

**Penobscot River Corridor
May 28, 2010 2:30 PM
Bucksport Town Office**

DRAFT

Attending: Dave Milan, Jim Fisher, John Noll, Bill Cohen (Verso), Roger Raymond (end of meeting)

Introduction:

History of Regional Planning

- Switch from Regional Transportation Advisory Committees
- Incorporation in the CEDS process
- Corridors of Regional and Economic Significance

West-Bank

- Corridors: Route 1A, MMA Rail, Penobscot River, Fuel pipeline
- Representative from each town
- Major employers
- Rail

East Bank / Route 15

- Corridors: Route 15, Guilford Rail, East Coast Greenway, CMP/MEPCO Utility Corridor, Sable Island Gas, Penobscot River
- Orrington
- Bucksport
- Verona Island
- Guilford
- Webber / Dead River
- Dave Gelinis – River Pilots
- Propac – spill response planning group
- Cianbro
- Transit – DTI, WHCA
 - Bucksport Bay Healthy Communities
- Lane Road Construction
 - Wardwell Trucking (division) – Joel Wardwell
- Barry Pottle's Trucking (Hermon/Hamden) – advocating rail intermodal facility
- Quarries – also seeking return freight

Bill Cohen – Verso Needs

- Interested in both banks
- Hauling 15-18 loads of clay from Searsport by truck
- About 400 tons of pulp from Jay to Bucksport
 - Transportation time by rail is 11 days (should be much shorter)

- Logging trucks
 - Going to full tree length
 - Most wood is now being delivered on tractor trailers
 - Need to watch weights on trucks
 - Moving to smaller onsite inventories
- Woodchips
- Produce 1,400 tons a day, but can only warehouse about 2.5 tons
 - Rail cars hold 80 tons, trucks hold 20 tons
 - New, longer rolls are difficult with rail cars and more difficult with trucks
 - The 18 miles from Bucksport to Bangor is a major barrier
 - Want to explore exporting paper through maritime channels
 - Can carry paper to Mack Island and on to NJ or MD
 - Need a cargo coming back to avoid deadheading
 - Verso issued a report about State commitment to rail
 - Track improvements and Locomotives
 - Revolving Loan fund or other program for rail car leasing

Who should be involved?

- Brewer
- Orrington
- Bucksport
- Verona Island

Elements

- Transportation
- Land Use
- Economic Development
 - Marine Facilities
 - Liquid fuels
 - Cruise Ships
 - Boat Ramps

Challenges

- Balancing freight movement – more tonnage going out than coming in
 - How can the state or this plan address coordination of shipping?
 - If the state acquires a rail road line, how can they increase utilization and efficiency
 - Question: Does the Searsport line have double stack
 - Safe Handling – finding alternative modes for importing materials
- Freight handling costs
 - Will public ownership charge the same rates?
 - Who sets the freight rates?
 - Rates can provide a competitive advantage for private businesses
 - State owned rail lines may offer lower cost transportation to Verso competitors
 - Eg. Route 15 project in Orrington was postponed as funds were moved to an earmark – need to be more attentive to retaining employment by maintaining infrastructure.

Information needs

- Has Seers Island business plan moved ahead for freight movement
- Can Route 46 reconstruction be complete
 - Six miles in Bucksport are in “atrocious condition”

Next Steps:

- John will organize a meeting in Orrington
- Attempt a regional meeting in mid-July