

Route 113 Corridor Committee meeting

May 13, 2009
2:30 – 5:00 PM
Fryeburg Academy

Meeting Notes

Committee Members: Steve Gourley (Brownfield); Tom Klinepeter (Fryeburg), Dave Knapp (Fryeburg); Marlene Livonia (Hiram); Phil Pomerleau (Standish); Glen Reynolds (Baldwin); Larry Seidl (Baldwin); Lou Stack (Standish); Marlee Turner (Brownfield).

Guests: Steve Estes (Baldwin); Tom Hammond (Hiram); Bob Jewett (Baldwin); Martin Krauter (Fryeburg), Roy Salisbury (Raymond), Joanne Sargent (Fryeburg); Edwin Sargent (Fryeburg); Steve Wood (Baldwin); Gordon Young (Conway).

Staff: Julia Dawson (SMRPC); Caroline Paras (GPCOG).

I. Welcome and Introductions

Julia offered thanks to Fryeburg for arranging the meeting room.

A. Minutes of 4/08/09

Marlee made a motion, seconded by Lou, to approve the minutes as printed.

B. Town News

Standish: The addition to the Town office is complete. The Town is planning improvements to Northeast Road extension, which leads to the boat launch as well as a new skate park in Steep Falls. Lou, Phil, and Mike Shaw have been officially appointed to the Route 113 Corridor Committee. The Town set aside \$1,000 in FY10 for the Committee.

Baldwin: The Legislative Committee considering the Pine Tree Zone amendment for Baldwin has passed it. The CDBG grant for the water tower was not funded but might get some leftover planning money in the future.

Brownfield: The Town has approved the Route 113 Corridor Committee bylaws and appointed committee members. The new community center at the Brownfield School is going strong.

Fryeburg: Tom and Dave were appointed to the Route 113 Corridor Committee. Poland Spring has started construction on their extraction facility. Last year the Town approved a hybrid style Town meeting and will be holding its first meeting in June.

C. Gorham-Portland East-West Study

David attended his first meeting as the Route 113 representative to the Gorham-Portland East-West Study, which is sponsored by the Maine Turnpike Authority. Other representatives include the Town of Standish, GrowSmart Maine, and the Northern New England Passenger Rail Authority. He encouraged the committee to look even further west than they traditionally would

when considering the impacts of transportation improvements. The committee is open to the idea of transit, including rail, as a solution to the corridor's congestion. Dave reminded the group that the important thing is that the Route 113 Corridor Committee now has a voice in the process.

II. Old Business

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

1. Appointments and Bylaws

Some towns have appointed two representatives to the committee, instead of three, while other towns have appointed members, but none is a Selectman. Some towns have not adopted the bylaws. Standish and Baldwin are all set for members as well as Bylaws.

- **Brownfield:** Has appointed two members, but no Selectman. Steve is running for Selectman; he will also recruit one more person. Marlee will try to have the Bylaws adopted.
- **Fryeburg:** Has appointed two members, one a Selectman. Needs one more rep. Martin said the Board will adopt the Bylaws tomorrow night.
- **Hiram:** Has appointed three members, but no Selectman. No Bylaws adopted. At Marlene's suggestion, Julia offered to meet with the Board in the future re: membership and bylaws.

2. *Ground rules for voting and non-voting participants*

The following ground rules were agreed to by consensus:

- *Voting:* After a quorum is established, i.e., members of at least three towns are present, a simple majority of eligible representatives present shall constitute a vote.
- *Reconsideration of votes:* A vote may be brought for reconsideration at the next meeting by anyone voting in the majority.
- *Communications:* Substantive decisions may not be made via e-mail.
- *Non-voting members:* If there is no vote on the floor, non-voting members may participate freely in the committee's discussions. If there is a vote pending, the chair has discretion to limit discussion to the voting membership.

3. *Nominations for Chair and Vice-Chair of Route 113 Corridor Committee*

Larry made a motion, seconded by Phil, to nominate David Knapp as Chair of the Route 113 Corridor Committee. Phil made a motion, seconded by David, to nominate Lou Stack as Vice-Chair of the Committee. The vote was tabled by consensus until the next meeting.

B. Scenic Byway

1. *Byway Brochure*

The brochures are at Lincoln Press in Sanford, the winning printer. We will be receiving 3,000 copies for \$1,400: \$1,000 is covered by a donation from Next Era Energy, and the balance,

covered evenly by the Town of Standish and the Baldwin Business Association. We have received word, however, that the Town of Stow voted at Town meeting to pull out of the Scenic Byway. A motion was made by Phil, seconded by Glen, to let Julia decide how to eliminate byway references to Stow in the brochure.

2. Clean-Up Day on Saturday, May 16

A press release was disseminated to local papers, including the Bridgton News, Conway Daily Sun, and Lakes Region Weekly. Trash bags and vests (donated by the Maine Department of Transportation) will be distributed at the end of the meeting. Following the clean-up day, all vests are to be given to Marlene, as Hiram will host its clean-up day on May 28 with Sacopee Valley High School. Once again, Larry will host a barbeque to thank volunteers.

3. Scenic Byway Corridor Advisory Committee

Julia discussed the Scenic Byway Corridor management planning process. The plan is not a mandate to property owners but an inventory of regional assets. Julia urged that this be a separate subcommittee that reports to the Route 113 Corridor Committee. The Route 113 Corridor Committee would be asked to endorse the plan; Towns do not need to endorse the plan. Following completion of the plan, the subcommittee could disband or become the implementation committee. The plan makes the corridor eligible for grants for capital improvements and marketing. To be eligible for state or federal funding, all capital improvements must be made within the State right-of-way and matched with 20% cash or in-kind resources.

Each community should bring back suggestions for representatives to serve on the subcommittee. The more comprehensive the subcommittee is in representing all aspects of the corridor, the higher the likelihood of future funding.

III. Business Plan for the Mountain Division Rail Line

The committee heard from several guests who are seeking to build a pellet plant within 50-miles of a dependable supply of wood and hopefully, adjacent to a rail line.

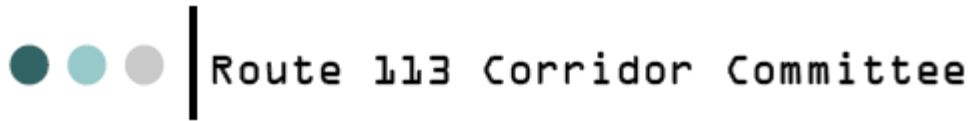
Some members of the committee expressed interest in hosting another stand-alone forum in Standish on rail. Several economic opportunities have emerged. The MaineDOT needs to hear that there is another commodity, i.e., wood pellets, that could be shipped on the line. Also, Poland Spring has purchased land at the Fryeburg Depot.

At this time, there is no dedicated funding in the Governor's Bond package for the Mountain Division. The group agreed that it is important to speak with one voice and to be "shovel-ready."

Larry made a motion, seconded by Tom, to adopt in substance, the resolution adopted by Standish on the rail line (attached).

III. New Business

The next meeting will be held in Baldwin.



Standish-Baldwin-Hiram-Brownfield-Fryeburg

TITLE: RESOLUTION TO SUPPORT THE RESTORATION OF THE MOUNTAIN DIVISION RAIL LINE

WHEREAS the Route 113 Corridor Committee has as one of its primary goals the promotion of economic development within the corridor, and

WHEREAS the Route 113 Corridor Committee has promoted the restoration of the Mountain Division Rail Line as one method of achieving this economic growth, and

WHEREAS the State of Maine has provided a study of the restoration of the Mountain Division Rail Line which contains various scenarios including Class II freight and excursion service at \$20 million and Class III commuter service at \$40 million, and

WHEREAS the State of Maine has purchased the connection piece of rail line between Westbrook and Windham, and

WHEREAS the Route 113 Corridor Committee needs input from each of the five towns relative to its goal to restore the rail line, and

WHEREAS the Route 113 Corridor Committee recognizes the need for flexibility in order that the restoration not be denied any opportunity that arises in support thereof, now be it

RESOLVED that the Route 113 Corridor Committee supports the eventual full restoration of the Mountain Division Rail Line to Class III freight and commuter rail service, while recognizing that it may be a phased development starting with bringing the line up to Class II standards which would initially provide freight and passenger excursion service.