trip between Brunswick and Wells, Maine, along the heavily travelled highway corridors of I-95 and I-295.

Figure 2: Urbanized Area



The Project will also improve the Downeaster station in Wells by adding a passenger platform which will enable passenger trains meeting in opposing directions to board and alight passengers simultaneously and support additional frequency.

C(3)(a)(vii). A Capital Project to improve short-line or regional railroad infrastructure. The Project will add needed capacity to support the movement of freight to and within the region on the Pan Am Railways main line.

6. Project Track

This application is seeking funding for Track 3 – FD/Construction.

7. Detailed Project Description

7.1 About the Amtrak Downeaster

The Downeaster is a state-supported Amtrak intercity passenger rail service, which was initiated in December 2001 as a result of a citizens' initiative to restore passenger rail to and within Maine. The Downeaster is managed by NNEPRA which holds the agreement with Amtrak for the operation of the service, as well as agreements with other entities to provide for station, food service, and marketing support. The Downeaster began operating four round trips daily between Portland, ME and Boston, MA on December 15, 2001 serving eight intermediate communities in three states, on 2 hour and 45-minute journey along a 116-mile corridor.

Today, as a result of a series of investments and improvements, the Downeaster operates five round trips daily between Brunswick, ME and Boston, MA along a 143-mile corridor serving 12 stations in 3 states with a travel time of 3 hours and 20 minutes.

The Downeaster carries more than half a million passengers annually, including commuters, business travelers, college students traveling to and from school, youths on educational trips, patients receiving medical treatments, families attending sports and theatre events, shoppers, visitors to Maine and more.

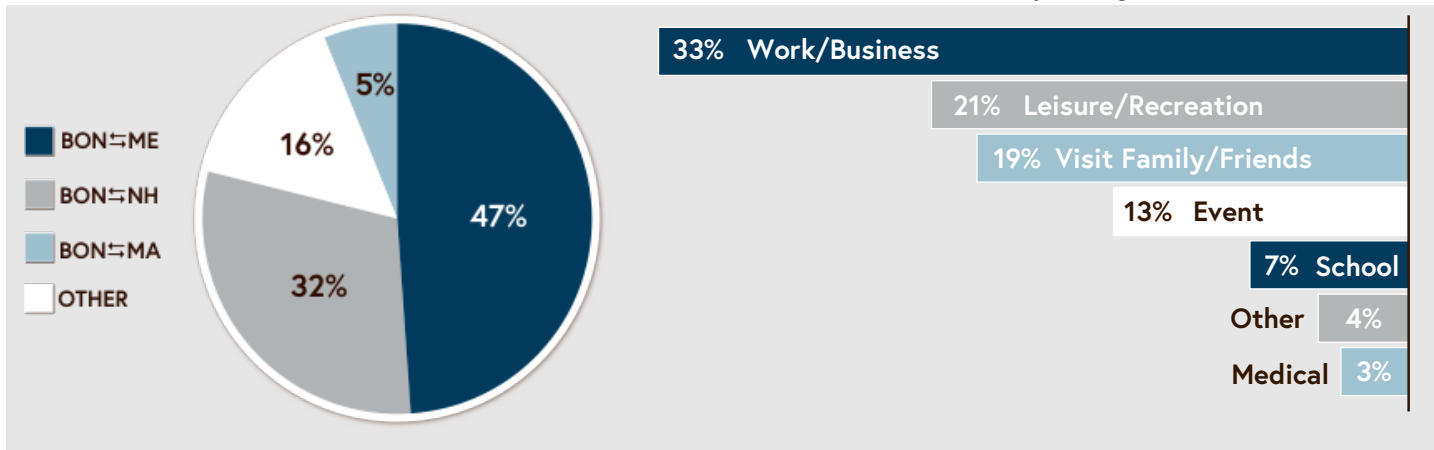
Approximately 84 percent of all Downeaster passengers travel to or from Boston, many from rural areas. In Maine, the Downeaster travels along the heavily congested I-295 and I-95 highway corridor, providing mobility between intermittent city pairs as well.

Figure 3: NNEPRA Service and Track Ownership



FY 2019 Passenger Travel To/From

FY 2019 Why Passengers Ride

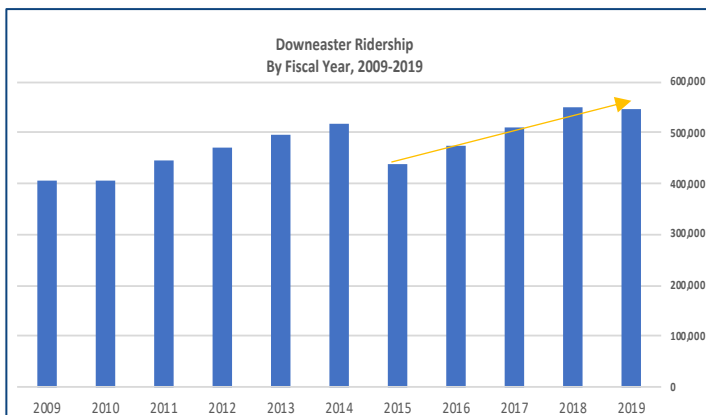


⇒ Demand is Growing for Increased Service

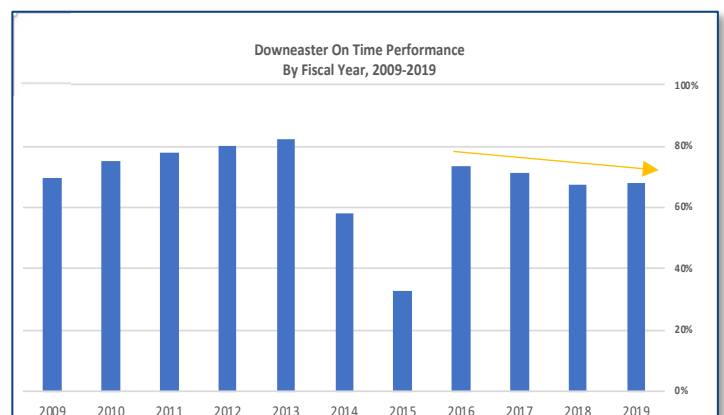
The demand for intercity passenger rail service between Boston, MA and Portland, ME has grown steadily since the inception of Downeaster Service in 2001. Over the Downeaster's first decade in operation, through December 2012, the average annual compounded ridership growth rate has been 6.64 percent. For that ten-year period ridership increased by more than 90 percent to more than 471,000.

Ridership in FY2019 was 547,293 and forecasts indicate that demand is anticipated to continue to increase to approximately 900,000 by 2030. There are many contributing factors. Maine has an aging population, and the need to provide more public transportation options for those not able to or willing to drive is critical. Maine is also actively looking to attract new business and a younger workforce, and the availability of transportation options is a key factor. Finally, Maine's Governor, Janet Mills, has set a goal of a "carbon neutral" Maine by 2040; public transportation, including growth of intercity passenger rail, plays an important role in that effort.

The Project will resolve several critical challenges NNEPRA faces in supporting continued growth of Downeaster service and provides needed infrastructure to help meet the growing freight demands as well.



Ridership Continues to Grow:
Increasing 27% from FY09-FY19



OTP Continues to Decline:
Consistently lower than 80% since FY13



Figure 4: Map of Existing Double Track

7.2 Existing Challenges

⇒ Inconsistent Reliability

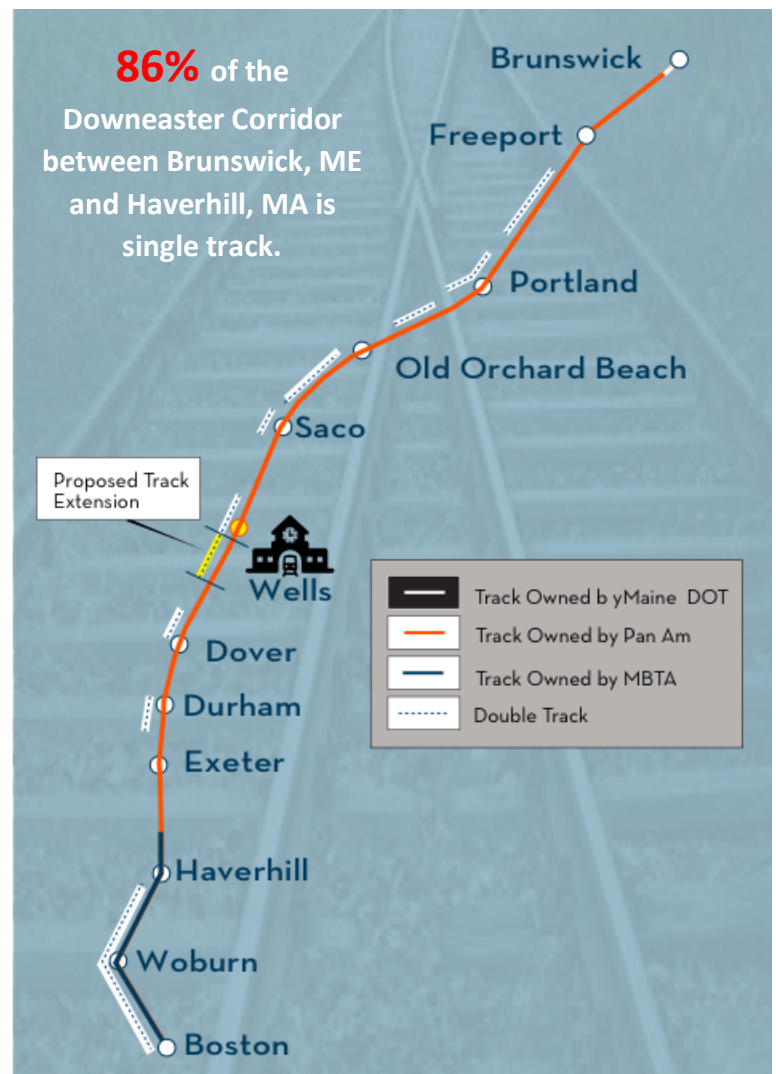
Despite a track record of strong ridership growth, the Downeaster has struggled to achieve and maintain consistent on-time performance (OTP). Since 2009, the Downeaster has had only one year with an average OTP of 80 percent or better. Average annual OTP has not exceeded 73 percent since 2016, and it is on the decline.

The Downeaster's weak OTP is primarily due to "interference" with other passenger and freight trains because the existing track infrastructure is only marginally adequate to support the five daily round trips between Boston, MA and Brunswick, ME as well as growing freight service.

⇒ Constrained Infrastructure

The Downeaster operates on tracks owned by three host railroads. Nearly all track in Maine and New Hampshire, approximately 108 miles from Brunswick to the Massachusetts state line, is owned by Pan Am Railways (the MaineDOT owns approximately one mile of track between Brunswick Station and Church Road in Brunswick). The Massachusetts Bay Transportation Authority (MBTA) owns approximately 36 miles of right-of-way from the Massachusetts state line to North Station in Boston. Only about 15 miles, or 14 percent of the Pan Am Railways segment has double-track capacity, sprinkled along the corridor in eight different two to four-mile passing sidings. The remaining 86 percent or 93 miles of single track railroad, cannot reliably support existing service, allow flexibility to address gaps in the existing schedule, allow trains to recover from unforeseen delays, or provide additional frequency.

Wells Station is located at MP228 of the Pan Am Railways Freight Main Line and is a key "meet" location for Downeaster passenger trains travelling between Brunswick and Boston, as well as freight trains. There is a two-mile passing siding in front and to the east of the station, however the short segment of track requires freight trains to stop and wait for Downeaster trains to pass. Additionally, trains are getting longer as the economy improves, and two-mile sidings do not adequately support the needs of the freight operator in the future. Presently, Pan Am Railways operates five trains daily through the Wells siding area and estimates that each of those trains experience roughly three hours of delay daily.



The platform configuration at Wells Station also leads to operational challenges. Despite the double track in front of the station, there is only one passenger platform. Therefore, during planned or unplanned meets of Downeaster trains at this location, only one train can discharge and/or receive passengers at a time.

This forces the other train to wait on the second track then reverse and pull into the station platform once the first train departs. As such, ten additional minutes of schedule time must be added to Downeaster trains with scheduled meets at Wells. When there are unplanned meets at this location, the existing network struggles to absorb the delays and it is challenging to recover lost time. The cascading impacts often affect several trains by 30 - 40 minutes or more.

Figure 5: Existing Wells Station Platform



Additional capacity is needed to support increases in service frequency while maintaining freight operations and performing required maintenance.

The Project, which includes both a six-mile extension to the existing two-mile siding and the construction of a second passenger platform, will result in an estimated 40 percent reduction in freight delays, allowing freight trains to continue moving when a Downeaster train approaches instead of having to stop and wait in the shorter siding. It is estimated that the total savings due to the reduction in delay for Pan Am Railway's Operations and Maintenance costs from the completion of both project components will be \$7.1 million. The added double track, combined with the new platform, will reduce Downeaster delays because trains in opposing directions will be able to meet and board/discharge passengers simultaneously in the station. These improvements will reduce operating and maintenance costs for both Amtrak and Pan Am Railways through more efficient use of equipment (locomotives and cars) and staff, and reduced fuel consumption, saving an estimated \$171,595 annually for Downeaster trains. It will also save passengers travel time and will provide capacity to add a new Downeaster round-trip between Brunswick and Wells on weekdays.

7.3 Project Components

To address the existing challenges at this location, the Project includes two primary components (see *Attachment: Track Plans-Wells Area Improvement Project*):

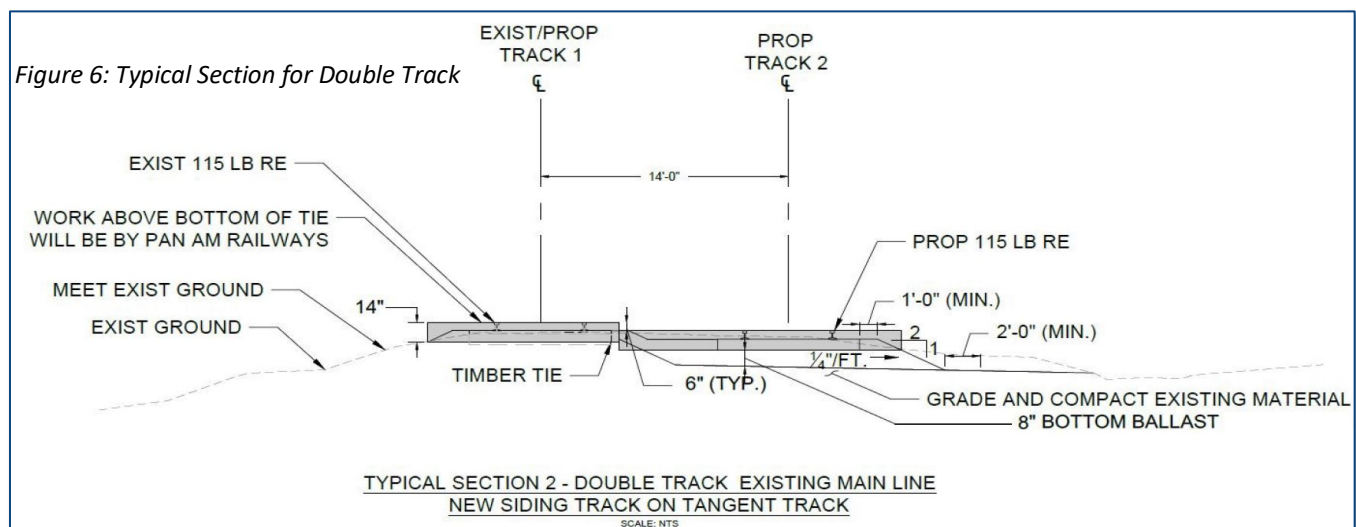
- A track component which constructs a six-mile extension to an existing two-mile passing siding; and
- A station component which adds a new second platform at Wells Station for passengers to access the second track.

The track component consists of the following elements within the existing right-of-way to add track capacity and eliminate conflicts which currently occur among and between both passenger and freight trains:

Siding Extension: \$11,460,488

The existing two-mile siding will be extended six-miles west using 115 pound continuously welded rail placed on 7"x 9"x 8.5' standard cross ties at 20" spacing. The proposed track will be constructed at approximately 14'-0" on center from the existing track, similar to other sidings along Pan Am Railways main line.

A typical section for double track conditions on the Wells Siding extension is shown below (Figure 6):



New Communication and Signal Equipment: \$3,357,113

New communication and signal updates will be installed to accommodate the construction of a new interlocking signal system. The existing signal system will need to be modified due to the retirement of the existing turnout at CPF 228 and construction of two No. 20 crossovers installed on either side of the grade crossing at Willie Hill Road. The new crossovers will allow trains travelling in either direction to cross between Track No.1 and Track No. 2. An additional signal interlocking (CPF 234) that includes a new #20 RH Turnout, wayside signals and the construction of a bungalow at the west end of the project will also be included.

Grade Crossing Improvements: \$289,406

Three highway-railroad grade crossings will be upgraded:

- MP 228.2 Willie Hill Road, Wells, ME (DOT Inventory Number: 053164M)
- MP 230.9 Bradgon Road, Wells, ME (DOT Inventory Number: 053162Y)
- MP 233.5 on Main Street, North Berwick, ME (DOT Inventory Number: 053154G)

A second track panel will be installed across all three crossings. Related communication and signal modifications will be made to signal houses and automatic highway crossing protections will be relocated or replaced as necessary.

Upgrades and Repairs to Existing Structures: \$706,151

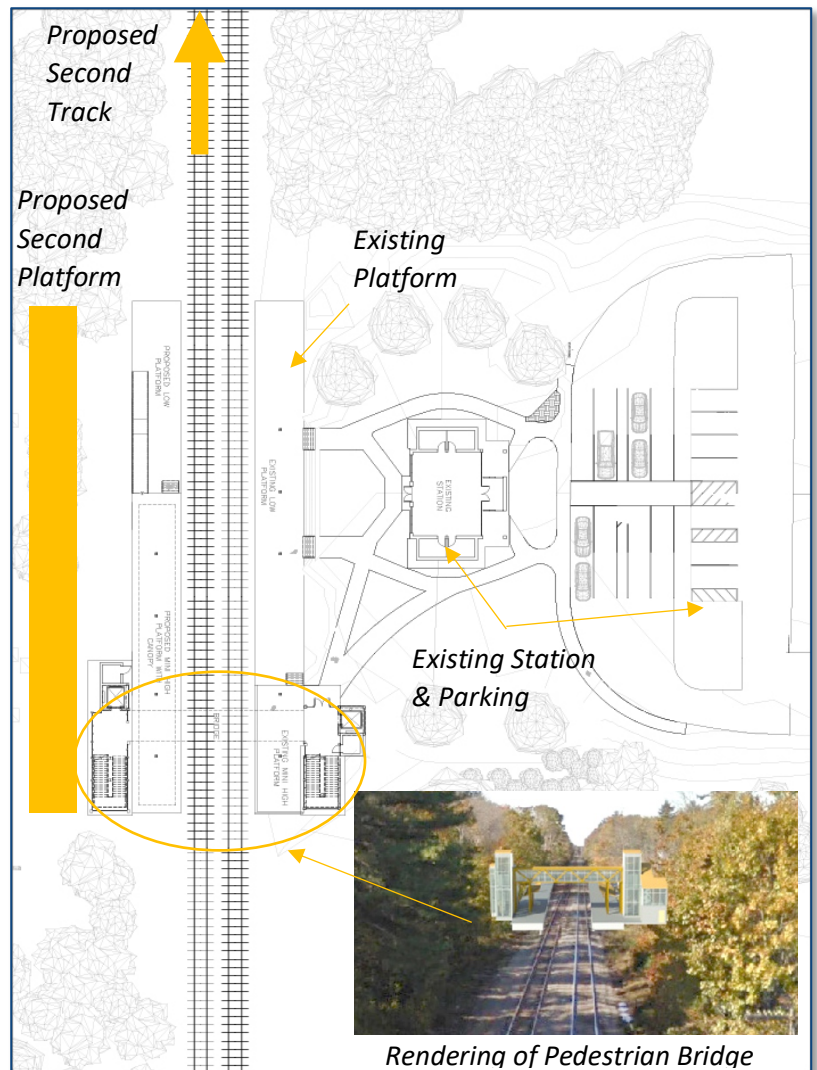
Various upgrades and repairs will be made to undergrade structures and bridges located within the project limits. A total of 19 undergrade structures have been identified within the project limits including 14 culverts, four small cattle passes, and one double barrel stone masonry arch bridge. Of these identified, two culverts will be rehabilitated and four culverts will be tail ditched.

The Station component, which will allow for the full utilization of the longer passing siding by eliminating the need to cross over to the main line track to use the existing single side platform at Wells Station, consists of the following:

Second Passenger Boarding Platform: \$1,794,319

The new platform will be built on the south side of the No. 2 Track will resemble the existing platform located on the north side of the main line track at Wells Station. The existing platform has a 150' long existing low-level platform with a 50' long mini-high platform setback a standard 13' distance, consistent with all Downeaster platforms on tangent sections of track owned by Pan Am Railway to accommodate wide loads. The new second platform will be set back the same distance and will consist of a 120' high level and 80' low level boarding platforms. The proposed platform will be constructed of reinforced concrete, similar to the existing platform and is anticipated to be supported on a deep foundation (steel H-piles).

Figure 7: Proposed Wells Station Second Platform Design



“Up and Over” Pedestrian Bridge: \$5,359,804

An “up and over” overhead pedestrian bridge with covered stairs and an elevator to meet ADA accessibility requirements will be constructed to provide passenger access to the second platform. It will be constructed with sufficient vertical clearance to support potential future operation of “double-stack” container-on-flatcar equipment on freight trains at Wells Station.

Fencing, lighting, and cameras will be installed to maximize safety and promote passenger security.

The project components described are interconnected and together will reduce passenger and freight conflicts, reduce travel time and delays, allow for higher OTP and ultimately growth in ridership.

It is anticipated that the platform construction will begin first and that the siding construction will commence the following year. Additionally, construction of both components outlined in the project are necessary to allow flexibility for a sixth-round trip from Brunswick to Wells, Maine.

7.4 Proposed Performance Measures

If awarded a CRISI grant, NNEPRA will work with the Federal Railroad Administration (FRA) to ensure the proposed performance measures for the Project will capture the following benefits:

- Reduction in average monthly delay minutes;
- Reduction in travel time for Downeaster trains with scheduled meets in Wells; and
- An increase in ridership associated with improved reliability and added service.

Potential performance measured are:

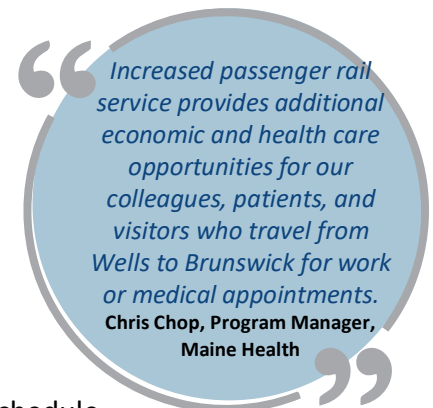
- Reduction in Downeaster Delay Minutes
- Increases in Downeaster Ridership and Revenue

7.5 Expected Users and Beneficiaries

The segment of railroad improved by the Project is used by Pan Am Railways, the owner of the main line track which currently operates approximately five freight trains daily through the Wells Siding area, and, Amtrak which operates ten daily one-way Downeaster trips servicing the station in Wells.

The Project has many beneficiaries including:

- Downeaster passengers who will experience fewer delays, greater schedule flexibility, and reduced travel time on some trips, valued at \$1.5 million in annual benefits.
- NNEPRA, which reimburses Amtrak for the operation of the Downeaster in compliance with PRIIA Section 209, will benefit from reduced operating costs resulting from shorter trip times and fewer delays, valued at \$171,595 in annual savings.
- Pan Am Railways and their customers will benefit from reduced delays and conflicts, and more efficient and reliable operations, valued at \$2.2 million annually.



As previously noted, the completion of the Project would allow the flexibility for the Downeaster to operate a sixth-round trip each day between Brunswick and Wells, ME. This sixth round-trip could benefit new passengers from southern mid-coast communities such as Wells and Saco traveling north by allowing them to reach Portland, Freeport, or Brunswick, ME in the morning (see *Appendix B: Letters of Support*). Currently the earliest option for northbound passengers to arrive in Portland is 11:40AM limiting flexibility for those passengers wanting to arrive in Portland, Freeport, or Brunswick before 11:30AM. Additionally, passengers from Brunswick or Freeport could utilize the additional service (see *Appendix B: Letters of Support*).

8. Project Location

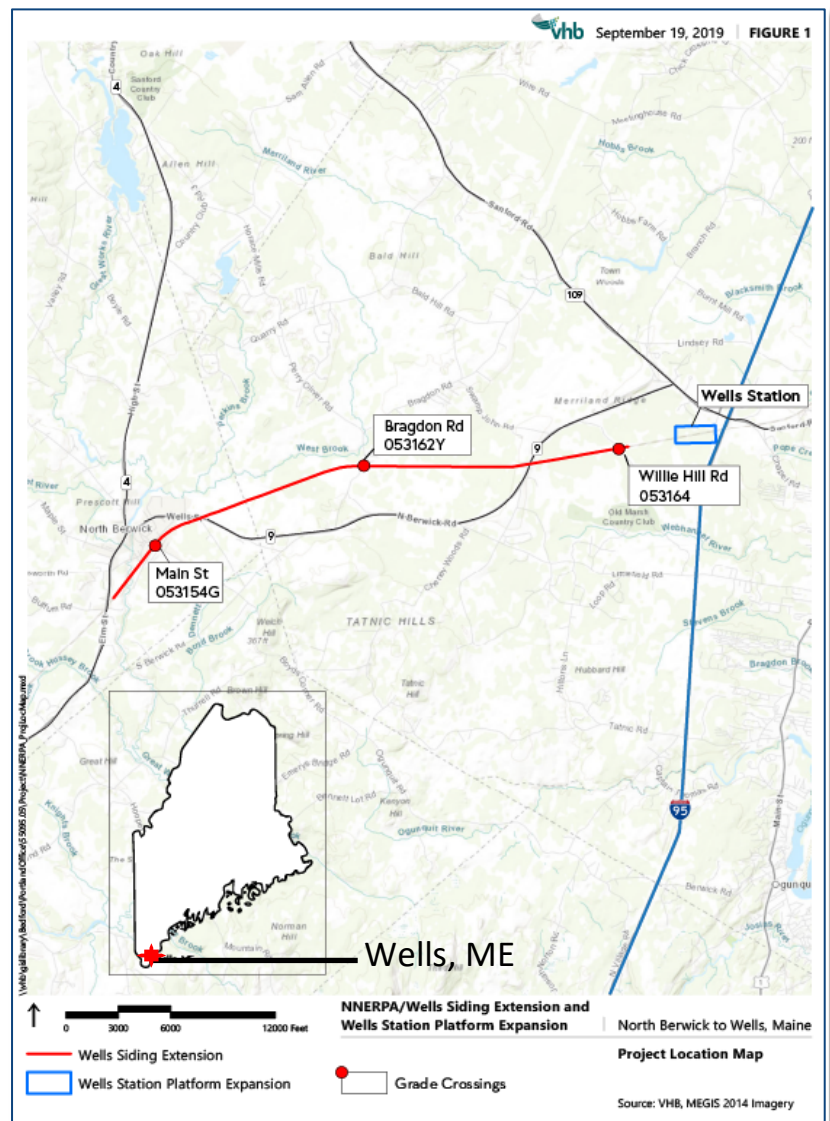
The extension of the existing Number 2 track, known as Wells Siding, is located on Pan Am Railway's Freight Main Line roughly between Wells and North Berwick, ME. The existing siding runs from CPF 226 to CPF 228. The extension would run from MP 228 in Wells to MP 234 in North Berwick, ME.

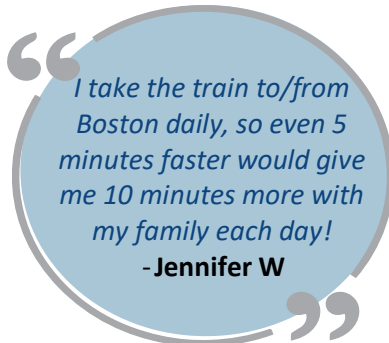
Communication and signal modifications to accommodate the construction of a new interlocking (CPF 234) include wayside signals and bungalow at the west end of the project.

Second track panels will be installed at three grade crossings located at Willie Hill Road (DOT Inventory Number: 053164M) and Bragdon Road (DOT Inventory Number: 053162Y) in Wells, ME and on Main Street (DOT Inventory Number: 053154G) in North Berwick, ME. Pan Am Railways own all three crossings located on their freight main line and is the primary railroad operator.

The second platform will be constructed at the Wells Station located in Wells, ME just west of MP 227 on the freight main line. Both the siding extension and the construction of the second platform components of the Project are in the rural portion of York County in the State of Maine.

Figure 8: Wells Area Improvement Project Map





9. Evaluation and Selection Criteria

9.1 Project Benefits

The benefits and costs of the Project have been quantified using a benefit-cost analysis (BCA) that was conducted in accordance with the U.S. Department of Transportation's recommended methodology. The resulting analysis (see *Attachment: BCA-Wells Area Improvement Project*) indicates that the combined improvements would provide the following benefit-cost ratio (BCR):

- The siding extension alone would result in travel time, delay, and reliability improvements for both passenger and freight service resulting in a BCR of 1.33;
- The second platform at Wells Station would enhance these travel time and reliability benefits resulting in a combined BCR of 1.89;
- The sixth roundtrip would generate additional ridership and reduce Vehicle Mile Travelled, resulting in safety, operational, and environmental benefits resulting in a combined BCR of 3.00.

⇒ System and Service Performance

The Project will benefit the entire rail system by eliminating chronic train conflicts, reducing travel time and delays, improving reliability and efficiency for both Downeaster passenger service and Pan Am freight operations. Project improvements are projected to eliminate 1,643 minutes of delay experienced by the Downeaster passengers annually due to reduced freight train interference and 4,151 minutes of delay annually due to reduced interference between Downeaster trains. The total value of this benefit to Downeaster passengers was estimated at \$1.5 million annually for both project improvements. The elimination of this conflict reduces additional unscheduled delay and increases service and OTP for all operators throughout the system. Additional benefits will be realized by Pan Am Railway's freight customers as system and service performance are improved. The estimated annual benefits associated with a reduction in delay of goods passing through the Wells Siding is valued at \$2.2 million.

⇒ Safety

Safety of the network will be improved when back-up moves are eliminated. The increased competitiveness will increase demand for both passenger and freight rail and take more cars and trucks off the roads. Additional benefits to safety will accrue if a sixth-round trip from Wells to Brunswick is started as an additional 95,526 trips per year by 2030 are estimated.



⇒ Competitiveness, Reliability, Trip or Transit Time, and Resilience

The Project is critical to sustain the competitiveness and reliability of both the Downeaster and freight traffic. With completion of the project, system performance will be more reliable and competitive by reducing scheduled travel time on some trains and reducing delays associated with planned and unplanned train meets of freight and passenger trains. In particular, the second platform enables Downeaster trains operating in opposite directions to meet Wells Station at the same time. Currently, train meets in this location require that an additional four to ten minutes of time be built into the schedule so that one train can wait on the siding while the other one is at the station platform, then backs up and pulls into the station after the first train departs.

⇒ Efficiencies from Improved Integration with other Modes

The Project will improve reliability, and therefore improve the ability to efficiently integrate with other modes of transportation. The Project will also provide the opportunity to establish a sixth-round trip between Brunswick and Wells, ME improving transportation options for those travelling both south and north into Portland. The Wells Station is located at Exit 19 of the Maine Turnpike (I-95) and provides limited year-round transportation connections from the station via bus to Maine's coastal beach communities with expanded service during the summer months. Starting August 2019, Shuttlebus-Zoom, the public transportation service provider for town south of Portland, ME launched a new "pulse" operating system featuring enhanced routes and expanded local bus service. The new operating system will provide greater integration with recently expanded transit connections to the Saco Station, provided by Shuttlebus-Zoom serving Old Orchard Beach and the University of New England.

⇒ Ability to Meet Existing or Anticipated Demand

The Project improvements will provide the capacity and reliability to enable both the Downeaster and Pan Am Railways to meet the existing and future needs. The Project will set the foundation for the flexibility to operate a sixth-round trip to increase intercity passenger rail travel. Downeaster has experienced strong public popularity, as evidenced by its ridership growth. Ridership in FY2006 was 291,794 increasing to 547,293 in FY2019. York County, the location of Wells Station, is projected to see a population increase of six percent from 2016-2026, the largest gain of any county in Maine and the Portland area is expected to continue to grow as the primary employment center.¹

In my time as an Ambassador, the Station has seen so much growth in passengers. It seems like every day there is a question about adding service.
- Patsy, Wells Station Ambassador



¹ <https://www.maine.gov/dafs/economist/sites/maine.gov.dafs.economist/files/inline-files/Maine%20Population%20Outlook%20to%202026.pdf>

This sixth-round trip will be able to meet anticipated demand. Schedule, travel time, and reliability have a direct impact on ridership, as demonstrated by the ridership 23 percent increase which occurred following a 15-minute trip time improvement in 2005. Ridership jumped again by 30 percent following a \$6 million investment in 2006 which resulted in the addition of a 5th round-trip and a second peak hour departure from Boston.

The extension of the siding will improve the reliability of freight movement and enables more and longer freight trains to operate through this area, meeting the needs of Pan Am Railway customers many located in rural areas of Maine.

9.2 Technical Merits

Outlined below are the categories the Project will be evaluated against:

(a) Statement of Work

A detailed Statement of Work (SOW) has been developed in accordance with best practices for railroad construction projects and based on NNEPRA's experience delivering federal projects of similar size and scope (see *Attachment: SOW-Wells Area Improvement Project*).

(b) Project Readiness

The Project is eligible for Track 3 – Final Design/Construction. Preliminary design and engineering for the Wells Area Siding Improvement project was completed in September 2019. Final design is anticipated to be completed so that platform construction can begin in April 2021. Additionally, a NEPA Categorical Exclusion worksheet (see *Attachment: FRA CE Worksheet*) has been prepared. Cash funding has been secured by NNEPRA from the State of Maine and an in-kind labor contribution from Pan Am Railways for the labor costs (see *Appendix A: Funding Commitment Letters*). A project management plan has been developed addressing the management and mitigation of project risks (see *Attachment: PMP-Wells Area Improvement Project*). If awarded a CRISI grant, the anticipated schedule is below:

	2020				2021				2022				2023			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Signed Grant Agreement				x												
Platform Schedule																
Platform Procurement																
Task 2: Platform Construction																
Siding Extension Schedule																
Subgrade Preparation																
Task 3: Track Construction																
Task 4: Grade Crossing Upgrades																
Task 5: Turnout and Crossover construction																
Task 6: C&S Upgrade																
Task 8: Culvert Rehabilitation																
Task 9: Tail Ditching																
Task 7: Modifications to FML																





Final design and the environmental permitting process for the Project is expected to be completed in time to begin construction in Spring or Summer 2021. Construction should be complete in Fall 2023.

(c) Technical Qualifications and Experience of key Personnel/Organization

NNEPRA has a proven track record of delivering similar projects funded with Federal discretionary grants. Since 2010 NNEPRA has delivered four projects totaling \$64,328,748 in funding from the FRA, all work involving track improvements.

NNEPRA Board of Directors has empowered the Executive Director, Patricia Quinn, to have overall program responsibility for construction management, contract administration, procurement of professional services, procurement of construction services, budget and schedule management and will exercise the right to monitor all project related activities and accounts through site observations and audits of all project records and data as deemed necessary.

NNEPRA's Manager of Special Projects, James Russell, will coordinate project management responsibilities. The Project Manager shall be the liaison between NNEPRA, Railroads and any required contractors and will be responsible for pre-bid plan and specification review, modification to design plans to meet the changing nature of the force account work, subcontractor approval, construction material approval, field inspection, equipment system testing, and construction management.

Administrative responsibilities include invoice payment review change order review and preparation and cost estimating. The Project Manager shall also be responsible for monitoring all Force Account work performed by Railroads. Additionally, to assist NNEPRA in carrying out the construction management, a Project Management Consultant firm will be hired through a professional services contract.

NNEPRA's dedicated staff will perform the various support tasks throughout the life of the project and will include William Gayle, the Grant and Policy Administrator and Stephen Houdlette, Data Analyst.

(d) Business plan considers potential private sector participation in the financing, construction, or operation of the project.

The business plan for this project fully anticipates private investment. This project will be completed on a private sector railroad.

The strong working relationship with Pan Am Railways has enabled NNEPRA to leverage their private sector participation in the construction of multiple projects of similar scope. For the Project, Pan Am has committed a private sector match of \$1.5 million via a Memorandum of Understanding (MOU) with NNEPRA consisting of in-kind force account labor and equipment costs for the construction of the project, representing 9 percent of the projected track extension expenses.

(e) Legal, Financial, and Technical Capacity

There are no outstanding legal issues regarding the work proposed. Nearly all of the proposed track siding improvements will be made on Pan Am Railways property within the existing rail corridor right-of-way. Temporary easements may be required at two locations where the existing railroad right-of-way narrows to complete the proposed siding extension work. It is possible that at these two locations a small amount of property acquisition may be required, based on preliminary track design and preliminary ROW research. If these property acquisitions are necessary, they are anticipated to total less than a quarter of an acre. Additional right-of-way research will be completed during final design to establish the exact property line to determine if the construction will extend off PAR property at these two locations.

Pan Am Railways has the technical capacity to perform the railroad work proposed. The Maine Turnpike Authority, which owns the property at the Wells Station, supports the construction of the pedestrian bridge on its property. NNEPRA is a proven FRA grant partner with demonstrated capacity to fulfill the grant requirements to manage contractors to construct the station components. Key personnel are identified on page 18. Financing for the match has been committed.

(f) Project is Consistent with Planning Guidance and Documents

The project is consistent with planning guidance and documents set forth by US DOT, including those required by law under Title 49, United State Code, Chapter 227. As noted in Maine's State Rail Plan and the Downeaster Service Development Plan, the Wells Siding Improvement is a critical project supporting intercity passenger rail service and freight rail customers in Maine. As such, it has been programmed in the State Transportation Improvement Program.

(g) Project Meets Funding Criteria

■	Proposed Federal Share:	73.4% CRISI Request
■	Proposed Non-Federal Share:	26.5% MaineDOT and Pan Am Railway in-kind Match
■	Net Benefits:	Detailed in the BCA and summarized on page 14.



9.3 Supporting Economic Vitality

The Project supports economic vitality by improving mobility between rural areas of Maine and urbanized economic centers including Boston, MA and Portland, ME. The resulting travel time savings reduce business operating costs and expand market access, providing long-term economic benefit for shippers and passengers. With the addition of a sixth round-trip, this benefit will be particularly valuable for those workers living in rural Maine whose only transportation choice is to drive into Portland, ME from Wells, Saco, Freeport and Brunswick, ME. Additionally, Pan Am customers can expect a reduction of freight rail delays by roughly 40 percent resulting in approximately \$2.2 million in benefits annually. These customers are largely Maine based business that have strong multiplier effects for the state's economy. The significance of the project as a source of economic vitality is evidenced by the broad and diverse stakeholders that have provided letters of support that can be found in *Appendix G: Letters of Support*.

Key communities such as Saco, Portland, and Brunswick located in Midcoast Maine would greatly benefit from an additional sixth-round trip. In order for that to occur, the extension of the siding and the construction of the second platform at Wells must be completed.

9.4 Leveraging Federal Funding

NNEPRA has worked for more than two decades with Pan Am Railways to identify capital needs and develop funding strategies to maintain a state of good repair and increase capacity for intercity rail. As highlighted in the funding table, NNEPRA will leverage the Federal match with \$1.5 million in a non-Federal funding contribution from a private sector partner (Pan Am Railways) for labor and equipment representing 6.5 percent of the project. The cash match of \$4.6 million has been committed by MaineDOT.



9.5 Preparing for Future Operations and Maintenance Costs

To assure the continued operation and maintenance of the rail line, NNEPRA, through an agreement with Pan Am Railways, funds annual Capital Maintenance Projects, beyond routine maintenance, to address infrastructure needs that could impact Downeaster performance.

Additionally, the operations and maintenance costs for the Wells Station are provided through in-kind contribution from the Town of Wells, in cooperation with the Maine Turnpike Authority. These in-kind contributions are paid by the Town and cover the costs of utilities, exterior maintenance (such as parking lot, grounds, etc), interior maintenance (including security). Absent these partnerships, NNEPRA would have to provide the funding for these services.

9.6 Innovative Approaches to Expedite Project Delivery

NNEPRA and its project partners, including Pan Am Railways continuously look for innovative ways to speed project delivery. For example, NNEPRA is examining methods of accelerating construction of the second platform using prefabricated elements in order to reduce field work and track delays. Additionally, the use of prefabricated special trackwork panels that will be installed on-site has been used by NNEPRA in the past resulting in construction time savings and reduced impacts to freight and passenger services. Opportunities for innovative and best practice approaches not traditionally used by NNEPRA will be analyzed to reduce service outages, reduce construction time and minimize the time personnel is in the field thereby increasing safety.

9.7 Accountability

NNEPRA is confident in its ability to deliver the Project on time and on budget. Key milestones for each component of the project are outlined in the project schedule and will be reported per all standard FRA reporting requirements including quarterly progress reports, quarterly Federal financial reports, and interim and final performance reports. Additionally, if selected for funding NNEPRA will work with FRA to report on mutually agreed upon performance measures such as:

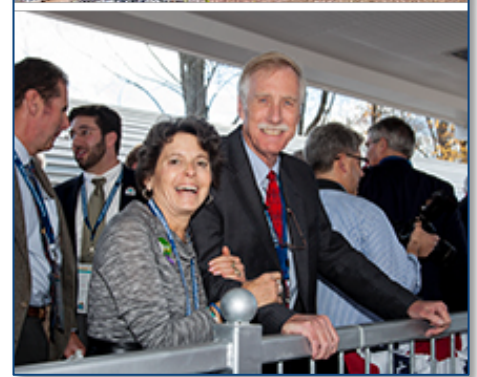
- Reduction in Downeaster Delay Minutes
- Increases in Downeaster Ridership and Revenue

10. Project Implementation and Management

10.1 Experience Managing Similar Projects

NNEPRA has significant experience managing over \$150 million in construction projects within guidelines and specifications required by federal funding partners and a long history of delivering projects dating back to the required work to enable the operation of the Downeaster to the present.

- **1999-2001:** \$60 million to upgrade 78 miles of freight main line to initiate and support Downeaster service. (FTA)
- **2006-2007:** \$6 million capacity project to support additional Downeaster frequency. (FTA)
- **2010-2015:** \$38 million Downeaster Expansion Project to upgrade 30 miles of freight track and extend service from Portland into Brunswick, ME. (AARA/FRA)
- **2011-2015:** \$26 million to construct additional track capacity in Haverhill, MA. (AARA/HSIPR/FRA)
- **2012:** \$12 million for the construction of a layover facility in Brunswick, ME (FRA).
- **2017-present:** \$12 million Royal Siding Project constructing four miles of double-track between Falmouth and Cumberland, ME. (FTA)



A Project Management Plan has been developed for the Project and is attached as *Attachment: PMP- Wells Area Improvement Project*.

10.2 Grant Management and Oversight

Based on prior history of successfully managing both FRA and FTA federally funded projects, NNEPRA has developed significant project management experience.

NNEPRA's Executive Director has the overall program responsibility for procurement of construction services, budget and schedule management and will exercise the right to monitor all project related activities and accounts through site observations and audits of all project records and data as deemed necessary.

The Manager of Special Projects will coordinate project management responsibilities including pre-bid plan and specification review, modification to design plans to meet the changing nature of the force account work, subcontractor approval, construction material approval, field inspection and equipment system testing and construction management.

Administrative responsibilities include invoice payment, change order preparation and review, and preparation and cost estimating. The Project Manager will also be responsible for monitoring all Force Account work performed by Railroads.


Additionally, to assist NNEPRA in carrying out the construction management, a Project Management Consultant firm will be hired through a professional services contract. NNEPRA's Grant and Policy Administrator will perform the various support tasks including all required Federal project progress reporting throughout the life of the project.

11. Environmental Readiness

As part of the initial environmental work, a Service-Level (Tier 1) Environmental Assessment (EA) for the Downeaster Service Development Plan was submitted in July 2017 in accordance with NEPA, the Council on Environmental Quality (CEQ) Regulations for implementing NEPA, and the FRA Environmental Procedures (see *Attachment: DSDP EA*). Figure 9 shows the potential wetland areas shown in the US Fish & Wildlife Service's National Wetland Inventory completed as part of the preliminary environmental review for the Station Platform component.

Figure 9: US Fish & Wildlife Service's National Wetland Inventory Mapping near Wells Station





Specific to the Project, a completed CE worksheet has been developed (see *Attachment: FRA CE Worksheet*) although additional geotechnical and wetland investigation will be completed in the final design in order to determine the necessary level of permitting required for construction (see *Attachment: Preliminary Geotechnical Report*).

A preliminary environmental review was conducted for the Station Platform component highlighting additional investigation and recommendations for geotechnical and wetland impacts. Figure 9 shows the potential wetland shown in the US Fish & Wildlife Service's National Wetland Inventory.

NNEPRA will submit applications for and obtain all required federal, state, and local permits to complete the proposed scope of work. NNEPRA has prepared consultation letters to the Maine Historic Preservation Commission (MHPC), Maine's five federally recognized Native American Tribes, the Maine Coastal Program, and the Maine Department of Inland Fisheries and Wildlife to initiate agency consultations. NNEPRA will submit these letters to the agencies at the appropriate time if the Project is awarded a CRISI grant funding.



Appendix A: Funding Commitment Letters



Janet T. Mills
GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Bruce A. Van Note
COMMISSIONER

October 15, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

The Maine Department of Transportation (Maine DOT) writes to offer its full support for Northern the New England Passenger Rail Authority's (NNEPRA) *Wells Area Improvement Project* grant application for the Consolidated Rail Infrastructure and Safety Improvement (CRISI). The Maine DOT has provided a financial commitment of \$4,600,000 in non-Federal state matching funds for this critical project. This funding commitment represents a 20 percent cash match of the estimated \$23,000,000 project.

This grant would make possible the construction of critically needed capacity and station improvements in order to reduce conflict between freight and Amtrak Downeaster passenger rail service while allowing for the additional passenger service within Maine.

The *Wells Area Improvement Project* will increase capacity on a constrained rail system by adding six miles of passing track and a second platform at the Wells Transportation Center, reducing delays for Downeaster passengers and Pan Am freight trains.

Additionally, the resulting capacity will enable the scheduling flexibility to operate an additional Amtrak Downeaster round-trip between Wells and Brunswick, Maine. This increased service will benefit those wanting to increase their travel options when traveling to Portland, Freeport, or Brunswick for employment or tourism while taking vehicles off the congested I-95 and I-295 corridors.

I urge you to favorably consider this important project and invest in NNEPRA's efforts to advance this regionally significant rural project. The application represents the strong partnerships between NNEPRA, Amtrak, Pan Am Railways and the Town of Wells and other federal, state, and local stakeholders to increase Downeaster system performance, improve efficiency of our freight lines, and further expand economic opportunity in Maine.

Sincerely,

Bruce A. Van Note, Commissioner

THE MAINE DEPARTMENT OF TRANSPORTATION IS AN AFFIRMATIVE ACTION - EQUAL OPPORTUNITY EMPLOYER
PHONE: (207) 624-3000 TTY: (207) 624-3000 FAX: (207) 624-3001



Appendix A: Funding Commitment Letters - Continued



PAN AM RAILWAYS
IRON HORSE PARK
NO. BILLERICA, MA 01862

October 15, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

Pan Am Railways (Pan Am) writes to offer its full support for Northern the New England Passenger Rail Authority's (NNEPRA) *Wells Area Improvement Project* grant application for the Consolidated Rail Infrastructure and Safety Improvement (CRISI). Pan Am has provided a financial commitment of \$1,500,000 in non-Federal matching in-kind funds for labor and equipment costs as our private sector match for this critical project.

This grant would make possible the construction of critically needed capacity and station improvements in order to reduce conflict between freight and Amtrak Downeaster passenger rail service while allowing for the additional passenger service within Maine.

The *Wells Area Improvement Project* will increase capacity on a constrained rail system by adding six miles of passing track and a second platform at the Wells Transportation Center, reducing delays for Downeaster passengers, and Pan Am freight trains.

Additionally, the resulting capacity will enable the scheduling flexibility to operate an additional Amtrak Downeaster round-trip between Wells and Brunswick, Maine. This increased service will benefit those wanting to increase their travel options when traveling to Portland, Freeport, or Brunswick for employment or tourism while taking vehicles off the congested I-95 and I-295 corridors.

I urge you to favorably consider this important project and invest in NNEPRA's efforts to advance this regionally significant rural project. The application represents the strong partnerships between Pan Am Railways, NNEPRA, Amtrak, the Town of Wells, and other federal, state, and local stakeholders to increase Downeaster system performance, improve efficiency of our freight lines, and further expand economic opportunity in Maine.

Sincerely,



David A. Fink
President



Appendix B: NNEPRA Authority and BOD Approval

Title 23: TRANSPORTATION Chapter 621: PASSENGER RAIL SERVICE HEADING: PL 1995, c. 374, §3 (new)

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Appendix B: NNEPRA Authority and BOD Approval - Continued

§8001. Short title

This chapter may be known and cited as the "Passenger Rail Service Act." [1995, c. 374, §3 (NEW).]

SECTION HISTORY

1995, c. 374, §3 (NEW).

§8002. Definitions

As used in this chapter, unless the context otherwise indicates, the following terms have the following meanings. [1995, c. 374, §3 (NEW).]

1. Authority. "Authority" means the Northern New England Passenger Rail Authority and any successors to that authority.

[1995, c. 374, §3 (NEW) .]

2. Government agency. "Government agency" includes any department, agency, commission, bureau, authority, instrumentality and political subdivision of:

A. The Federal Government; [1995, c. 374, §3 (NEW).]

B. The State; [1995, c. 374, §3 (NEW).]

C. Any other state; and [1995, c. 374, §3 (NEW).]

D. Canada and any of its provinces. [2005, c. 312, §1 (AMD).]

[2005, c. 312, §1 (AMD) .]

3. Railroad line. "Railroad line" or "lines" means the right-of-way, track, track appurtenances, ties, bridges, station houses and other appurtenant structures.

[1995, c. 374, §3 (NEW) .]

SECTION HISTORY

1995, c. 374, §3 (NEW). 2005, c. 312, §1 (AMD).

§8003. Initiation and establishment of passenger rail service

1. Establishment of service. The authority is directed to take all actions that are reasonably necessary to initiate, establish or reinstate regularly scheduled passenger rail service between points within this State and points within and outside this State. These actions may include, but are not limited to, the acquisition, holding, use, operation, repair, construction, reconstruction, rehabilitation, modernization, rebuilding, relocation, maintenance and disposition of railroad lines, railway facilities, rolling stock, machinery and equipment, trackage rights, real and personal property of any kind and any rights in or related to that property.

[1995, c. 374, §3 (NEW) .]

2. Acquisition of properties; rights. The authority may acquire any of the properties or rights listed in subsection 1 through purchase, lease, lease-purchase, gift, devise or otherwise. In making these acquisitions the authority may exercise the power of eminent domain following the same procedure set forth in section 7154, subsection 5; except that any notice of condemnation must be filed in the registry of deeds for the county or counties, or registry division or divisions, in which the property is located, in the case of real property, and with the office of the Secretary of State in the case of personal property.

[1995, c. 374, §3 (NEW) .]

3. Responsibilities of State. Nothing in this chapter precludes the State from acquiring railroad lines for passenger rail service or precludes the Department of Transportation from taking actions to facilitate the operation of passenger rail service within the State or from contracting with 3rd parties for the operation



of passenger rail service within the State. Nothing in this chapter affects the responsibilities of the department for transportation policy and planning as set forth in this Title.
[2005, c. 312, §2 (NEW) .]

SECTION HISTORY

1995, c. 374, §3 (NEW). 2005, c. 312, §2 (AMD).

§8004. Contracts; studies

In order to implement section 8003 and the purposes of this chapter, the authority is directed to: [1995, c. 374, §3 (NEW).]

1. Conduct studies. Conduct or cause to be conducted any studies that the authority determines necessary or proper;

[1995, c. 374, §3 (NEW) .]

2. Enter into contracts. Enter into and fulfill any contracts and agreements the authority determines necessary or proper;

[1995, c. 374, §3 (NEW) .]

3. Acquire property. Acquire property, including, but not limited to, railroad lines, both within and outside of this State; and

[1995, c. 374, §3 (NEW) .]

4. Cooperate with government agencies. Cooperate and enter into agreements, contracts and compacts with any government agency, the National Railroad Passenger Corporation and any other person, public or private.

[1995, c. 374, §3 (NEW) .]

SECTION HISTORY

1995, c. 374, §3 (NEW).

§8005. Initial funding (REPEALED)

SECTION HISTORY

1995, c. 374, §3 (NEW). 1995, c. 543, §2 (AMD). 2005, c. 312, §3 (RP).

§8006. Funding

The authority is directed to use any revenues it receives from the operation of the passenger rail service established pursuant to this chapter to pay the operational expenses of that passenger rail service. The authority is directed to seek and use funds necessary to pay all operational expenses of this passenger rail service that are not met by fares and other funds or revenues. For the purposes of this section, "operational expenses" include, but are not limited to, all additional capital expenses necessary to maintain the passenger rail service. [2005, c. 312, §4 (AMD).]

SECTION HISTORY

1995, c. 374, §3 (NEW). 2005, c. 312, §4 (AMD).





§8007. Federal funds

The authority may take all actions consistent with this chapter necessary to qualify for, accept and disburse any money that the Federal Government may grant or loan to the authority to fund any actions required of the authority under the terms of this chapter. [1995, c. 374, §3 (NEW).]

SECTION HISTORY

1995, c. 374, §3 (NEW).

§8008. Government agencies

Any government agency may allocate money and take other actions that may aid in the implementation of this chapter. The authority may provide funds, including loans and matching grants, to government agencies in order to encourage their participation in implementing this chapter. [1995, c. 374, §3 (NEW).]

SECTION HISTORY

1995, c. 374, §3 (NEW).

§8009. Reasonable fares

Fares for the passenger rail service established pursuant to this chapter must be set at reasonable levels to encourage use of this service. [1995, c. 374, §3(NEW).]

SECTION HISTORY

1995, c. 374, §3 (NEW).

§8010. Satisfaction of operating deficits

The authority is directed to obtain all additional funds, through borrowing, revenues or other means, necessary to satisfy operating deficits arising from expenses, including capital expenditures, necessary to ensure the continuation of passenger rail service established pursuant to this chapter. [1995, c. 374, §3 (NEW).]

SECTION HISTORY

1995, c. 374, §3 (NEW).

§8011. Rules of construction

This chapter must be construed liberally to effectuate the purposes of this chapter. [2005, c. 312, §5 (AMD).]


SECTION HISTORY

1995, c. 374, §3 (NEW). 2005, c. 312, §5 (AMD).

§8012. Passenger rail liability limitation

In the event one or more passenger rail service providers are protected by a liability insurance policy covering liability for property damage, personal injury, bodily injury and death arising from rail incidents or accidents occurring in this State involving passenger trains with policy limits of not less than \$75,000,000 per occurrence annually and \$75,000,000 in the aggregate annually regardless of the





number of passenger rail service providers protected by such an insurance policy, each passenger rail service provider protected by such an insurance policy is not liable in excess of the coverage limits of such an insurance policy for any and all claims for damage, whether compensatory or punitive, for property damage, personal injury, bodily injury or death arising out of such rail incidents or accidents. For purposes of this section, "passenger rail service provider" includes for-profit and nonprofit corporations and legal entities that own, lease, operate or manage passenger trains or passenger rail service; the authority; railroad companies that own, lease, provide track rights to or maintain rail lines over which passenger trains pass; and operators of passenger train services. "Passenger rail service provider" does not include the National Railroad Passenger Corporation or its successor organization. This section does not affect immunities, limitation on damages, limitation of actions, limitation of liability or other protections provided to the State as defined in Title 14, section 8102, subsection 4.[2005, c. 312, §6 (RPR).]

SECTION HISTORY

2001, c. 54, §1 (NEW). 2005, c. 312, §6 (RPR).

§8111. Purpose

The Northern New England Passenger Rail Authority, as established by Title 5, section 12004-F, subsection 16, is a body both corporate and politic in the State established for the general purpose of promoting passenger rail service as set forth in subchapter 1. It is declared that the purposes of this chapter are public and that the authority must be regarded as performing a governmental function in carrying out this chapter. [2005, c. 312, §7 (AMD).]

SECTION HISTORY

1995, c. 374, §3 (NEW). 2005, c. 312, §7 (AMD).

§8112. Directors

1. Board of directors. The authority consists of a board of 7 directors. The 7 directors are the Commissioner of Transportation, who is a director ex officio, the Commissioner of Economic and Community Development, who also is a director ex officio, and 5 directors who are members of the public, appointed by the Governor and confirmed by the Legislature for 5-year staggered terms, who shall serve until their respective successors are appointed and qualified. A vacancy in a position held by a director who is a member of the public occurring other than by the expiration of a term must be filled by the Governor and confirmed by the Legislature for the unexpired term. [2005, c. 312, §8 (RPR) .]

2. Compensation and removal of directors who are members of public. Each director who is a member of the public is entitled to compensation according to the provisions of Title 5, chapter 379. The Governor may remove any director who is a member of the public for cause. [2005, c. 312, §8 (RPR) .]

3. Ex officio directors. Each ex officio director may vote and may designate 2 employees of that director's department or agency, either of whom may represent that director and may vote and otherwise act on behalf of that director at meetings of the board. Any such designation must be in writing and delivered to the board, and the designation continues in effect until revoked or amended by the director in a written document delivered to the board. [2005, c. 312, §8 (NEW) .]



4. Chair. The Governor shall appoint one director to serve as chair of the board, who is responsible for scheduling, convening and chairing all board meetings.

[2005, c. 312, §8 (NEW) .]

5. Officers. The board shall elect a treasurer, a secretary and any other officers the board from time to time considers necessary, none of whom needs to be a director.

[2005, c. 312, §8 (NEW) .]

6. Quorum. All powers of the authority may be exercised by the board in lawful meeting, and a majority of directors then in office constitutes a quorum. A vacancy on the board does not impair the right of a quorum to exercise all the rights and perform all the duties of the authority.

[2005, c. 312, §8 (NEW) .]

7. Regular meetings. Regular meetings of the board may be established by bylaw, and notice of such regular meetings need not be given to directors.

[2005, c. 312, §8 (NEW) .]

SECTION HISTORY

1995, c. 374, §3 (NEW). 1995, c. 543, §3 (AMD). 2005, c. 312, §8 (RPR).

§8113. Conflict of interest

A director, officer or employee of the authority may not acquire any interest, direct or indirect, in any contract or proposed contract of the authority. A director, officer or employee may not participate in any decision on any contract entered into by the authority if that individual has any interest, direct or indirect, in any firm, partnership, corporation or association that will be party to such a contract or financially involved in any transaction with the authority; except this prohibition does not apply to the execution of agreements by banking institutions for the deposit or handling of authority funds in connection with any contract or to utility services, the rates for which are fixed or controlled by a governmental agency. [1995, c. 374, §3 (NEW).]

SECTION HISTORY

1995, c. 374, §3 (NEW).

§8114. Powers

The authority may: [1995, c. 374, §3 (NEW).]

1. Suit. Sue and be sued;

[1995, c. 374, §3 (NEW) .]

2. Seal. Have a seal and alter the seal at pleasure;

[1995, c. 374, §3 (NEW) .]

3. Bylaws; rules. Adopt from time to time and amend bylaws covering its procedure and rules for the purposes set forth in this chapter; develop and adopt rules in accordance with the Maine Administrative Procedure Act; publish bylaws and rules as necessary or advisable; and cause records of its proceedings to be kept;

[1995, c. 374, §3 (NEW) .]

4. Employees. Employ such assistants, attorneys, experts, inspectors and such other employees and consultants as the authority considers necessary or desirable for its purposes;

[1995, c. 374, §3 (NEW) .]

5. Department of Transportation. Utilize the services of the State's Department of Transportation that are available and expedient and all charges for services provided by the department may be paid to it by the authority as mutually agreed upon; and

[1995, c. 374, §3 (NEW) .]

6. Other action. Take all lawful action necessary and incidental to effectuate the purposes set forth in this chapter.

[1995, c. 374, §3 (NEW) .]

SECTION HISTORY

1995, c. 374, §3 (NEW).

§8115. Obligations of authority

All expenses incurred in carrying out this chapter must be paid solely from funds provided to or obtained by the authority pursuant to this chapter. Any notes, obligations or liabilities under this chapter may not be deemed to be a debt of the State or a pledge of the faith and credit of the State; but those notes, obligations and liabilities are payable exclusively from funds provided to or obtained by the authority pursuant to this chapter. Pecuniary liability of any kind may not be imposed upon the State or any locality, town or landowner in the State because of any act, agreement, contract, tort, malfeasance, misfeasance or nonfeasance by or on the part of the authority or its agents, servants or employees. [2011, c. 524, §6 (AMD).]

SECTION HISTORY

1995, c. 374, §3 (NEW). 2005, c. 312, §9 (AMD). 2011, c. 524, §6 (AMD).

§8115-A. Authority records

1. Confidential records. The following records of the authority are confidential:

A. Records and correspondence relating to negotiations of agreements to which the authority is a party or in which the authority has a financial or other interest. Once entered into, an agreement is not confidential; [2011, c. 524, §7 (NEW).]

B. Trade secrets; [2011, c. 524, §7 (NEW).]

C. Estimates prepared by or at the direction of the authority of the costs of goods or services to be procured by or at the expense of the authority; and [2011, c. 524, §7 (NEW).]

D. Any documents or records solicited or prepared in connection with employment applications, except that applications, resumes and letters and notes of reference, other than those letters and notes of reference expressly submitted in confidence, pertaining to the applicant hired are public records after the applicant is hired, except that personal contact information is not a public record as provided in Title 1, section 402, subsection 3, paragraph O. [2011, c. 524, §7 (NEW).]

[2011, c. 524, §7 (NEW) .]

2. Lawyer-client privilege. The authority may claim the lawyer-client privilege in the same manner and circumstances as a corporation is authorized to do so.

[2011, c. 524, §7 (NEW) .]

SECTION HISTORY

2011, c. 524, §7 (NEW).



§8116. Report to the Legislature; departmental review

1. Annual report. Beginning January 1, 1996, on an annual basis, the authority shall present its report to the Legislative Council and send copies to the joint standing committee of the Legislature having jurisdiction over transportation matters and the Commissioner of Transportation. The report shall include a description of the authority's activities for the preceding fiscal year, including a report of its receipts and expenditures from all sources.

[1995, c. 374, §3 (NEW) .]

2. Operating budget. Beginning January 31, 1996, on an annual basis, the authority shall present the operating budget of the authority for the next fiscal year beginning July 1st to the Commissioner of Transportation for approval. The authority may only make expenditures in accordance with allocations approved by the commissioner. Any balance of an allocation that at any time may not be required for the purpose named in that allocation may be transferred at any time prior to the closing of the books to any other allocation for the use of the authority for the same fiscal year subject to review and approval by the commissioner. Fiscal statements describing a transfer must be submitted by the authority to the commissioner 30 days before the transfer is to be implemented. These fiscal statements must include information specifying the accounts that are affected, amounts to be transferred, a description of the transfer and a detailed explanation as to why the transfer is needed.

[1995, c. 374, §3 (NEW) .]

SECTION HISTORY

1995, c. 374, §3 (NEW).

§8117. Fair practices; affirmative action

The authority is subject to and shall comply with Title 5, chapter 65. [1995, c. 374, §3 (NEW).]

SECTION HISTORY

1995, c. 374, §3 (NEW).

§8118. Property of the authority

1. Property of the authority. All property of the authority pursuant to the provisions of this chapter is exempt from levy and sale by virtue of any execution and an execution or other judicial process is not a valid lien upon its property held pursuant to the provisions of this chapter. The authority may use its property only for the purposes set forth in this chapter.


[1995, c. 374, §3 (NEW) .]

2. Entry upon lands. The authority and its authorized agents and employees may enter upon any lands, waters and premises in the State for the purpose of making surveys, soundings, drillings and examinations as it determines necessary or convenient for the purpose of this chapter and the entry may not be deemed a trespass nor is the authority liable for the discovery of any form of waste or environmental contamination.

[1995, c. 374, §3 (NEW) .]

3. Authority for transfer of interest in land to the authority. Any county, municipality or other political subdivision, any public agency or commission of the State and any public service corporation or district, notwithstanding any contrary provisions of law, may lease, lend, grant or





convey to the authority, upon its request and upon such terms and conditions as the proper authorities of the political subdivision, agency, commission, public service corporation or district determine reasonable and fair, any real or personal property or rights in the property that are necessary or convenient to the effectuation of the authorized purposes of the authority, including real and personal property or rights in the property already devoted to public use. As used in the subsection, the term "public service corporation" includes a public utility as defined in Title 35-A, section 102, subsection 13 and a corporation referred to in Title 13-C.
[RR 2001, c. 2, Pt. B, §58 (AFF); RR 2001, c. 2, Pt. B, §41 (COR) .]

SECTION HISTORY

1995, c. 374, §3 (NEW). RR 2001, c. 2, §B58 (AFF). RR 2001, c. 2, §B41 (COR).

§8119. Exemption from taxes

Because the accomplishment by the authority of the authorized purpose stated in this chapter is for the benefit of the people of the State and for the improvement of their commerce and prosperity and is the performance of essential governmental functions, the authority may not be required to pay any taxes or assessment on any property acquired or used by it for the purposes provided in this chapter; except that service facilities leased or rented by the authority to business entities are subject to taxation and assessments must be made against the tenant in possession based upon the value of the leasehold interest, both real and personal. The authority may not be required to pay any tax upon its income except as may be required by the laws of the United States. [1995, c. 374, §3 (NEW).]

SECTION HISTORY

1995, c. 374, §3 (NEW).

§8120. Employees

Employees of the Northern New England Passenger Rail Authority are subject to the state retirement provisions of Title 5, Part 20 and the state employee health insurance program under Title 5, chapter 13, subchapter II. [1999, c. 152, Pt. E, §4 (NEW).]

The retirement accounts of state employees transferred to the authority in its capacity as an independent agency must remain in the state regular plan. New employees of the authority shall also become members of the Maine Public Employees Retirement System under the state regular plan. The authority shall make employer retirement plan contributions at the state regular plan rate. Employee retirement plan contributions must be at the state regular plan rate. [1999, c. 152, Pt. E, §4(NEW); 2007, c. 58, §3 (REV).]

The accrued fringe benefits of state employees transferred to the authority in its capacity as an independent agency, including vacation and sick leave, health and life insurance and retirement, remain with the transferred employee. [1999, c. 152, Pt. E, §4 (NEW).]

Authority employees are entitled to receive the same retirement health benefits as state employees. [1999, c. 152, Pt. E, §4 (NEW).]

SECTION HISTORY

1999, c. 152, §E4 (NEW). 2007, c. 58, §3 (REV).

Resolution of the NNEPRA Board of Directors:

**Resolution of the Board of Directors of
Northern New England Passenger Rail Authority
Submission of Fiscal Year 2019 Consolidated Rail Infrastructure and Safety
Improvement Grant Application**

Whereas, The Federal Railroad Administration has released the Notice of Funding Opportunity for the Fiscal Year 2019 Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant program making available \$244,621,500 million in federal discretionary grant funds for eligible applicants and projects;

Whereas, The Northern New England Passenger Rail Authority (the Authority) is an eligible applicant seeking Federal assistance to complete the funding package for the Wells Siding Improvement Project; and

Whereas, Existing conditions create hours of delay annually for Pan Am Railway freight trains and Amtrak's Downeaster service due to inadequate siding and station infrastructure; and

Whereas, The Wells Siding Improvement Project is comprised of two elements; a 6.2-mile extension to the existing passing siding in Wells and the construction of a new platform at the Wells Transportation Center for passenger access to the second track; and

Whereas, The completion of the project will result in increased capacity and reduced scheduling conflicts benefiting the existing freight and intercity rail passengers while enabling the flexibility for an additional sixth-round trip from Brunswick to Wells; and

Whereas, The 6.2-mile extension to the existing passing siding will allow for greater flexibility in scheduling both passenger and freight trains while allowing for trains to pass at greater speeds; and

Whereas, Improvements to track grade and alignments at existing track curves as a part of the siding extension element will upgrade the maximum authorized operating speeds for passenger trains; and

Whereas, The second platform at Wells Transportation Center will allow Downeaster trains to fully utilize the longer passing siding by eliminating the need to crossover to the main line to use the existing platform; and

Whereas, The travel time savings as a result of both the two improvements would result in a reduction of roughly 27 hours of delay by the Downeaster annually due to reduced freight train interference and 69 hours of delay due to reduced interference between Downeaster trains; and

I | Page



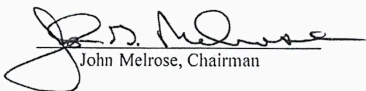
Whereas, The projected benefits received by Pan Am Railway's freight customers based on an anticipated 40 percent reduction in delay for goods passing through the Wells Siding Improvement Project is approximately \$2.2 million in annual benefits; and

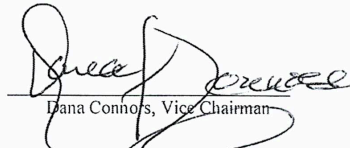
Whereas, Completion of the project could result in a sixth round-trip from Brunswick to Wells allowing for increased service to and from Portland from points north and south during the morning commute and increased transportation options for those wishing to arrive in Portland or other Maine stations in the morning; and

Now, Therefore be it Resolved by the Board, hereby authorizes the submittal of the Wells Siding Improvement Project for consideration for a CRISI grant.

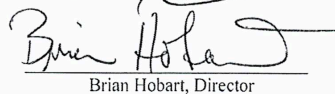
Approved, September 23, 2019 by the Board of Directors of the Authority at a meeting convened and conducted at Brunswick, Maine.

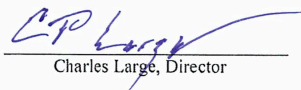
Board of Directors, Northern New England Passenger Rail Authority

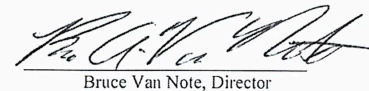

John Melrose, Chairman


Dana Connors, Vice Chairman


Ron McKinnon, Treasurer


Brian Hobart, Director


Charles Large, Director


Bruce Van Note, Director

Steve Lyons, Director

Appendix C: Letters of Support

The Project has a diverse group of supporting stakeholders including:

- MaineDOT – See Appendix A: Funding Commitment Letters
- Pan Am Railways – See Appendix A: Funding Commitment Letters
- Amtrak
- Senator Collins – Sent directly to USDOT
- Senator King – Sent directly to USDOT
- State Senator Foley – Sent directly to USDOT
- State Representative Hobbs
- Biddeford-Saco Chamber of Commerce
- Visit Freeport
- Brunswick Downtown Association
- Maine Medical Center
- Portland Regional Chamber of Commerce
- Wells Chamber of Commerce
- Southern Midcoast Maine Chamber of Commerce
- Town of Wells, Maine



Appendix C: Letters of Support

NATIONAL RAILROAD PASSENGER CORPORATION
30th Street Station, Philadelphia, PA 19104



October 10, 2019

BYRON S. COMATI
Vice President

CORPORATE PLANNING

The Honorable Ronald Batory
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: FY19 Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program

Dear Administrator Batory:

The National Railroad Passenger Corporation (Amtrak) extends its support for the Northern New England Passenger Rail Authority's (NNEPRA) grant application submitted in response to the Federal Railroad Administration's (FRA) Notice of Funding Opportunity (NOFO) for the FY19 CRISI discretionary grant program. CRISI grants fund capital investments that improve safety, efficiency and reliability of intercity passenger and freight rail.

Amtrak's support relates to the following project:

Wells Area Improvements/Northern New England Passenger Rail Authority/Pan Am Railways (ME)

NNEPRA's CRISI application includes a 6-mile extension of an existing 2-mile passing siding in Wells, ME which will improve reliability and schedule flexibility of both Amtrak Downeaster and freight trains. The addition of a second platform at the Wells Station will provide passenger access to both tracks to allow simultaneous boarding of north and southbound trains. The project will also enable a sixth round-trip each day between Brunswick and Wells, designed to provide improved local travel within Maine.

If applicable, it is Amtrak's expectation that, prior to the obligation of grant funds for this project, NNEPRA, MaineDOT, Pan Am Railways and Amtrak will discuss resource requirements and Amtrak's ability to adequately support the projects, and subsequently enter into an agreement setting forth our roles and responsibilities with respect to the project, with terms acceptable to Amtrak.

The advancement of a project like this will not only significantly improve our nation's transportation infrastructure but will also contribute to the economic competitiveness of the corridor.

Sincerely,

A handwritten signature in blue ink, appearing to read "Byron S. Comati", written over a horizontal line.

Byron S. Comati
Vice President, Corporate Planning



Appendix C: Letters of Support - Continued



Daniel J. Hobbs
PO Box 2000
Wells, ME 04090
Phone: (207) 360-0000
Daniel.Hobbs@legislature.maine.gov

HOUSE OF REPRESENTATIVES

2 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0002
(207) 287-1400
TTY: (207) 287-4469

October 15, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Northern New England Passenger Rail Authority's (NNEPRA) application for Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant funding for the Wells Area Improvement Project. This grant would make possible the construction of critically needed capacity and station improvements in order to reduce conflict between freight and Amtrak Downeaster passenger rail service while allowing for the additional passenger service within Maine.

The Wells Area Improvement Project will increase capacity on a constrained rail system by adding six miles of passing track and a second platform at the Wells Transportation Center, reducing delays for Downeaster passengers, and Pan Am freight trains.

Additionally, the resulting capacity, will enable the scheduling flexibility to operate an additional Amtrak Downeaster round-trip between Wells and Brunswick, Maine. This increased service will benefit those wanting to increase their travel options when traveling to Portland, Freeport, or Brunswick for employment or tourism while taking vehicles off the congested I-95 and I-295 corridors.

I urge you to favorably consider this important project and invest in NNEPRA's efforts to advance this regionally significant rural project. The application represents the strong partnerships between NNEPRA, Amtrak, Pan Am Railways and the Town of Wells and other federal, state, and local stakeholders to increase Downeaster system performance, improve efficiency of our freight lines, and further expand economic opportunity in Maine.

Sincerely,

A handwritten signature in black ink that reads "Daniel J. Hobbs".

Daniel J. Hobbs
State Representative

District 7: Wells (Part)



Appendix C: Letters of Support - Continued



The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

October 7th, 2019

Letter of Support for NNEPRA's Grant Application

Dear Secretary Chao:

The Biddeford & Saco Chamber of Commerce lends its full support for the application being submitted by the Northern New England Passenger Rail Authority for CRISI grant funding for the Wells Area Improvement Project.

The Wells Area Improvement Project will have a profoundly positive impact on our region. It will increase capacity for a high-demand system by adding needed track and access platforms. The grant would increase capacity and flexibility within the service area, specifically between Wells and Brunswick, Maine. This coastal corridor is leading Maine's economic growth and this grant would benefit commuters, tourists, and freight efficiencies, reducing traffic on the congested local highways as an added benefit.

Thank you for considering this important initiative to advance our regional transport capabilities. It represents outstanding partnership work between NNEPRA, local towns and cities, and state and federal governmental resources, and will help us continue to grow our rural economy here in Maine.

Sincerely,

A handwritten signature in black ink, appearing to read "James LaBelle".

James LaBelle
Executive Director, Biddeford & Saco Chamber of Commerce

Appendix C: Letters of Support - Continued



October 15, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao,

I am writing to express Visit Freeport's enthusiastic support for Northern New England Passenger Rail Authority's (NNEPRA) application for Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant funding for the Wells Area Improvement Project. Freeport, a favorite Maine destination, was without public transportation options until November, 2012 when the Amtrak Downeaster began offering service to our community. We have experienced first-hand the benefits of having a safe and convenient transportation option to and from the Greater Boston area. We anticipate that passengers will love having the option of increased frequency to all station communities north of Wells, Maine.

If NNEPRA is approved for CRISI grant funding, Freeport will benefit through an additional Mon-Fri northbound stop which will allow passengers to enjoy a full day trip to our village, as opposed to the current half-day. It will also offer additional commuter options to Freeport, a community included in the long list of U.S. towns struggling with labor shortages. Offering increased eco-friendly travel options is also sure to reduce congestion on I-95, I-295, Route 1 as well as in Freeport's parking lots, which are often at max capacity.

Visit Freeport enjoys a close working relationship with the associates of NNEPRA. Through marketing initiatives, community events, trade show participation, committee involvement and other collaborations, we benefit from a close partnership that we know to be mutually beneficial. As service expands, we look forward to further opportunities to support and strengthen ridership, as well as the tourism-based economy in Freeport and the towns of coastal Maine.

In conclusion, the Visit Freeport Board of Directors stands in full support of the proposed Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant funding for the Wells Area Improvement Project. Thank you for taking the time to consider this initiative, which is sure to be celebrated by passengers and station communities alike.

Kind Regards,

Kelly Edwards
Executive Director
Visit Freeport

Visit Freeport
(207) 865-1212
info@visitfreeport.com



Appendix C: Letters of Support - Continued



October 10, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

We write to offer our full support for Northern New England Passenger Rail Authority's (NNEPRA) application for Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant funding for the *Wells Area Improvement Project*. This grant would make possible the construction of critically needed capacity and station improvements in order to reduce conflict between freight and Amtrak Downeaster passenger rail service while allowing for the additional passenger service within Maine.

The *Wells Area Improvement Project* will increase capacity on a constrained rail system by adding six miles of passing track and a second platform at the Wells Transportation Center, reducing delays for Downeaster passengers, and Pan Am freight trains.

Additionally, the resulting capacity, will enable the scheduling flexibility to operate an additional Amtrak Downeaster round-trip between Wells and Brunswick, Maine. This increased service will benefit those wanting to increase their travel options when traveling to Portland, Freeport, or Brunswick for employment or tourism while taking vehicles off the congested I-95 and I-295 corridors.

I urge you to favorably consider this important project and invest in NNEPRA's efforts to advance this regionally significant rural project. The application represents the strong partnerships between NNEPRA, Amtrak, Pan Am Railways and the Town of Wells and other federal, state, and local stakeholders to increase Downeaster system performance, improve efficiency of our freight lines, and further expand economic opportunity in Maine.

Sincerely,

A handwritten signature in black ink, appearing to read "Debora King", is written over a light blue horizontal line.

Debora King, Executive Director
Executive Director, Brunswick Downtown Association



85 Maine Street / PO Box 15, Brunswick, ME 04011 · 207-729-4439 www.brunswickdowntown.org

Brunswick Downtown Association is a 501(c)(3) non-profit organization



NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY

Appendix C: Letters of Support - Continued

MaineHealth

October 9, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

We write to offer our support for Northern New England Passenger Rail Authority's (NNEPRA) application for Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant funding for the *Wells Area Improvement Project*. This grant would make possible the construction of critically needed capacity and station improvements in order to reduce conflict between freight and Amtrak Downeaster passenger rail service while allowing for the additional passenger service within Maine. These capacity improvements will expand transportation options and potentially improve economic and health-care opportunities for MaineHealth employees, patients, and visitors.

The *Wells Area Improvement Project* will increase capacity on a constrained rail system by adding six miles of passing track and a second platform at the Wells Transportation Center, reducing delays for Downeaster passengers, and Pan Am freight trains. This increased capacity will enable the scheduling flexibility to operate an additional Amtrak Downeaster round-trip between Wells and Brunswick, Maine. Increased passenger rail service provides additional economic and health care opportunities for our colleagues, patients, and visitors who travel from Wells to Brunswick for work or medical appointments. The project also has the potential to reduce the number of vehicles on our roadways, thereby reducing overall traffic congestion and delay along Maine's I-295/I-95 corridor.

I urge you to favorably consider this important project and invest in NNEPRA's efforts to advance this regionally significant rural project. The application represents the strong partnerships between NNEPRA, Amtrak, Pan Am Railways and the Town of Wells and other federal, state, and local stakeholders to increase Downeaster system performance, improve efficiency of our freight lines, and further expand economic and health care opportunities in Maine.

Respectfully,

Chris Chop, AICP
Transportation Demand Management (TDM) Program Manager
Maine Medical Center/MaineHealth



Appendix C: Letters of Support - Continued



October 11, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

We write to offer our full support for Northern New England Passenger Rail Authority's (NNEPRA) application for Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant funding for the *Wells Area Improvement Project*. This grant would make possible the construction of critically needed capacity and station improvements in order to reduce conflict between freight and Amtrak Downeaster passenger rail service while allowing for the additional passenger service within Maine.

The *Wells Area Improvement Project* will increase capacity on a constrained rail system by adding six miles of passing track and a second platform at the Wells Transportation Center, reducing delays for Downeaster passengers, and Pan Am freight trains.

Additionally, the resulting capacity will enable the scheduling flexibility to operate an additional Amtrak Downeaster round-trip between Wells and Brunswick, Maine. This increased service will benefit those wanting to increase their travel options when traveling to Portland, Freeport, or Brunswick for employment or tourism while taking vehicles off the congested I-95 and I-295 corridors.

I urge you to favorably consider this important project and invest in NNEPRA's efforts to advance this regionally significant rural project. The application represents the strong partnerships between NNEPRA, Amtrak, Pan Am Railways and the Town of Wells and other federal, state, and local stakeholders to increase Downeaster system performance, improve efficiency of our freight lines, and further expand economic opportunity in Maine.

Sincerely,

Quincy Hentzel
President & CEO
Portland Regional Chamber of Commerce

FALMOUTH/CUMBERLAND • PORTLAND • SCARBOROUGH • SOUTH PORTLAND/CAPE ELIZABETH • WESTBROOK/GOBBAM
443 CONGRESS STREET, PORTLAND, MAINE 04101
207.772.2811 FAX: 207.772.1179 – portlandregion.com



Appendix C: Letters of Support – Continued



October 2, 2019

The Honorable Elaine Chao
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

I am writing today on behalf of the Wells Chamber of Commerce to offer our full support for the Northern New England Passenger Rail Authority's (NNEPRA) application for Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant funding for the *Wells Area Improvement Project*. This grant would make possible the construction of critically needed capacity and station improvements in order to reduce conflict between freight and Amtrak Downeaster passenger rail service while allowing for the additional passenger service within Maine.

The *Wells Area Improvement Project* will increase capacity on a constrained rail system by adding six miles of passing track and a second platform at the Wells Transportation Center, reducing delays for Downeaster passengers and Pan Am freight trains.

Additionally, the resulting capacity, will enable the scheduling flexibility to operate an additional Amtrak Downeaster round-trip between Wells and Brunswick, Maine. This increased service will benefit those wanting to increase their travel options when traveling to Portland, Freeport, or Brunswick for employment or tourism while taking vehicles off the congested I-95 and I-295 corridors.

I urge you to favorably consider this important project and invest in NNEPRA's efforts to advance this regionally significant rural project. The application represents the strong partnerships between NNEPRA, Amtrak, Pan Am Railways and the Town of Wells and other federal, state, and local stakeholders to increase Downeaster system performance, improve efficiency of our freight lines and further expand economic opportunity in Maine.

Sincerely,

A handwritten signature in blue ink, appearing to read "E. Vadenais".

Eleanor J. Vadenais
President / CEO

P.O. Box 356 • Wells, Maine 04090
207-646-2451 • Fax 207-646-8104
www.wellschamber.org



Appendix C: Letters of Support – Continued



8 Venture Avenue, Brunswick, ME 04011
P.O. Box 33, Brunswick, ME 04011

(207) 725-6797
www.midcoastmaine.com

October 9, 2019

The Honorable Elaine Chao, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I'm writing you today from my chamber of commerce office in Brunswick, Maine to offer my full and unwavering support for Northern New England Passenger Rail Authority's (NNEPRA) application for Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant funding for the Wells Area Improvement Project. This grant would add necessary infrastructure improvements to the Wells station which would result in many positive assets for our state. Specifically for my businesses, it will allow for more capacity meaning additional trips from Wells to Brunswick and all points in between.

I'm sure you know this, but in case you don't, Brunswick is thriving right now as we have had one of the truly historic economic success stories following a Naval base closure just a decade ago. As of last week, the employee wages generated by the new businesses on the base are 90% of what the wages were when the base was thriving. Few communities with base closures can say the same. More than 100 businesses and over 1,800 employees work on the old base property, not to mention the countless other businesses in our historic downtown and surrounding region. This incredible renaissance is due in large part to collaboration and business ingenuity. Key strategic partnerships with companies like Amtrak, who has given us added infrastructure and connectivity to all of New England, has added greatly to making our growth possible.

Maine is the oldest state, and our aging population needs infrastructure, such as expanded rail service. We are also trying to attract younger employees, and as you know, mass transit is a big advantage when recruiting those professionals who are 30 years old and younger. We have daily commuters taking both bus and train to come to work in Brunswick, and vice versa, as we have those that take the train to Portland and beyond for daily work needs. It's been one of the key reasons for our community success and expansion of rail is essential to our prosperous future. Overcoming barriers for perspective employees and making our region more attractive for them, is a necessity for reaching our long-term economic development goals.

I'm sure you receive numerous letters just like this, but know we don't ask for this to be frivolous. We identified expansion of mass transit three years ago when we did a comprehensive community workforce study and it's one of our nine improvement goals in our community workforce plan. This grant would be a great next step for us.

I hope we can make this work and thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Cory King".

Cory King
Executive Director, Southern Midcoast Maine Chamber, Brunswick, ME



Appendix C: Letters of Support – Continued



MUNICIPAL OFFICE TOWN OF WELLS

***Town Manager
Board of Selectmen***

***208 Sanford Road
Wells, Maine 04090
Voice (207) 646-5113
Fax (207) 646-2935
TDD (207) 646-7892
www.wellsmaine.org***

October 11, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

We write to offer our full support for Northern New England Passenger Rail Authority's (NNEPRA) application for Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant funding for the *Wells Area Improvement Project*. This grant would make possible the construction of critically needed capacity and station improvements in order to reduce conflict between freight and Amtrak Downeaster passenger rail service while allowing for the additional passenger service within Maine.

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I urge you to favorably consider this important project and invest in NNEPRA's efforts to advance this regionally significant rural project. The application represents the strong partnerships between NNEPRA, Amtrak, Pan Am Railways and the Town of Wells and other federal, state, and local stakeholders to increase Downeaster system performance, improve efficiency of our freight lines, and further expand economic opportunity in Maine.

Sincerely,


Jonathan Carter
Town Manager

Cc: Board of Selectmen
Peter Mills, Director, Maine Turnpike Authority



