



WORKING TO MOVE MAINE

Maine State Rail Plan

Rail Plays a Critical Role in the Movement of Goods & People throughout Maine

Freight rail service is a central element of **logistics for key freight-intensive industries**, and **passenger rail** service provided by the **Amtrak Downeaster** has become an important fixture in serving the traveling public.

What is the Purpose of the Maine State Rail Plan (MSRP)?

- Meet all federal guidelines and support future planning, policies, and investment in Maine's passenger and freight rail system.
- Assess the existing and future conditions on the rail system and identify needs and opportunities.
- Conduct a robust stakeholder engagement effort on freight and passenger rail related issues.
- Identify and prioritize projects, policies and strategies to support Maine's rail related goals.
- Guide current and future freight and passenger rail transportation investment strategies in collaboration with a wide range of stakeholders.

The MSRP is part of **MaineDOT's "Family of Plans"** along with the Long-Range Transportation Plan (LRTP). The LRTP sets long-range policy and strategic direction for development of asset and system-specific actions, including the MSRP. The MSRP role is to guide understanding of modal needs and to establish concrete strategies and actions that align with overarching LRTP goals.

MSRP Vision

*Maine's rail system and its system connections will responsibly provide our businesses and travelers **safe, reliable, and efficient** movement of freight and people to support **economic opportunity, quality of life, and environmental sustainability***

MSRP Goals



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



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



Preserve and strengthen the existing **rail system infrastructure** to efficiently serve the long term needs of Maine's businesses and travelers



Pursue and invest in initiatives that improve the **efficiency and public benefit** of Maine's freight and passenger rail systems



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



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

The MSRP includes strategies and an investment program for passenger and freight rail service in the state

MSRP Short-Term Strategies (2023-2026)

Seek grants and innovative funding approaches for freight and passenger rail

Improve transit, bicycle, and pedestrian connections to the Downeaster

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

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

Implement a strategy for investment in railroad infrastructure to improve the rail network to a state of good repair

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

MSRP Long-Term Strategies (2027-2042)

Expand IRAP program

Invest in rail infrastructure toward intermodal hubs

Grow rail market opportunities

Explore state's role to address rail car equipment needs

Advocate for competitive rail service and pricing

Expand passenger rail service and connections where feasible

Establish predictable, reliable rail funding sources

Improve rail connectivity to ports

Preserve rail corridors for current and/or future transportation needs

Investment Plan	Potential Benefits	Improvement Example(s)
Passenger Rail Elements		
Safety	Decrease risks, improve operational efficiency	Installation of Positive Train Control
Passenger Service Improvement	Increase utilization of passenger service, improve financial performance, reduce highway VMT and associated collateral impacts.	Increased frequencies, faster scheduled running times, better access with additional stops, improve customer experience through station modernization and new rolling stock
Passenger Service Expansion and Connectivity	Improve mobility options for travelers, reduce VMT, reduce GHG emissions, reduce highway congestion, improve safety.	Implement a pilot service or improved connections to regions not presently served by the Downeaster
Corridor Preservation	Ensure potential future utility for passenger (and freight) service, manage risks associated with dormant corridors	Preserve out-of-service or underutilized corridors with potential for future rail use.
Multimodal Connectivity	Expand mobility options for travelers, improve travel experience, reduce environmental impact from travel	Relocation of Portland Transportation Center
Freight Rail Elements		
SOGR/ Infrastructure Upgrade	Ensure that rail service is competitive and market relevant, improve safety, enhance resilience, enhance operational performance, and reduce ongoing maintenance costs.	Rail and tie replacement projects, bridge rehabilitation, construction of passing sidings, double-stack clearance, improvements to accommodate 286k freight cars.
Customer Access	Increase competitiveness of Maine industry by expanding market options, reduce transportation costs, reduce truck VMT and associated impacts, advance economic development efforts.	New/improved track linking rail network to current or new customers.
Grade Crossing Safety	Improve road and rail safety	Installation/upgrade of lights, gates, signage, crossing surface replacement, etc.
Rolling Stock	For freight rail cars, ensure supply of market-responsive rolling stock for Maine industry, reduce truck VMT. For locomotives, improve operational efficiency and productivity, reduce greenhouse gas emissions, improve reliability.	Assist in acquisition of rolling stock not available from other sources, such as log cars facing mandated retirement.
Multimodal Connectivity & Terminal Improvements	Increase competitiveness of Maine industry by improving modal access, reduce transportation costs, reduce truck VMT, improve rail operational efficiency, support economic development.	New/improved intermodal (rail/highway or rail/water) terminals, bulk transload and carload facility improvements