

5) I spoke with Scott Wolf in Governor Bruce Sundlun's office: [(401)277-2850 Ext 321] -- apparently he and the Governor will fly into D.C. on Friday (10/15) to meet with Secretary Pena and Joan Malatorres to solicit DOT's help to ensure full cooperation in preserving Rhode Island's freight rail system as a passenger rail electrification on the North Corridor. They would like to discuss this issue with you also. If you're willing these are the options:

*Sundlun
is a personal
friend of mine*

- a) meet with them at 1:30 (prior to their meeting at DOT).
- b) drop by their meeting at DOT
- c) meet with them at the WH after 3:45 p.m.

*both
meetings
at 1:30
set Sel*



Office of Housing, Energy, and Intergovernmental Relations

Bruce Sundlun
Governor

Scott Wolf
Director

To: Rosalyn Miller, White House

Fr: Scott Wolf, Governor Sundlun's Office

Fax Number: (202) 456-2878

Date: 10 / 14 / 93 Time: 6:00 a.m./p.m.

Number of Pages (with cover sheet) 4

112 State House • Providence, RI 02903
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Freight Rail

Freight forwarding

6-7-93 TJB

Rail freight is an essential part of the infrastructure of any successful economy. It is especially crucial in the maintenance of a thriving manufacturing sector, the foundation of any long-term prosperity. And yet New England has allowed its network to decline.

Look at Rhode Island alone: More than 120 miles of tracks have been abandoned, four miles since 1990. Only 12 lines with 145 miles of track remain in use, and 50 of those are on Amtrak's Boston-New York line. And on remaining lines, a highly destructive deferral of maintenance of tracks and structures has further eroded the competitiveness of freight service in the area.

The federal government's subsidy of trucking through highway funding, has for many years hurt rail freight. Also hurting it is that railroads are taxed like utilities, although they are not guaranteed a rate of return as are utilities. Both these factors unfairly make what is intrinsically a very economical method of shipping large quantities of goods artificially less competitive.

And now the region faces the problem

posed by Amtrak's plans to electrify -- at long last -- its Boston-New Haven tracks over the next five years so that 150-m.p.h. trains can lop 90 minutes off the present 4½-hour Boston-New York run. The changes will reduce the vertical clearance for trains, thus preventing new rail cars carrying cargo containers stacked 20½ feet high from using lines around here. And faster Amtrak trains could also relegate slow-moving freight trains to a few hours a night.

For the good of the economy, the region's officials should push to obtain adequate funding from the federal government, so that freight lines capable of handling the new cars can be built, presumably right next to the passenger lines, and bridge clearances can be raised where necessary. Federal funding is appropriate, given the substantial interstate commerce involved. At the same time, Rhode Island should consider changing the taxes that discriminate against railroads.

Most consumers are hardly aware any more of the importance of rail freight to jobs, the environment and low prices. It's time to remedy this.



Freight Rail

Study to seek ways of updating railroad freight service in R.I.

Journal-Bulletin Washington Bureau
10 6:25:93

WASHINGTON — In what Rep. Jack Reed called "an important first step" toward ensuring modern freight service in Rhode Island, a House panel has ordered a study of the matter by Amtrak and the Providence & Worcester Railroad, among others.

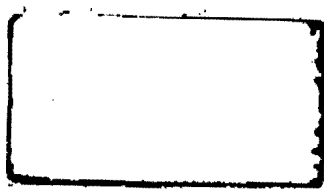
Reed and other freight boosters have warned that freight may be left behind in the streamlining of the Northeast Corridor rail lines for high-speed passenger service.

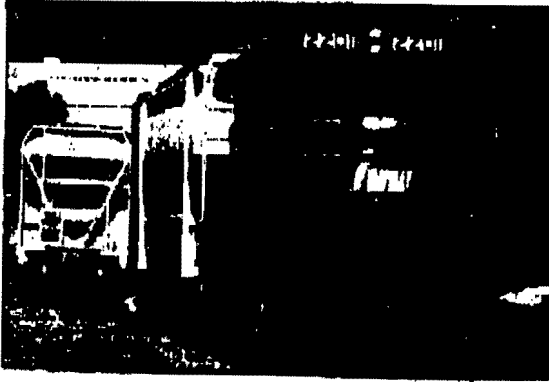
At Reed's request, the House Appropriations Committee asked for a study of possible solutions to the

freight problem in the fine print of its report on the multibillion-dollar transportation spending bill for fiscal 1994. The bill is headed for House floor action this summer.

But the panel made no move to raise any of the estimated \$100 million it would cost for the improvements needed to ensure freight service to the Quonset Point-Davisville industrial area.

The required improvements include a third rail line along the corridor in Rhode Island to create a right-of-way for slow-moving freight beside the high-speed passenger line.





Journal-Bulletin/Photo

ENDANGERED? The P&W Railroad says electrification threatens Rhode Island freight service.

Sundlun pushes for freight rail

PJ. 9124193

By JAMES M. O'NEILL
Journal-Bulletin Washington Bureau

WASHINGTON — Gov. Sundlun emerged yesterday from a meeting with Sen. Frank Lautenberg, D-N.J., who controls the federal railroad purse strings, confident Lautenberg will use his clout to help save the freight rail system that Rhode Island officials say is vital to the state's economic future.

The Providence & Worcester Railroad has said a
Turn to **FREIGHT**, Page E-4

Freight

Continued from Page E-1

project by Amtrak to electrify its passenger rails between Boston and New Haven will endanger P&W's freight service to Rhode Island businesses.

The state secs continued and expanded freight service as a key to its plans to lure businesses to Davisville, which the state wants to develop as an automobile port.

Amtrak plans to more than double its passenger service once electrification is finished, and P&W says that will squeeze freight service off the existing rail line. It, therefore, wants a third rail built for freight travel. But it also worries that Amtrak will erect power lines and poles taking space that could be used for the third rail.

Sundlun, along with Sen. Claiborne Peil, who arranged yesterday's meeting, and Sen. John H. Chafee, asked Lautenberg to get Amtrak to include the third rail in its design plans for the electrification project.

Lautenberg said he would speak with Amtrak officials and Federal Railroad Administration officials, Sundlun said.

He said Lautenberg agreed to put language in a subcommittee report that would urge Amtrak to include the third rail in its electrification design. The report would be part of a Senate transportation spending bill for 1994, which the Senate appropriations transportation subcommittee will take up next week. Lautenberg chairs the subcommittee.

Sundlun said he will also confer with Transportation Secretary Federico Pena about the matter.

The House yesterday passed its own version of a 1994 transportation spending bill that includes report language urging Amtrak to cooperate with P&W and the state on the freight issue. The language was introduced by Rep. Jack Reed.

Dante Boffi Jr., director of the state department of transportation, said the state estimates that developing Davisville as a port and expanding freight service could create 15,000 new jobs for Rhode Island, contribute \$420 million to the state's economy and bring in \$13 million in state tax revenues.

Sundlun said he asked Lautenberg for no money to help pay for the design work for the third rail, which could cost up to \$10 million. The actual third rail construction could cost as much as \$100 million.

Boffi said the state has already put up \$750,000 of federal highway money it received to pay for a required study to learn the project's effects on the environment.

Sundlun said that, if the Amtrak plan finally does include the third rail, in its electrification design, then he would start looking for money to pay for design work. He said money could come from the state, federal government, P&W and businesses that would benefit from the rail expansion.

Boffi said the state has already put up \$750,000 of federal highway money it received to pay for a required study to learn the project's effects on the environment.

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438-2288

DATE: October 15, 1993
TO: Carol Rasco
FROM: Mike Schmidt
RE: Governor Sundlun's Visit

This memo gives some background information on Governor Sundlun's visit with us today. As I understand it, while the Governor may want to discuss a number of issues related to freight rail funding and policy, the overriding topic of discussion is likely to center around the following:

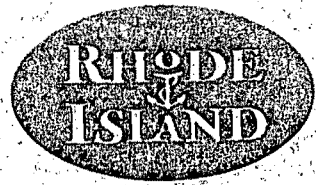
- Amtrak is planning over the next five years to electrify their rail tracks along the Boston–New Haven route. This upgrade will allow passenger trains to run at speeds up to 150 mph and will eventually cut 60 – 90 minutes off of the present 4.5 hour journey. Unfortunately, this electrification project will adversely affect the freight rail traffic that presently uses the same tracks. Sundlun wants the government to help pay to build a third rail alongside the newly electrified passenger rails that will allow freight trains to run alongside the passenger trains.
- Governor Sundlun met on Wednesday with Senator Lautenberg, who controls the federal railroad appropriations process, to pitch this "third rail" project. According to the press, Lautenberg agreed to put language in a subcommittee report that would urge Amtrak to include the third rail in its electrification project. This report would be part of the 1994 Senate transportation spending bill, which the Senate is scheduled to take up next week. The House version of the transportation spending bill passed earlier this week, and included similar supportive language.
- It is estimated that this third rail upgrade, coupled with other ongoing infrastructure programs, could bring in \$420 million to Rhode Island and up to 15,000 new jobs.



DANTE E. BOFFI, JR.
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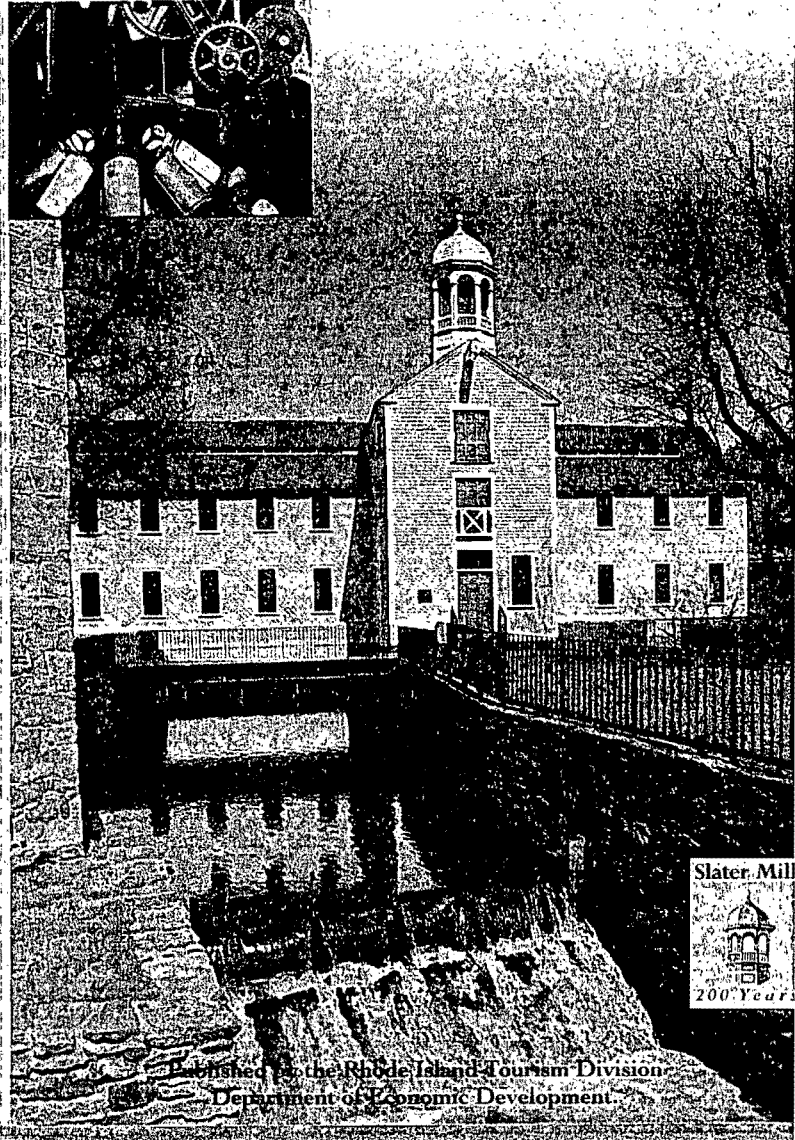
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Visitor's Map

1993 - 94



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