



Corridor Committee Meeting

Wednesday, May 13, 2009

2:30 – 5:00 PM

**Fryeburg Academy Athletic Facility
Bradley Street**

Agenda

I. Announcements and Updates

A. Meeting Minutes of 4/8/09

Action: Information only item

B. Town News

Action: Information only item

II. Old Business

A. Committee Appointments and Bylaws to the Route 113 Corridor Committee

1. *Bylaws:* All of the towns have now appointed members to the Route 113 Corridor Committee. Members should make sure that their governing bodies have also adopted the Committee's bylaws.

Action: Endorsement of governing body

2. *Ground rules for non-voting participants:* In order to ensure that there is sufficient time during meetings to address business items, we may want to consider enacting ground rules for the participation of non-voting members.

Action: Committee vote requested

3. *Nominations for Chair and Vice-Chair of Route 113 Corridor Committee:* The Bylaws call for election of a chair and vice-chair to call meetings, identify agenda items, and facilitate meetings.

Action: Committee vote requested

B. Scenic Byway

1. *Clean-Up Day on Saturday, May 16*

Action: Information only item

The 2nd Annual Pequawket Trail Clean-Up Day is scheduled for Saturday, May 16. The Baldwin Business Association will once again be hosting a barbeque at Larry Seidl's place to thank volunteers.

2. *Scenic Byway Corridor Advisory Committee*

Action: Information only item

In preparation for the development of a Scenic Byway corridor management plan later this year, we need to solicit membership suggestions for a Corridor Advisory Committee to guide the process.

C. Business Plan for the Mountain Division Rail Line

Action: Committee vote requested based on input from the governing bodies of participating municipalities.

Background: In 2008, HNTB completed a feasibility study on the Mountain Division rail line. Estimates for restoration range from \$20 to \$40 million. The major difference is that a \$20 million restoration would bring the track up to Class 2 standards, reusing the existing 85 lb rail. This upgrade would support freight and possibly excursion use. A \$40 million restoration would bring the track up to Class 3 standards by replacing the 85lb rail with 115 lb rail. This upgrade would support freight and excursion use as well as commuter service up to 60 mph. The line can be rebuilt to one standard or a combination, e.g., Class 3 from Portland to Steep Falls; Class 2 from Steep Falls to Fryeburg.

At the last meeting, a motion was made to recommend to MaineDOT that the Mountain Division be built to Class III standards at the earliest opportunity. This motion was tabled.

III. New business

- A. Next meeting date
- B. Agenda items