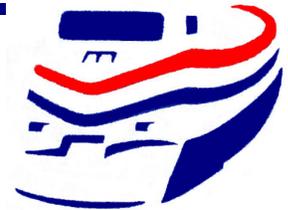


# TRAINRIDER

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THE NEWSLETTER OF TRAINRIDERS/NORTHEAST

★ ★ ★ *2008 Election Special Edition* ★ ★ ★



We sent out over 392 questionnaires to Federal and State candidates running for office in Maine & NH. We originally intended to include VT and MA – but time and volunteers were not sufficient. While we certainly didn't expect a response from all of them, we must say that having gone through this exercise 4 times in our 20 year history we were not only disappointed with the number of returns – but we were disappointed at some of the responses – which ran from thoughtful and well done to ..well, you try coming up with the right words after you read some of them. I naively thought that since TNE began in 1988 doing slideshows (yes, slideshows, since power-point presentations were in the future) for Rotary, Kiwanis and Lions clubs, fraternal organizations, state and federal officials in Maine, NH, VT and MA – with an occasional presentation or testimony in Washington for political leaders – that more folks would have “gotten the message”. Having dealt with members of Congress in ME, NH, VT, and MA, while 3 U.S. Presidents, 6 Presidents of Amtrak, 3 Maine Governors, 6 NH Governors, 4 VT Governors and countless Commissioners of Transportation in all three states came and went, we certainly fulfilled our educational mandate. What dreamers we were/are!

But I digress. When we began this 2008 political candidate response undertaking, we knew that we'd need extra help because the volume alone would overwhelm our volunteers – most of whom hold full time jobs. We drew on the past experience of our long-time Bangor TNE board member Paula Boyer Rougny (and until she retired last year – our former newsletter editor) to read everything and create a “summary” of the state candidates comments. She's created “order” out of the hand-written comments scattered over piles of paper. Our current editor Steve Piper was also a key player in this two month odyssey. Steve holds down a full time job and has family responsibilities, but he found time to design the layout and pull everything together for our printer.

Paula has not shown favoritism or criticism in her analysis. For one bit of whimsy, in the spirit of both light-heartedness and serious intent, she listed one legislative hopefuls comment "I want rail service to Presque Isle" purposely at the end. "After all", she said, "who would *not*" want a high speed train to stop at Presque Isle?" [...on its way to St. John, NB & Halifax, NS carrying passengers from MA, NH, ME and other states...]

Paula points out that there is no free lunch. There is only a steady placing of one foot in front of the other – something all of us at TrainRiders/Northeast understand as we grind our collective teeth.

- WD

## THE SURVEY

In election years it is a tradition with TrainRiders/Northeast to conduct a survey by mailing a CANDIDATE QUESTIONNAIRE to all persons who are running for office on both the state and national levels. Thus does the TNE membership in Maine and New Hampshire learn candidates' views on issues important to our organization.

Although TrainRiders has always used the vehicle of its newsletter to report on candidates' answers, this year, because of space limitations, we posted every respondent's questionnaire on our Web site, [www.TrainridersNE.org](http://www.TrainridersNE.org). We have broken this newsletter into two sections as the two states' questions are different.

We extend our thanks to everyone who took the time, as difficult as it may have been during the rigors of a campaign, to respond to the survey, which provides valuable information to our membership and their friends and family. We hope that the many candidates for state office also will learn something about the benefits of rail travel in New England and across the nation.

In the interim, the newsletter is pleased to report on the views of the candidates for the US Senate and the US House of Representatives, with a general account of the thinking of candidates for the state Legislatures in Maine and New Hampshire.

**\*\*\* MAINE QUESTIONNAIRE RESULTS \*\*\***

**Question 1 - All public transportation systems (highway, airports, transit systems and rail) currently are subsidized by federal and state governments. Rail, however, is provided with the smallest assistance and has no permanent funding source. How would you correct this balance?**

**CANDIDATES RUNNING FOR FEDERAL OFFICES**

**SENATE – MAINE**

SEN SUSAN COLLINS:

I have been a strong supporter of rail service, especially Maine's Downeaster service. Investment in our nation's rail infrastructure is important at a time of high energy costs and I will continue to work to ensure there is sufficient federal funding for passenger rail.

REP TOM ALLEN, who is running against Collins:

I have proposed an infrastructure plan that will fully fund improvements to the nation's rail system through the Passenger Rail Investment and Innovation Act, a vital economic development effort to connect Maine with other points around New England. Further investment is needed to improve ridership and routes. Passenger rail service is growing because of the high price of gas. Adding more routes and options for commuters will be essential to promoting business and tourist travel throughout Maine.

**HOUSE OF REPRESENTATIVES - MAINE (1st District)**

CHARLIE SUMMERS, who is running for Tom Allen's seat in the US House:

Congress needs to increase funding for Amtrak and I will vote to do so.

CHELLIE PINGREE:

Congress should increase our commitment to rail. As Amtrak President Alex Kummant points out, Amtrak passengers are subsidized at the rate of something like \$40 per year while automobiles are subsidized up to \$700 per year. In Congress I would vote for reasonable funding levels for rail and be an advocate for a permanent funding source.

**HOUSE OF REPRESENTATIVES - MAINE (2<sup>ND</sup> District)**

MICHAEL MICHAUD:

The Senate and House recently passed HR 2095, the Rail Safety Improvement Act, which includes passenger rail investment and improvement. This bill reauthorizes Amtrak for the first time in year, and while it does not guarantee funding, it is a major step in the right direction. As the appropriations process moves forward next year, I will continue to support increased funding so that we can meet our growing national need for trains. I will also continue my work with the House Transportation and Infrastructure Committee to find ways to maintain and expand train service.

**CANDIDATES RUNNING FOR STATE OFFICES**

Responses from state candidates tended to convey opinions and heartfelt enthusiasm - everyone wants rail service to arrive in his or her community - rather than answers to the questions. We admit that the nuts and bolts of Amtrak funding and expansion is not as simple as it seems. To educate oneself about the railway mode, which is notably more green than oil-dependent highways and airways - and for the past nearly 200 years has been run to a certain extent under a different *modus operandi* (because in the beginning there were no autos and planes), takes time and effort. That's what TrainRiders/Northeast is here for.

**The general consensus:**

Passenger rail service is important to Maine's economy and should be expanded. Methods for financing expansion included using a percentage of the gas tax, creating a railway trust fund like that of the highway trust fund; supporting expansion through state bonding and federal funding, and bringing railway subsidies into line with subsidies for airways and highways. One person wrote, "Equalize!" and another wrote, "Funding is funding - trains, planes and autos should come out of the same pot." Several candidates spoke up for permanent funding, and one responded by saying rail should be integrated into the national transportation system.

Two respondents wrote that we need more high-speed rail, and one person expressed it this way: "Rail needs equal funding from gas taxes and auto fees in view of autos being the least efficient mode of transportation. Rail needs funding as much as all of the above."

**Question 2 - There are various efforts to extend Amtrak passenger rail service through and within Maine and New Hampshire. How would you prioritize bringing service to the following routes?**

- \* Freeport, Brunswick
- \* Lewiston/Auburn, South Paris, Bethel, Montreal
- \* Freeport, Brunswick, Augusta, Waterville, Bangor

**CANDIDATES RUNNING FOR FEDERAL OFFICES**

**SENATE – MAINE**

SEN SUSAN COLLINS:

Several studies have been conducted regarding expanding service in Southern Maine, and I believe we should also explore extending rail service to other regions in our state. Senator Snowe and I also have supported appropriations requests from the Maine Dept of Transportation for extending service.

REP TOM ALLEN:

1. Lewiston/Auburn, South Paris, Bethel, Montreal.
2. Freeport, Brunswick, Augusta, Waterville, Bangor.

I strongly support expanding rail service within Maine. In Congress I have fought to increase funding for Amtrak in order to make extended service possible.

#### **HOUSE OF REPRESENTATIVES- MAINE (1st District)**

CHARLIE SUMMERS:

1. Freeport and Brunswick - the Legislature has already passed LD 2019.
2. Lewiston/Auburn and up to Montreal.

CHELLIE PINGREE:

1. Freeport, Brunswick.
2. Lewiston/Auburn, South Paris, Waterville, Bangor.

I would be interested in engaging in discussions to hear all of the arguments around which routes to prioritize, but I think the first priority should be the St Lawrence & Atlantic - a high-speed trunk line including Lewiston/Auburn, South Paris, Bethel and Montreal. Studies have identified this run as an important part of a regional rail system.

#### **HOUSE OF REPRESENTATIVES - MAINE (2<sup>ND</sup> District)**

REP MIKE MICHAUD:

1. Freeport, Brunswick.
2. Lewiston/Auburn, South Paris, Bethel and Montreal.

Expansion of passenger rail service should reflect what is best for the train riding public and our state' economy. Private industry, the state and train riders should be consulted in the prioritization process. Obviously I would like to see service run into the Second Congressional District, but passenger service expansions anywhere in the state hold positive economic and environmental benefits.

#### **CANDIDATES RUNNING FOR STATE OFFICES**

Candidates for the state Legislature almost unanimously chose Freeport and Brunswick as the initial route to expand in view of LD 2019, which calls for expansion on this corridor, having been already passed. After that choice, many candidates spoke up in favor of having passenger rail serve their home districts a.s.a.p.

#### **Question 3 - How would you support efforts to fund the upgrade of the Boston/Portland Rail Corridor to allow higher speeds and additional trips by restoring the double track, making the Portland/Boston segment a part of the nation's High-Speed Rail Network?**

#### **CANDIDATES RUNNING FOR FEDERAL OFFICES**

#### **SENATE – MAINE**

SEN SUSAN COLLINS:

Increased investment in transportation infrastructure is critical. I am an original cosponsor of the Build America Bonds Act of 2007, which would provide \$50 billion in new transportation infrastructure funding through a one-time bonding program and will help empower states and local governments to complete new projects across all modes of transportation, including track restoration for rail.

REP TOM ALLEN:

I supported the Passenger Rail Investment and Innovation Act that reauthorized and increased funding for Amtrak and authorized funding for 11 high speed rail tracks. Additionally, the legislation increased funding for Amtrak's capital grants over the next five years in order to pay for much needed maintenance projects.

#### **HOUSE OF REPRESENTATIVES - MAINE (1st District)**

CHARLIE SUMMERS:

I would vote that any high speed rail corridor designations being discussed include Boston/Portland.

CHELLIE PINGREE:

Having a double track between Portland and Boston would be a significant improvement to that service and we should support it to the best of our funding ability. In Congress, I would be a strong advocate for this funding, collaborating with local advocates, the rest of the delegation and state leaders to make sure that funding of this corridor reflects the local interest in and desire for high speed rail.

#### **HOUSE OF REPRESENTATIVES - MAINE (2<sup>nd</sup> District)**

REP MIKE MICHAUD:

Congress has recently taken steps that should help support efforts to upgrade the Boston/Portland corridor. I joined a majority of my colleagues in voting to pass HR 2095, which reauthorized Amtrak and the Federal rail safety program. It authorized \$1.5 billion (an average of \$300 million

per year) in high speed rail grants which would allow States and/or Amtrak to finance the construction and equipment for 11 authorized high speed rail corridors. The Federal share of the grants is up to 80 percent.

### **CANDIDATES RUNNING FOR STATE OFFICES**

Work with the feds, whose help is needed. . . Cars and trucks are the least efficient mode so let's increase fees. . . Would like to see a State Master Plan to restore rail to inland areas. . . Ticket sales and tolls from the same stretch of highway (Boston/Portland). . . Should be funded by federal government and other sources. . . Look for funding in a private-public partnership . . . Integrate efforts between private and public sectors; partner with Vermont and New Hampshire with the federal government doing its part. . . Get the message out that fuel demands greater support for mass transit. . . Work with the Transportation Committee. . .

**Question 4 - How would you arrange for a dedicated funding source for AMTRAK, including the Downeaster, comparable to the highway and aviation trust funds?**

### **CANDIDATES RUNNING FOR FEDERAL OFFICES**

#### **SENATE – MAINE**

SEN SUSAN COLLINS:

I am a cosponsor of the Passenger Rail Investment and Improvement Act of 2007, which passed Congress in September 2008 as part of a broader rail bill; the Railroad Safety Enhancement Act, which awaits the President's signature. The bill increases funding for intercity passenger rail and included provisions to improve passenger rail service. The bill authorizes \$12.9 billion for Amtrak over 5 years, almost doubling what the US currently spends.

REP TOM ALLEN:

In my comprehensive infrastructure plan I proposed enacting the Passenger Rail Investment and Innovation Act that calls for increasing Amtrak capital grants by \$4.2 billion over the next five years.

#### **HOUSE OF REPRESENTATIVES - MAINE (1<sup>ST</sup> District)**

CHARLIE SUMMERS:

If S 294 is not signed into law when I reach DC, I will work for a 10-year or longer revitalization of Amtrak. This includes higher funding levels, money for repairs, and more state matching grants.

CHELLIE PINGREE:

This is a difficult issue and one without a simple solution. It will be important for elected officials to work with grassroots organizations like TrainRiders/Northeast to support increased levels of funding for Amtrak and develop a dedicated and reliable funding source. I was pleased to see that Congress recently rejected President Bush's budget proposals for Amtrak and passed a budget with significantly higher funding levels, but the fight that it took to get that budget through over the President's objections is a clear sign of why we need to consider a new funding mechanism for Amtrak.

#### **HOUSE OF REPRESENTATIVES - MAINE (2<sup>ND</sup> District)**

REP MIKE MICHAUD:

I believe that a more stable source of funding, beyond ticket sales, is needed. I will be looking toward reauthorization of our surface transportation program next year for opportunities to provide more dedicated funding for passenger rail. Chairman Oberstar has made it clear that all options are on the table in the next reauthorization.

### **CANDIDATES RUNNING FOR STATE OFFICES**

Everyone supported the idea, with many respondents writing "See 1" or "Same as 1 and 3" or "Ditto." Most everyone supported working with the feds, or with the feds and other sources, and there was much mention of the need to establish a railway trust fund. Two persons said they were open to suggestions from TrainRiders/Northeast. One person wrote that we need to look at carbon-producing transport and tax some of its products. One suggested a 5 percent tax on rail tickets.

**Question 5 (on the federal questionnaire) - What would you do to coordinate with other New England states to provide through Amtrak passenger service from Portland through Worcester to New York City? (The tracks already exist and are now used daily for freight service and were last used for passenger trains by the "State of Maine Express" between Portland and New York in the 1950's).**

#### **SENATE - MAINE**

SEN SUSAN COLLINS:

It is unfortunate that a link between Boston's North and South Stations does not exist today. As a result, passengers traveling to and from Maine are forced to seek alternate transportation between the two stations. Connecting them would allow uninterrupted travel between Maine and points south. I will continue to work at the federal level to support efforts by groups like TrainRiders/Northeast to establish through service.

REP TOM ALLEN:

Supporting increased investments of Amtrak will be of key importance for any new projects. I have a record during my time in the House of always fighting for this funding.

## HOUSE OF REPRESENTATIVES - MAINE (1<sup>ST</sup> District)

CHARLIE SUMMERS:

I would work with members of Congress from all New England states and New York to find a practical, effective solution.

CHELLIE PINGREE:

Allowing direct service from Maine to New York City (without having to change stations in Boston) would be a major improvement for passengers from our state. Making necessary improvements to that line is an expense that should be shared at the state level with a contribution from the federal government. It may be that a regional rail authority will need to be created to foster cooperation on this and other rail issues in the Northeast. The New England states have a good history of partnership at the legislative and executive levels and I have been proud to be engaged in some of these efforts. I am confident that we could do the same for this important set of issues.

## HOUSE OF REPRESENTATIVES - MAINE (2<sup>ND</sup> District)

REP MIKE MICHAUD:

A project like this would restore the link between Portland and New York. I believe that it would be desirable to have all involved parties get together and consider all the challenges and opportunities such a project presents. I look forward to reviewing proposals and any more specifics on this project as it moves forward. At the end of the day, I will be supportive of efforts that expand services to Mainers and help contribute to our state's economic development.

**Question 5 (on the state questionnaire) - Unlike many states, Maine's constitution prohibits the use of gas tax revenues to fund other modes of transportation, even though the Sensible Transportation Policy Act, enacted by Maine voters in the 1980's requires that alternatives to highway widening or new construction be explored. What would you do to ensure that funding is available to meet the requirements of the act?**

### CANDIDATES RUNNING FOR STATE OFFICES

This one resulted in a wide expression of thoughts: I would support changing the state constitution but prefer bonding...Raise auto tolls on the Maine Turnpike...Raise taxes on SUVs and guzzlers...Review the law and what was intended...Establish dedicated user fees the same as the highway funds...We need to change the state constitution...Take it out of general budget revenues...Consider a constitutional amendment, non-gas-tax revenue sources, look at anything...Fed funding needed...Need to explore different avenues for funding...The feds should be approached...I am open to your suggestions...The constitution may need to have a change made to allow flexibility...Transportation Committee should spearhead it...Undecided...Gas tax already too high...Roads and bridges need repair...Change the constitution...Expand scope, role, mission at NNEPRA.

### Question 6 (this question also appears as Question 5 for candidates for federal office)

**What would you do to coordinate with other New England States to provide through Amtrak passenger service from Portland through Worcester to New York City? (The tracks already exist and are now used daily for freight service and were last used for passenger trains by the "State of Maine Express" between Portland and New York in the 1950's).**

### CANDIDATES RUNNING FOR STATE OFFICES

Question 6 received the least number of answers. Many candidates either left the line blank or wrote that they didn't know or were open to suggestions. Some other replies included: We need to continue with current efforts and push for regional and federal cooperation...Task force...Encourage Congressional members to work on reopening and improving this corridor...Roads are costly, rail is cheaper, change the law to allow more flexibility...In our state's interest to create an interstate compact on rail...High speed NYC/Portland is a must...The governor and the Legislature should work with other states to insure we rebuild our New England rail lines...Shake up the MDOT...Look at anything...Insist on Portland/NYC as highest priority...A task force would have to do a study...We need to make this happen...Talk to the feds...I want rail service to Presque Isle.

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## **\*\*\* NH QUESTIONNAIRE RESULTS \*\*\***

### NH CANDIDATES FOR NATIONAL OFFICE

Neither of the candidates who are running for US Senator responded. We value their input and regret the omission. The two candidates are John Sununu, who is the incumbent, and Jeanne Shaheen, who served as New Hampshire's governor from 1996 - 2004 and has since been at Harvard University's Institute of Politics at the Kennedy School of Government. She left to run for US Senator against John Sununu.

### NH GOVERNOR'S EXECUTIVE COUNCIL

Four persons are running for the Executive Council, the group that New Hampshire has maintained since it became a state. The four candidates are as follows: Robert Bruce, Debora Pignatelli, Beverly Hollingworth, and Raymond Burton.

**Question 1 - All public transportation systems (highways, airports, transit and rail) currently are subsidized by federal and state governments. Rail, however, is provided with the smallest assistance and has no permanent funding source. How would you support increasing governmental participation in funding passenger rail to be on a par with other modes of transportation?**

**Using Amtrak's Downeaster success model, how would you support the restoration of passenger rail service on New Hampshire's Merrimack Valley "Capitol Corridor" to extend the existing service from Lowell, MA through Nashua, Merrimack and Manchester to Concord?**

### **CANDIDATES RUNNING FOR EXECUTIVE COUNCIL**

BOB BRUCE:

I would use whatever power I had as an Executive Counselor to push our State and Congressional Delegations to create a permanent funding source for rail.

As part of my current campaign I have been a strong proponent of this rail system to be funded and built as soon as possible to alleviate the traffic congestion and give the people of that corridor an alternative method of transportation. As an Executive Councilor I will be a very vocal voice in Concord on this matter.

DEBORA PIGNATELLI:

I'm not sure, given the current economy. We usually depend on federal help for this but I am not optimistic. I am a big cheerleader for the Nashua to Lowell train. This needs to be done first, then on to Merrimack and the airport.

BEVERLY HOLLINGWORTH:

Some of the federal \$ should go to passenger rail, CMAQ, etc  
Yes.

RAYMOND BURTON:

US Congress has to vote \$ for rail.  
Yes.

### **CANDIDATES RUNNING FOR STATE OFFICES**

Candidates running for state offices had the following to say: We need to begin more serious study of how train service can reduce fuel costs and develop a 10-year plan. New investments will be limited on all fronts until education funding is resolved. . . Increase our transportation budget and include bonding. . . We will continue to promote the rail alternative. . . Don't know how it's possible without the Feds. . . Allow part of the state highway fund to be used to develop rail. . . US Congress has to vote \$ for rail. . . A long term funding mechanism for rail similar to the way that highways are funded - the feds to pay for 89 percent of capital improvements, the states matching with 11 percent. . . Formation of a non-profit with responsibility for both commuter and freight rail.

**Question 2 - How would you support efforts to fund the upgrade of the Boston/Portland Rail Corridor to allow higher speeds and additional trips by restoring the double track, making the Portland/Boston segment a part of the nation's High-Speed Rail Network?**

**Question 2a - Do you support the restoration of passenger rail service on the Route I-93 corridor through Salem and Derry?**

**Question 2b - Do you support the restoration of passenger rail service on the Seacoast corridor connecting Portsmouth with the Downeaster at Exeter?**

### **CANDIDATES RUNNING FOR EXECUTIVE COUNCIL**

BOB BRUCE:

I would use whatever power I had as an Executive Councilor to push our State and Congressional Delegations to get funds allocated to this.  
Question 2a: Yes. Question 2b: Yes.

DEBORA PIGNATELLI:

I wish I had an easy answer to this. It is a legislative issue. The Governor's Council approves contracts and appointments. I made sure before voting for Commissioner Campbell that he supported rail. He does. Question 2a: I need to learn more and we need to do the Lowell to Nashua route first. Question 2b: I support the Downeaster, that's for sure. I need to learn more about Portsmouth. It makes sense.

BEVERLY HOLLINGWORTH:

Yes. Question 2a: Yes. Question 2b: Yes.

RAYMOND BURTON:

Issue Bonds. Question 2a: No. Too expensive for #s of riders. Question 2b: No.

### **CANDIDATES RUNNING FOR STATE OFFICES**

Some of the comments were as follows: If safety standards are met, support the high speed expansion. . . Need to expand regional discussion/cooperation. . . The rail corridor provides significant benefits to the economy. . . A Federal obligation, however the legislature ought to enjoin our delegation to support rail. . . The MBTA Lowell extension to Concord (NH Capitol Corridor) is the right priority at this time. . . Look at infrastructure bonding. All candidates answered YES to Question 2a and YES to Question 2b.

**Question 3 - How would you support efforts to fund the Downeaster as a two-state partnership as we further upgrade the Boston-Portland rail corridor, restore more double track, reduce travel times and add additional trips?**

**CANDIDATES RUNNING FOR EXECUTIVE COUNCIL**

BOB BRUCE:

I would use whatever power I had as an Executive Councilor to push our State and Congressional Delegations to get funds allocated to this.

DEBORA PIGNATELLI:

(No comment)

BEVERLY HOLLINGWORTH:

Yes.

RAYMOND BURTON:

Bonds - Issued by NH.

**CANDIDATES RUNNING FOR STATE OFFICES**

Candidates for the legislature: Support an agreement between the two states to further the work. . . Devise plans for phased implementation involving state, federal, local, business and private interests. . .Formation of a Regional Authority. . .Bonding.

**Question 4 - Regionalism is the key to future transportation needs. How would you work with other elected officials of the New England states and beyond to provide a dedicated funding source for rail service?**

**CANDIDATES RUNNING FOR EXECUTIVE COUNCIL**

BOB BRUCE:

I would use whatever power I had as an Executive Councilor to push our State and Congressional Delegations to get funds allocated to this.

DEBORA PIGNATELLI:

I am willing to meet and discuss and work out any problems with delegations from Maine, Massachusetts and elsewhere. Otherwise we'll be widening the road again.

BEVERLY HOLLINGWORTH:

Help develop project plans for future integrated rail service for a state and regional network.

RAYMOND BURTON:

(No comment)

**CANDIDATES RUNNING FOR STATE OFFICES**

State candidates responded with some of the following ideas: Develop a long term plan with incremental expansions and define a funding source to support it. . . Through the Council of State Governments in the same manner as with regional ag issues. . . A problem and challenge for states involved. We must strive to bring all stakeholders to the table to ensure a well thought out fiscally responsible long range plan. We in New England are economically dependent on each other more so than other states or regions and support for regionalization is gaining in the halls of states such as Mass, Maine, Vermont, New York and CT. Support continuing efforts to have a singular voice in Congress that represents New England and the rebuilding of our infrastructure and economic future.

**Question 5 - How would you support the goals of the NH Rail Transit Authority?**

**CANDIDATES RUNNING FOR EXECUTIVE COUNCIL**

BOB BRUCE:

I would work with you and other state officials to do whatever is necessary to support your goals.

DEBORA PIGNATELLI:

My record supporting rail is long and strong through my years (1991 - 2002) in the state senate and before and after.

BEVERLY HOLLINGWORTH:

Yes.

RAYMOND BURTON:

Yes!

**CANDIDATES RUNNING FOR STATE OFFICES**

Candidates for state office: Support state legislation, encourage federal action and work to remove barriers - such as limiting liability. . . Would like to see rail service into the Claremont area. . . As above, will be critical to bring all stakeholders to the table early to identify problems and opportunities and to reach consensus at each step of the program design.

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***THE TRAINRIDER***

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