

Please record my total support for LD 487 dealing with the extension of passenger rail service north of Brunswick - ideally to Bangor via Augusta. I am retired from a Class 1 railroad having dealt in railroad finance and operational economics. I have been active with operations on several of Maine's branch lines since retiring to Maine by virtue of my consulting efforts.

There are few opportunities that the State Of Maine can pursue where there is a substantial financial return on investment. Accordingly, limited funds must be deployed cautiously. Expanding passenger service to Bangor has the potential to capitalize on the Downeaster's existing structure. Attached is a pro forma schedule indicating two round trips per day can be achieved.

Although there is the outcry that it would be expensive, the existing Downeaster's budget hovers around just above \$20m (not including revenue) per year per published data for the 132 miles route it operates over. Extension to Bangor adds about 107 miles. So, for the sake of simplicity, let us just say the budget would double not taking into account any economies of scale. In contrast, the proposed windmill project requires a seaport that is projected to cost \$760m. Using a general rule of thumb that the port would require some 10% maintenance per year or \$76m over time.. As you can see $\$76/\$20 =$ over three times as much.\

Then, let us look at the benefit comparison. As has been documented, economic development generally follows expansion of rail service. Case in point are the documented investments at Saco and Brunswick. There is an investment multiplier effect that radiates out from the rail line. In contrast, the wind project will increase effective kilowatt hour costs as it cannot deliver base load energy and thus deter likely investment. As evidenced by the wildly ineffective solar fields.

As a member of the Maine Rail Group (MRG, Inc.) I have canvassed bus lines that would serve several of the cities on an expanded rail network. They were enthusiastic and the operations could be scaled up to meet demand. Service to Acadia beyond Bangor is a natural fit.

We have the opportunity to do something fruitful with limited state resources that will have a payoff up and down the line. It will not be a California train to nowhere but likely would be popular with much fanfare from seniors, millennials, and the general public.

Robert E. Holland Rockland (540-797-9350)

ELAPSED
TIMES

May 3, 2021
DownEaster
Schedule +
Old Time
table

	681/691 to Brunswick		Elapsed Time Beyond Brunswick Via Lower Road (HRS)	Elapsed Time Between Stations	683/693 to Brunswick		Elapsed Time Beyond Brunswick Via Lower Road (HRS)	Primary Public Service
NORTHBOUND								
Boston North Station	8:50 AM	Dep			11:50 AM	Dep		City Bus Routes City Bus
Portland	11:25 AM		2:35	2:35	2:25 PM		2:35	Routes
Brunswick	12:10 PM	Arv	3:20	0:45	3:10 PM	Arv	3:20	
Brunswick	12:40 PM	Dep	3:50	0:30	3:40 PM	Dep	3:50	
Augusta	1:28 PM		4:38	0:48	4:28 PM		4:38	K J Bus
Waterville	1:58 PM		5:08	0:30	4:58 PM		5:08	K J Bus
Newport	2:45 PM		5:55	0:47	5:45 PM		5:55	Mr J's Taxi
Bangor	3:25 PM	Arrv	6:35	0:40	6:25 PM	Arrv	6:35	City Bus Routes
Bar Harbor*	4:45 PM	Arrv	7:55	1:20	7:45 PM	Arrv	7:55	Acadia Park Buses

SOUTHBOUND	684/694 to Boston		Elapsed Time Beyond Brunswick Via Lower Road (HRS)	Elapsed Time Between Stations	686/696 to Boston		Elapsed Time Beyond Brunswick Via Lower Road (HRS)	Primary Public Service
Bar Harbor*	5:55 AM				8:30 AM			Acadia Park Buses
Bangor	7:15 AM		1:20	1:20	9:50 AM	Dep	1:20	
Newport	7:55 AM		2:00	0:40	10:30 AM		2:00	
Waterville	8:42 AM		2:47	0:47	11:17 AM	Arv	2:47	
Augusta	9:12 AM		3:17	0:30	11:47 AM	t	3:17	
Brunswick	10:00 AM	Arrv	4:05	0:48	12:35 PM		4:05	
Brunswick	10:20 AM	t	4:25	0:20	12:55 PM		4:25	
Portland	11:08 AM		5:13	0:48	1:43 PM		5:13	
Boston North Station	1:40 PM	Arrv	7:45	2:32	4:15 PM	Arrv	7:45	
* possible via DownEast Transportation								

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