

Finn Kelly
Maine Switching Services LLC
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Good afternoon,

Senator Nangle, Representative Crafts, and members of the Transportation Committee: My name is Finn Kelly, I am here to represent Maine Switching Services, headquartered at 212 Depot Street, in Unity, Maine. We are a multifaceted, customer centric, rail services provider. I am here today to speak to LD29, which advocates for the removal of the Lower Road rail line from Brunswick to Augusta.

For some background, we were originally formed to switch rail cars at N.D. Paper in Old Town, we have since expanded to switching railcars at N.D. Paper in Rumford, Sappi North America in Skowhegan, Merrimack Power Station in Bow, New Hampshire, contract repairs for both Sprague Energy in South Portland, and Saint Croix Tissue in Baileyville.

At our headquarters in Unity, we offer a wide range of services. We contract locomotive and railcar inspections which are done out of leased space from the Belfast & Moosehead Lake Railroad. Additionally, we offer railroad training services out of office space also leased from the Belfast & Moosehead Lake Railroad. At our office we provide consulting services on infrastructure projects for large rail customers and industries in New England.

Maine Switching Services has been selected to operate the Rockland Branch rail line from Brunswick to Rockland for freight and tourist/excursion service. Included in our request for proposal, or RFP, is a submission to operate the Lower Road rail line from Brunswick to Augusta - of which LD29 would like to remove and replace with a trail. We are currently interested in operating the Lower Road corridor and are currently working in cooperation with MaineDOT on the matter. While the portion of our RFP concerning the Rockland Branch was publicly accepted, the Lower Road was included in this and is currently subject to ongoing negotiations with our partners at the State.

We would like to thank MaineDOT for their continued support of the BML Railroad and other state owned rail corridors. If it had not been for their initial investment in the corridor, Maine Switching would not exist. We would not have been able to create 25 new jobs in our service areas. And we would not be able to provide locally based rail services that save on costs for Maine's largest rail shippers. We hope to continue to work in coordination with our partners at MaineDOT as we aim to reopen these corridors for their economic potential.

My comments are kindly submitted, and I thank you for your time.