

## LD 487 testimony

To the Joint Committee on Transportation:

My name is Edward Hanscom, a resident of Gardiner, Maine. I am testifying in support of LD 487. I have two key points to make about extending passenger service to Lewiston, Waterville, and Bangor.

The first point is that successful intercity passenger rail service does not need large metropolitan areas at both ends of the service. The Downeaster has proven that. In fact, intercity rail service can originate in small metro areas over 300 miles from the major metro area on the other end. Have you ever heard of Quincy, IL and Carbondale, IL? These two cities each originate two daily Amtrak round trips to Chicago, on separate routes. About the same distance from Chicago as Bangor is from Boston (about 250 miles), Quincy has a metro population about half the size of Bangor's. Carbondale is 310 miles from Chicago and has a metro population one third the size of Bangor's. The intermediate stops along these two routes serve Maine-sized Illinois communities, and the rail lines mostly pass through rural farmland. Based on the populations and distances involved, extension of the Boston-Portland intercity rail service to Lewiston, Waterville, and Bangor clearly has the potential to be very successful.

The second point is that an extension of intercity passenger rail service can be accomplished incrementally so that each step can build on the success of the previous step. A good example of this is the extension of intercity passenger rail service into southwestern Virginia from the existing Charlottesville-Washington DC service (think Portland-Boston). The first step was extending the origin of one daily round trip to Lynchburg, VA (think Lewiston and Waterville). The next step was to extend the origin of this daily round trip to Roanoke, VA, 230 miles from DC. Roanoke happens to be a regional transportation hub and the gateway to a national park (think Bangor). Because of passenger demand, a second daily round trip from Roanoke to DC was implemented as a further step. What is their next step? Extending the origin of the two daily round trips to the Christiansburg/Blacksburg area, home of Virginia Tech (think Orono).

Our next step is LD 487. Let us extend the benefits of intercity passenger rail service deeper into the heart of Maine.

I thank the Transportation Committee for the opportunity to testify, and I urge the Committee members to vote OUGHT TO PASS for LD 487.

Comparison of Intercity Passenger Rail Corridors			
Origin City	Quincy, IL	Carbondale, IL	Bangor, ME
Service Status	Existing	Existing	Proposed
Metro Population	76,000	52,000	154,000
Hub City	Chicago	Chicago	Boston
Distance to Hub City	258	310	253
Daily Round trips	2	2	?

Development of an Intercity Passenger Rail Corridor			
City	Miles from DC	Service	Year Added
Washington, DC	0	in place	in place
Charlottesville, VA	112	in place	in place
Lynchburg, VA	173	1 daily round trip	2009
Roanoke, VA	226	1st daily round trip 2nd daily round trip	2017 2022
Christiansburg, VA	255	2 daily round trips	next