

MAINE STATE LEGISLATURE

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FIRST REGULAR SESSION

ONE HUNDRED AND TWELFTH LEGISLATURE

Legislative Document

No. 1641

H.P. 1135

House of Representatives, June 4, 1985

Referred to the Committee on Appropriations and Financial Affairs. Sent up for concurrence and ordered printed. Ordered sent forthwith.

EDWIN H. PERT, Clerk

Presented by Representative Melendy of Rockland.

Cosponsored by Senator Pearson of Penobscot, Representative Lisnik of Presque Isle and Representative Foster of Ellsworth.

STATE OF MAINE

IN THE YEAR OF OUR LORD
NINETEEN HUNDRED AND EIGHTY-FIVE

AN ACT to Appropriate Funds for the State
Railroad Program under the Department
of Transportation.

Be it enacted by the People of the State of Maine as follows:

Appropriation. The following funds are appropriated from the General Fund to carry out the purposes of this Act.

	<u>1985-86</u>	<u>1986-87</u>
<u>TRANSPORTATION,</u>		
<u>DEPARTMENT OF</u>		
Bureau of Transportation Services		
Railroad Assistance Program		
Personal Services	\$ 70,000	\$ 70,000
All Other	<u>330,000</u>	<u>330,000</u>

1 Total \$400,000 \$400,000

2 STATEMENT OF FACT

3 This is one of 4 bills submitted for the purpose
4 of implementing recommendations made by the Govern-
5 nor's Committee on Rail Policy. The committee has
6 developed several recommendations which have been
7 submitted to the Governor and the Legislature and are
8 designed to provide assistance to the rail industry
9 in response to existing and developing rail transpor-
10 tation problems.

11 This bill seeks a General Fund appropriation of
12 \$100,000 in both fiscal year 1986 and fiscal year
13 1987 to the Department of Transportation for the ad-
14 ministration of the rail assistance program. This
15 includes planning, analysis, project development and
16 inspection, as well as, the encouragement of experi-
17 mental services. In addition, a General Fund appro-
18 priation of \$300,000 for each of the bienniums is re-
19 quested for the maintenance and insurance of the rail
20 lines to be acquired by the Department of Transporta-
21 tion.

22 It is anticipated that 3 major railroad branch
23 lines in this State will be abandoned in 1985. These
24 lines total some 206 miles and include Brewer to
25 Calais (Calais Branch), 127 miles serving Hancock and
26 Washington Counties; Hardings (Brunswick) to Rockland
27 (Rockland Branch), 52 miles serving Knox, Lincoln and
28 part of Sagadahoc Counties; and Steep Falls
29 (Standish) to Maine-New Hampshire Line (Fryeburg) -27
30 miles of the Mountain Division. These lines are now
31 part of the Maine Central Railroad System.

32 After extensive study by the Rail Policy Commit-
33 tee, the Department of Transportation recommends that
34 these lines be retained for at least a 3-year trial
35 period to determine whether operations can be contin-
36 ued by some other railroad. The owning railroad has
37 offered to sell these lines to the State for 50% of
38 the net liquidation value or a cost to the State of
39 \$850,000. It is estimated that minimum maintenance
40 and insurance of these facilities will cost \$300,000
41 per year. If it ultimately becomes necessary to

1 abandon rail service on these lines, the State would
2 salvage the materials and retain the right-of-way
3 for other appropriate use.

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