

Transportation Team
January 27, 2011
3:30 PM-5:30 PM

Members Present: Doug Carnrick, Peter Garrett, Chris Huck, Elery Keene, Carey Kish (GoMaine Manager), Nate Moulton, Ross Nason, Penny Vaillencourt, Jim Wood, Linda Woods

1. Carey outlined the GoMaine Program
 - Been active for 8 years
 - 9000 active commuters registered with them (has served 40,000 total)
 - markets through employers
 - car pool ride matching: on-line at Gomaine.org
 - working with Jim on Augusta & Waterville study
 - 500+ commuters within KVCOG region
 - hoping to expand
 - Where transit does not work, car pools can.
 - Doug pointed out the economic savings from use.
 - Individual savings are significant through car pooling. Saved commuters over \$8 million in 8 years of existence
 - GoMaine is the conduit to match people with rides. They have a set of guidelines to make carpooling easier.
 - Go Maine is talking to a private van pool leasing company to fill in the gaps.
 - Carpool matching system in place
 - Funded by MDOT and Turnpike Authority
 - Doug wondered if the current administration will continue to support this program. Penny indicated that is uncertain.
 - This service is free to users.
 - Established service in Aroostook County
 - Jim mentioned frequently asked question, “What if my kid gets sick, and I need to go home early?” Carey explained the emergency ride home guarantee. Riders can call taxi operators, or Enterprise Rent-a-Car provides rides if there is no taxi service. GoMaine pays for these services.
 - Ross wonders how often GoMaine revises the pooler list. Carey’s response was periodically.
 - Ross wondered if GoMaine seeks employers or vice versa. GoMaine stays in touch with Chambers of Commerce for suggestions.
 - Riders pay a monthly subscription fee.
 - GoMaine is exclusively for employees (not shoppers)
 - Elery mentioned promoting businesses to let people work at home.
 - Peter wondered how we can help. Carey’s response: the opportunity to get in the door of more employers in this area is critical. Provide contact info (beyond Chamber’s list)

2. Nate Moulton (Director, Rail Division of DOT)

- Rules & regs are mostly federal due to interstate commerce
- Works with private & state railroads
- State owns 500 miles of tracks that are leased back to private businesses
- All about economic development. Trying to protect & keep the rail option.
- Biggest users are paper mills: 80% of revenue from paper. Next highest user is lumber.
- Ross wondered about passenger service. Nate assists with this.
- By state law, Maine can not operate a railroad.
- Nate looks to solve bottlenecks at interchanges
- IRA (Industrial Rail Access Program) promotes the use of rail; has done one with Sappi
- Doug wondered about payment for upgrades. Uses federal funds as well as owner funds
- Doug asked about the potential for building new rail lines. Nate doesn't think we'll see more rail lines built due to environmental regs. Every time they make the train go faster, they are adding capacity. Also important to have regional corridor connections.
- Maine railroads tend to feed Chicago.
- Peter asked about the trail along the river that abuts the railroad yard. Nate will try to arrange a meeting with the person in charge. Liability is a major obstacle.
- Doug wondered if there was a shift to the rail industry when the gas prices escalated. Nate stated freight & passenger both increased during this time.
- Intermodal is about 10% nationally.
- Elery would like to see Waterville as a piggy-back hub.

The next meeting will be **Thursday, February 24 at 3:30 at KVCOG.**