



**City Council Workshop & Meeting
November 5, 2018
Agenda**

5:30 P.M. Workshop

- Rail Update – Jonathan LaBontè and Bob Stone (30 minutes)
- Executive Session – Personnel matter, pursuant to 1 M.R.S.A. Sec. 405(6)(A)
- Schooner Memory Care TIF (Tax Increment Financing) – Michael Chamings (10 minutes)
- Open Council Discussion

7:00 P.M. City Council Meeting

Roll call votes will begin with Councilor Walker

I. Consent Items

1. Order 91-11052018*

Confirming Interim Chief Moen's appointments of: Derek Drouin, Gabrielle Gaedje and Samuel Miller as Constables with firearms for the Auburn Police Department.

2. Order 92-11052018*

Appointing Bruce Bickford to the Lewiston Auburn Railroad Company.

II. Minutes – October 15, 2018 Regular Council Meeting

III. Communications, Presentations and Recognitions

Communication – Police Department Update (Interim Chief Jason Moen)

Communication – Cable TV Advisory Board Update (David Young, Chair)

IV. Open Session – Members of the public are invited to speak to the Council about any issue directly related to City business which is *not on this agenda*.

V. Unfinished Business

3. Ordinance 06-10152018

Amending Chapter 24, Article II, Division 1, Sec. 24-23 of the General Assistance Ordinance Annual Adjustment of Maximum Benefits, Appendices A, B, and C, effective 10/01/2018 to 9/30/2019. Second reading.

4. Ordinance 07-10152018

Amending Chapter 2, Division 4, Sec. 2-466 (a) of the Planning Board ordinance. Second reading.

VI. New Business

Order 93-11052018

Approving the Mass Gathering for the New Year's Eve Sesquicentennial Event to be held on December 31, 2018. Public hearing.

Order 94-11052018

Approving the TIF for Schooner Memory Care. Public hearing.

Order 95-11052018

Reimbursing St. Dom's Academy for the Flea Market/Craft Fair fees for their annual St. Dom's Holiday Festival held on 11/3/2018.

VII. Reports

A. Mayor's Report

B. City Councilors' Reports

C. City Manager Report

VIII. Open Session - Members of the public are invited to speak to the Council about any issue directly related to City business which is *not on this agenda*.

IX. Executive Session

- Discussion on a poverty abatement case # 2018-003 pursuant to (36 M.R.S.A § 841) with possible action to follow.
- Executive Session – Personnel matter, pursuant to 1 M.R.S.A. Sec. 405(6)(A)
- Executive Session – to consult with the City Attorney to review legal rights and responsibilities, pursuant to 1 M.R.S.A. Sec. 405(6)(E)

X. Adjournment



**City of Auburn
City Council Information Sheet**

Council Workshop Meeting Date: November 5, 2018

Author: Phillip L. Crowell, Jr., Assistant City Manager

Subject: Lewiston-Auburn Passenger Rail Update

Information: The Lewiston-Auburn project was commissioned by the Northern New England Passenger Rail Authority (NNEPRA) and the Maine Department of Transportation (MaineDOT) to evaluate a possible expansion of passenger rail service to Lewiston-Auburn. Called the Lewiston-Auburn Passenger Rail Service Plan, the project was organized into two distinct evaluations: (1) transit propensity assessment (i.e., ridership estimation); and (2) corridor considerations and operating service evaluations.

The first analysis involved an assessment of potential ridership. A range of ridership estimates were developed by evaluating the demographics and travel patterns in the area, by considering the potential development opportunities of a rail connection and by examining similar rail corridors across the country. Overseeing the project was a nine-member Project Committee to represent the diverse views and regional perspectives, which included representatives from NNEPRA and MaineDOT, as well as representatives from the Cities of Lewiston and Auburn. The Project Committee met monthly and has been involved in evaluating the demand of passenger rail between L-A and Portland.

The Auburn City Council appointed three members to serve on the committee: Jonathan LaBonte, Robert Stone, and Representative Bettyann Sheats. The members will be providing the council and the public the Phase 1 update.

City Budgetary Impacts: No direct budgetary impacts.

Staff Recommended Action: N/A

Previous Meetings and History: No previous updates have been provided.

City Manager Comments:

I concur with the recommendation. Signature:

A handwritten signature in blue ink that reads "Peter J. Caulton".

Attachments:



Lewiston-Auburn Passenger Rail Project Update

Council Update

Auburn Hall

November 5, 2018



Phase 2 underway...Major Take-Aways from Phase 1 ...

- I. The region has a latent demand for a transit connection between Lewiston-Auburn and Portland.
- II. The lower and upper limit of the ridership demand depend largely on the level of service and connections that would be made.

	2025 Ridership Range		2040 Ridership Range	
	Daily Rail Trips		Daily Rail Trips	
	Low	High	Low	High
12-20 Transit-Style Service	600	800	700	1900
4 Intercity-Style Service	210	240	250	330

- Phase 2 Work Ahead

- I. Service Scenarios

- II. Infrastructure Assessment

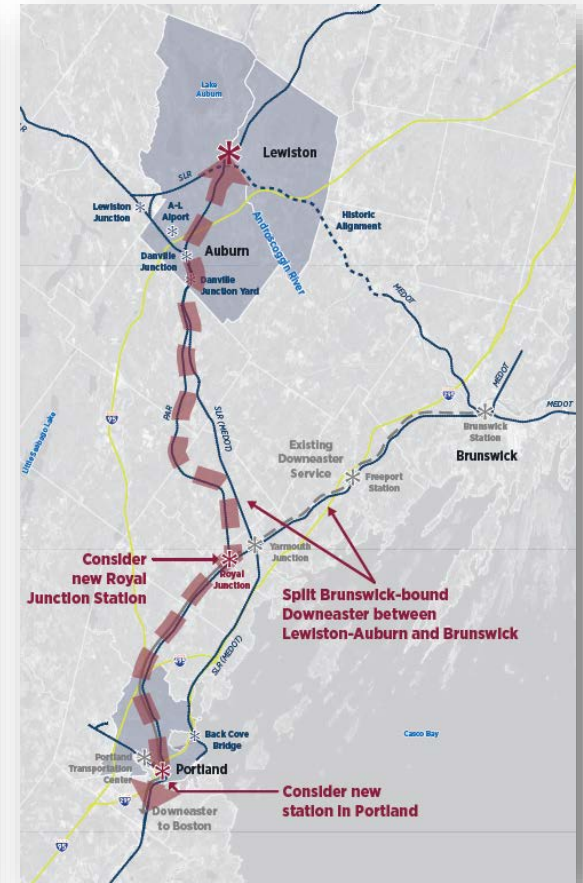
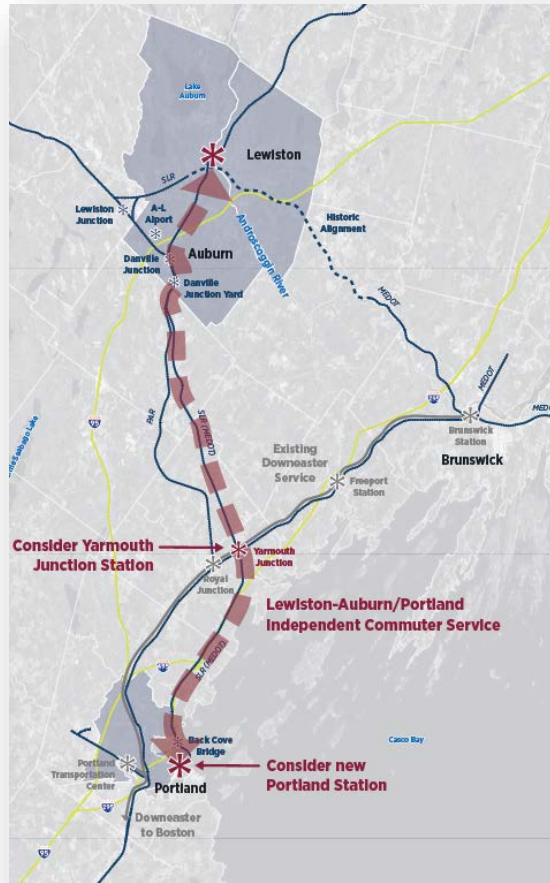
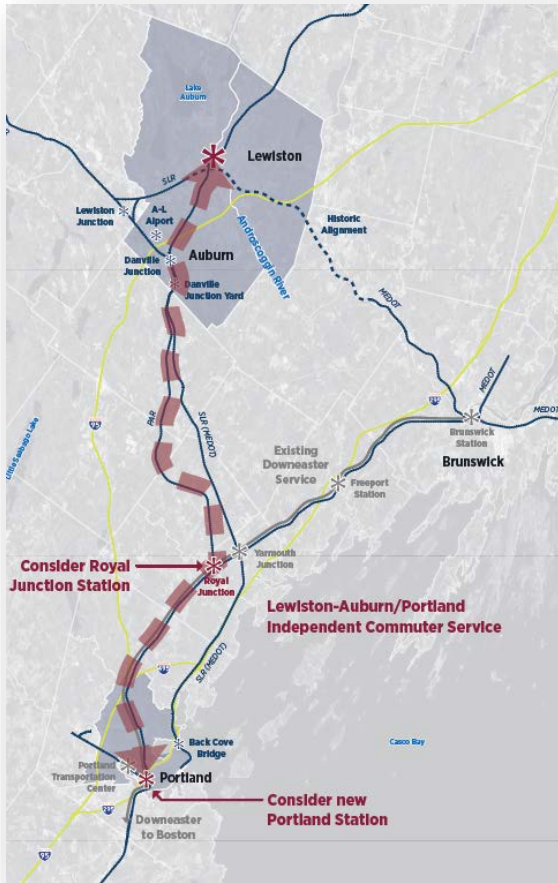
- III. Railroad Stakeholder Coordination

- IV. Cost Estimates

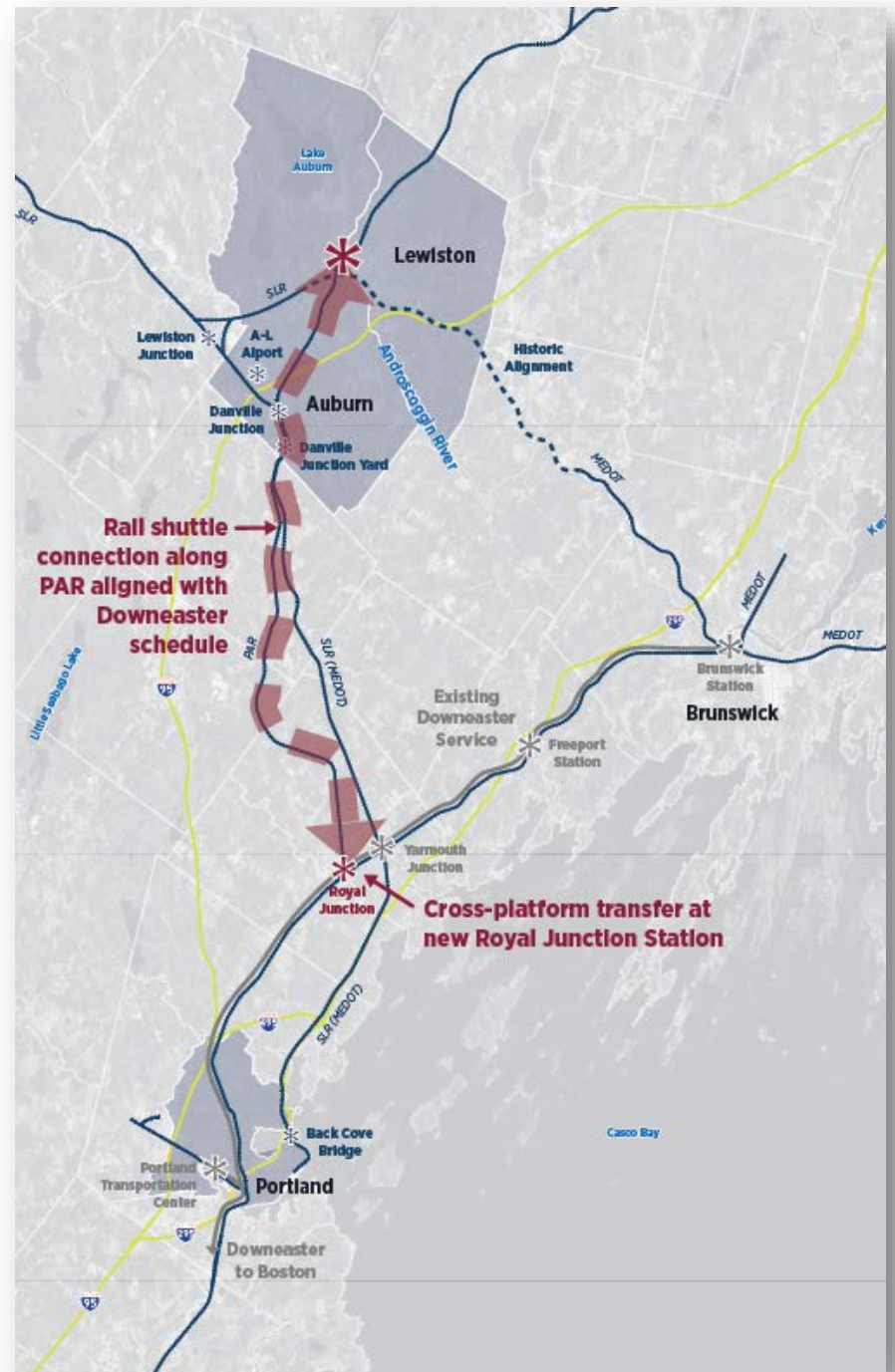
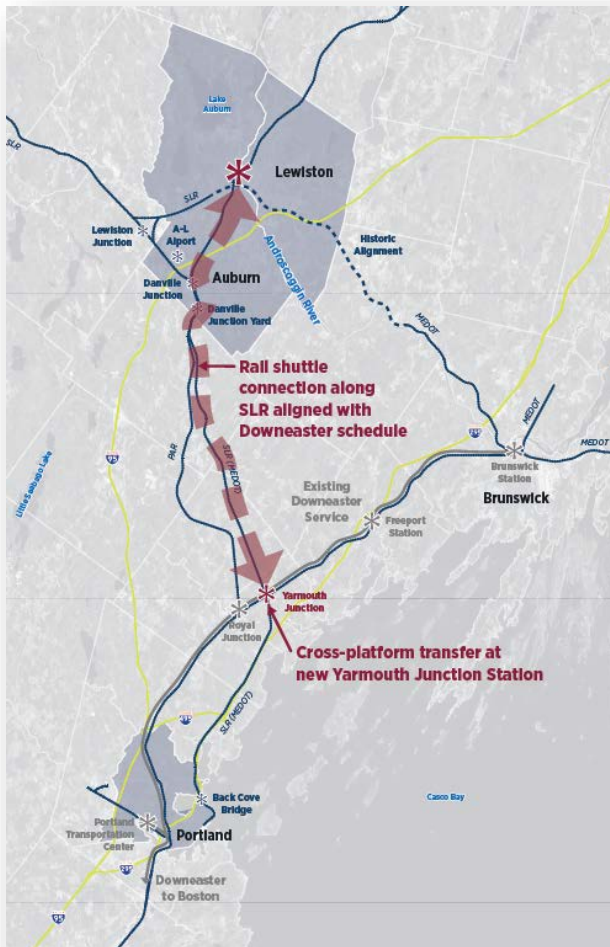
- V. Implementation Plan

... all through monthly Project Committee Coordination

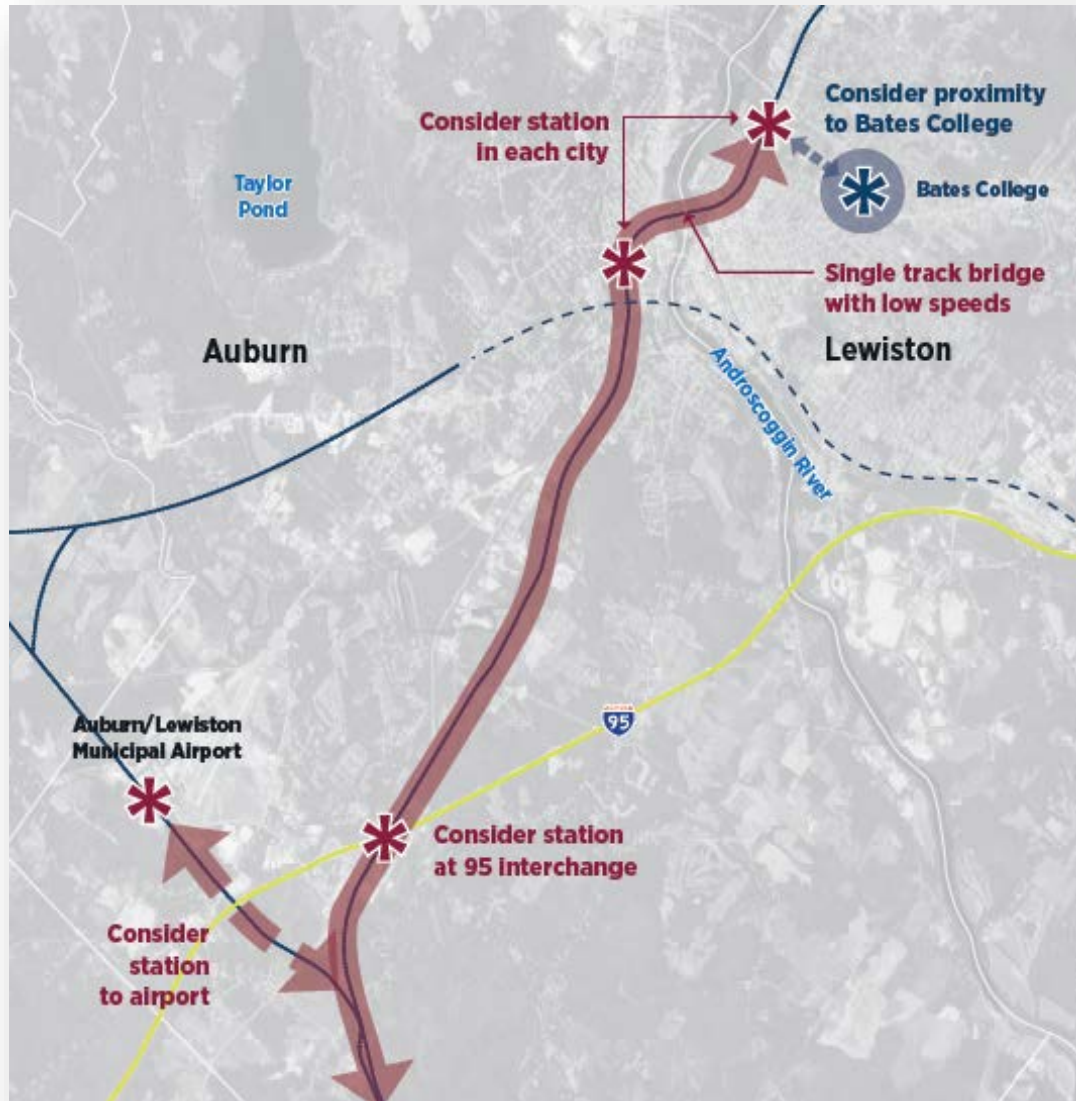
■ Corridors



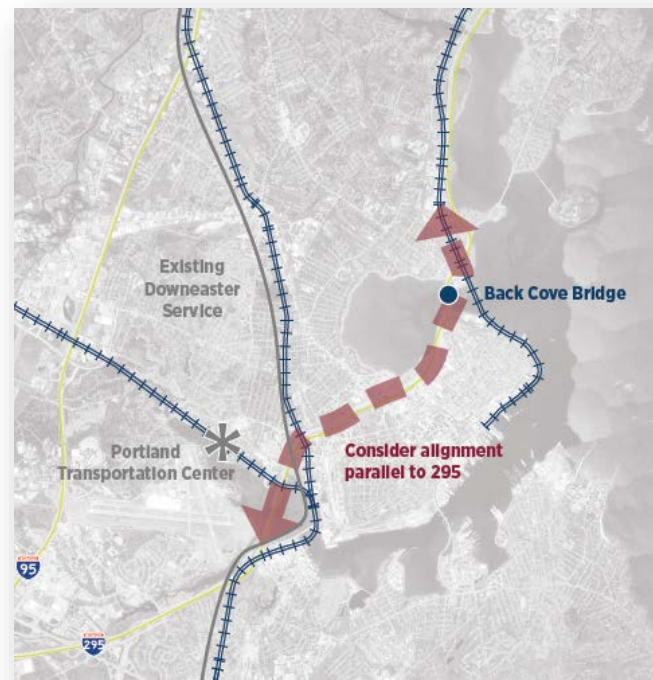
- Additional corridor info



















- Corridor orientation in Lewiston-Auburn



- Corridor orientation in Portland



PHASE II PROJECTED COMPLETION BY MARCH 2019

	Task 6 - Stakeholder Coordination (Phase II)	110 days	Wed 9/19/18	Wed 2/20/19	
	Stakeholder Coordination #7	0 days	Wed 9/19/18	Wed 9/19/18	
	Stakeholder Coordination #8	0 days	Wed 10/17/18	Wed 10/17/18	
	Stakeholder Coordination #9	0 days	Wed 11/21/18	Wed 11/21/18	
	Stakeholder Coordination #10	0 days	Wed 12/19/18	Wed 12/19/18	
	Stakeholder Coordination #11	0 days	Wed 1/16/19	Wed 1/16/19	
	Stakeholder Coordination #12	0 days	Wed 2/20/19	Wed 2/20/19	
	Task 7 - Service Scenarios	4 mons	Thu 9/20/18	Wed 1/9/19	
	Task 8 - Infrastructure Needs	6 mons	Thu 9/20/18	Wed 3/6/19	
	Task 9 - OOM Capital and O&M Cost Estimates	3 mons	Thu 11/15/18	Wed 2/6/19	
	Task 10 - Service Implementation Plan	2 mons	Thu 1/10/19	Wed 3/6/19	
	Task 11 - Report Production	6 mons	Thu 9/20/18	Wed 3/6/19	
		Task 12 - Project Management	16.95 mons	Tue 11/21/17	Fri 3/8/19
	PHASE II COMPLETE	0 days	Fri 3/8/19	Fri 3/8/19	
	PROJECT COMPLETE	0 days	Fri 3/8/19	Fri 3/8/19	

LA Railroad Company (LARR) Update

- Freight Logistics Study underway
 - Assessing options to improve/attract freight movement to our region
 - Partnership of MaineDOT, LARR and St Lawrence and Atlantic Railroad
- Lewiston Lower Line Rail to Trail Feasibility Study completed
 - Review of PanAm owned rail corridor from Lewiston to Lisbon Falls
 - Lewiston, Lisbon, AVCOG and LARR workgroup reviewing findings



QUESTIONS
COMMENTS
CONCERNS

TRANSIT PROPENSITY ANALYSIS SUMMARY

The Lewiston-Auburn project was commissioned by the Northern New England Passenger Rail Authority (NNEPRA) and the Maine Department of Transportation (MaineDOT) to evaluate a possible expansion of passenger rail service to Lewiston-Auburn. Called the Lewiston-Auburn Passenger Rail Service Plan, the project was organized into two distinct evaluations: (1) transit propensity assessment (i.e., ridership estimation); and (2) corridor considerations and operating service evaluations.

The first analysis involved an assessment of potential ridership. A range of ridership estimates were developed by evaluating the demographics and travel patterns in the area, by considering the potential development opportunities of a rail connection and by examining similar rail corridors across the country. Overseeing the project was a nine-member Project Committee to represent the diverse views and regional perspectives, which included representatives from NNEPRA and MaineDOT, as well as representatives from the Cities of Lewiston and Auburn. The Project Committee met monthly and has been involved in evaluating the demand of passenger rail between L-A and Portland.

Traveling Markets

The potential for transit demand in this corridor could be drawn from two traveling markets:

- ▶ Diverting existing trips from driving to using passenger rail service; and
- ▶ Inducing demand through the introduction of a new passenger rail service between Lewiston-Auburn and Portland.

The evaluation focused on answering four questions:

- ▶ Where do people live, where do they work, how do they travel between Lewiston-Auburn and Portland, and how may they choose to travel if this service were available?
- ▶ How is the region's population, employment, and economic development growing?
- ▶ How do similar services across the country capture ridership?
- ▶ When asked specifically at the Public Open House events, how did the communities respond to whether they would ride a potential Lewiston-Auburn/Portland service?

Potential Service Options

The analysis was also based on the understanding that there are many factors that affect the size of a passenger rail travel market and the likelihood of travelers to use a passenger rail option. To that effect, diverting drivers to use transit would require a rail option that is time-competitive to driving and very easy to use. A convenient and well-performing service would be frequent; reasonably priced; easily accessible for both the origin and destination points; and comfortable.

On the contrary, a rail service that is infrequent, is significantly slower and notably more expensive than driving, or a service that does not provide convenient station access would result in lower ridership levels.

An "infrequent" service, typically a long-distance connection that operates a few trips per day, could still provide a valuable service within the region. The study, therefore, evaluated the market for a Lewiston-Auburn connection that aligns with the existing Downeaster, as well. A high-performing

infrequent service could still capture ridership if the service provides a direct (one-seat ride) connection or a well-coordinated connecting service in Portland with short dwell times. Poorly coordinated transfers in Portland, however, will limit the potential of rail to serve longer-distance intercity trips towards Boston.

Regional Growth Scenarios

Lastly, the ridership range included two growth scenarios. The first assumed a population and employment growth rate similar to historic trends in the region. A higher growth scenario was evaluated, as well, making assumptions about potential future growth, development, and travel behavior that are more optimistic and ambitious. Those growth rates assumed a certain level of transit-oriented development as a result of a new rail connection.

Public Survey Results

Findings from the public outreach process gathered valuable information, as well, namely that the majority of people (*ranging from 71 to 98 percent based on various data sets*) would use a passenger rail service if it were available between Lewiston-Auburn and Portland. Of those that would ride it, the most common trip purposes were for recreation/cultural events, shopping, and travel connections. When asked what would make them more likely to ride the train, the top responses included proximity to destination, a high frequency of service (many trains per day), a lower cost than driving and parking, and a direct train to Boston.

Propensity Results

The analysis indicated that there is latent demand for a transit connection between Lewiston-Auburn and Portland. The lower and upper limits of the ridership demand would depend largely on the level-of-service and connections that would be made. In order for that latent demand to be captured fully, a rail service would need to have the frequency similar to a commuter-based service.

Other elements that could improve the potential to capture the higher range of ridership potential include locating a station within proximity to major origins/destinations. Where proximity is not an option, “first and last mile” connections would be improved by ride-sharing services and better connections to Lewiston-Auburn’s and Portland’s existing network of bus routes.

In addition to convenience, the increased propensity to travel in the corridor could also result from closer economic ties between Lewiston-Auburn and Portland. The presence of a good rail connection increases the perception among residents and workers that the two areas are a single region rather than as two distinct and separate urban areas. This concept creates an affinity between the two places and a higher level of trip-making between them, a portion of which would be carried by rail.

Rail Ridership Propensity

	Near-Term Ridership Potential [projected to 2040]		Long-Term Ridership Potential [projected to 2040]	
	Daily Rail Trips		Daily Rail Trips	
	Low	High	Low	High
12-20 Transit-Style Service Trips	600	800	700	1900
Up to 4 Intercity-Style Service Trips	210	240	250	330



LEWISTON-AUBURN PASSENGER RAIL SERVICE PLAN

Transit Propensity Report

August 2018

PREPARED BY



IN ASSOCIATION WITH



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EXECUTIVE SUMMARY

Project Overview

This project was commissioned by the Northern New England Passenger Rail Authority (NNEPRA) and the Maine Department of Transportation (MaineDOT) to evaluate a possible expansion of passenger rail service to Lewiston-Auburn. Called the Lewiston-Auburn Passenger Rail Service Plan, the project is organized in two distinct phases: (1) transit propensity assessment (i.e., ridership estimation); and (2) corridor considerations and operating service evaluations.

The first task involved an evaluation of potential ridership. A range of ridership estimates were developed through examination of similar rail corridors, the demographics and travel demand/patterns of the Study Area as well as the potential development opportunity. The project will build upon the results of this ridership understanding to analyze services that meet the travel demand patterns observed.

The following is a summary of the ridership demand analysis that will help build considerations for the potential passenger rail service in the next phase of this project.

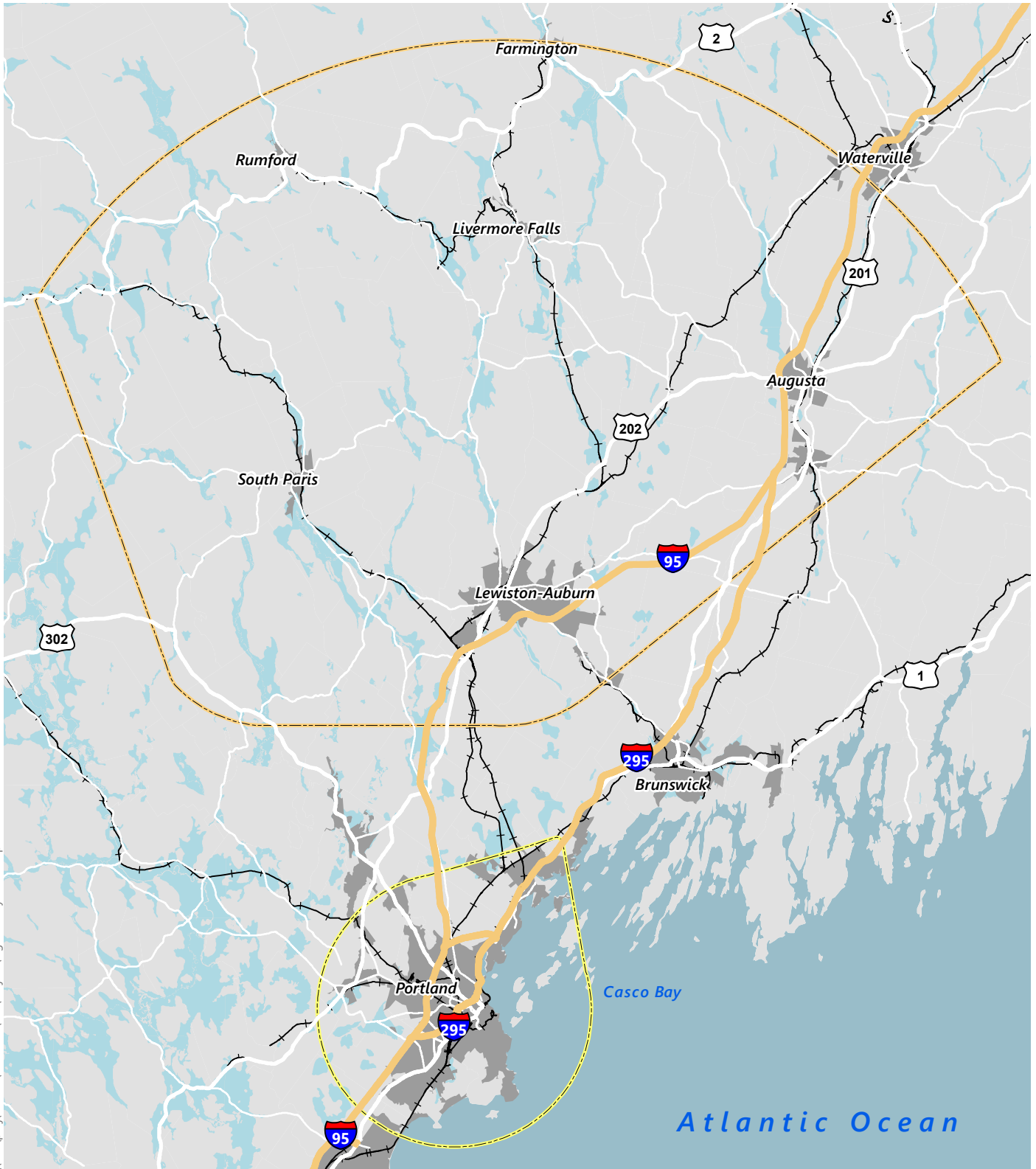
The Project Committee

To oversee the project, a Project Committee was established, representing the diverse views and perspectives of the communities to be served by a passenger service expansion. The nine-member Project Committee was comprised of representatives from NNEPRA and MaineDOT, as well as representatives from the Cities of Lewiston and Auburn.

The Project Committee met monthly and was involved in all aspects of the project. The Committee's responsibilities included providing regional knowledge of the Lewiston-Auburn area, helping to plan and advertise the open houses as well as guiding and reviewing the work performed by the project team at every step of way.

[The Study Area](#)

The two Study Areas for this project were defined based on industry standards and input from the Project Committee, given their local knowledge of the area. One Study Area was drawn for the Lewiston-Auburn area (referred to as the Northern Study Area), the second for the Portland area (referred to as the Southern Study Area). These are shown in Figure ES-1. Collectively, the two Study Areas are simply referred to as the Study Area for the Project.



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- Southern Study Area
- Northern Study Area
- Urban Area

LEWISTON-AUBURN
PASSENGER RAIL SERVICE PLAN
Study Area Map

Approach

Portland and Lewiston-Auburn are approximately 30 miles apart and connected primarily by the Maine Turnpike (I-95). The potential for transit demand in this corridor could be drawn from two markets: first, the diversion of existing trips in the corridor from the highways to the transit service; and second, new trips that would be induced by the service, either that are currently not being made or from increased economic development in the corridor. To that effect, the evaluation of ridership potential for this project focused on four primary areas:

- ▶ How do similar services across the country capture ridership;
- ▶ Where do people live, where do they work, how do they travel between Lewiston-Auburn and Portland, and how may they choose to travel if this service were available;
- ▶ How is the region's population, employment, and economic development growing; and
- ▶ When asked specifically, how the communities responded to whether they would ride a potential Lewiston-Auburn/Portland service.

Considering all four contributions, the analysis was divided into assessing a conservative/low end of a potential ridership draw and a more robust demand based on more concentrated growth scenarios and capture rates.

Similar Corridors

In the first step of the evaluation, the project considered corridors across the country that provide some similarities to the potential Lewiston-Auburn Project. Seven passenger rail corridors were examined and included:

- ▶ Westside Express Service (WES) – Greater Portland, OR
- ▶ Sonoma-Marín Area Rail Transit (SMART) – Bay Area, CA
- ▶ Metro-North Waterbury Branch – Central Connecticut
- ▶ Shore Line East – Southeastern Connecticut
- ▶ Amtrak Ethan Allen Express – Vermont and Eastern New York
- ▶ Amtrak Illinois Corridors – Illinois Zephyr and Carl Sandburg – Quincy to Chicago
- ▶ Amtrak Illinois Corridors – Illini, Saluki, and City of New Orleans – Carbondale to Chicago

While no corridor nationally matches this Study Area perfectly, each comparison corridor provided one or more similarities to this project, which could draw parallels in how the Lewiston-Auburn Project may generate ridership if implemented. The services provided along these corridors can be grouped into two basic categories: short-haul (less than an hour and a half) and long-haul (longer than an hour and a half). The short-haul services were used to project the demand for passenger rail travel between Lewiston-Auburn and Portland, while the long-haul services were used to gauge the demand for passenger rail travel between Lewiston-Auburn and Boston. On average, services providing a shorter connection have an average capture rate of 0.76% of the area's population while longer connections have average capture rate of 0.51% of the area's population.

Existing Travel Markets

Existing travel within the Study Area was examined to determine the magnitude and type of travel that occurs today to gauge how many of these existing trips may end up becoming ridership on an Lewiston-Auburn passenger rail service. A variety of data was collected, including traffic volumes, origin-destination data, journey to work flows, and Downeaster ridership data. The following is a summary of the existing travel market that contributed to the ridership evaluation.

Traffic Volume Data

Average Daily Traffic (ADT) and Average Annual Daily Traffic (AADT) data represents typical traffic volumes for an average day. It was collected to understand whether traffic within the Study Area is growing, staying flat, or declining, which can then be incorporated into the expected annual growth for the ridership estimate.

The data collected examined all major roadways feeding into Lewiston-Auburn and Portland. The data showed that traffic volumes on the interstates (I-95 and I-295) experienced an annual growth rate of between 2 to 7 percent, depending on location and direction. All other major roadways examined experienced flat or declining annual growth rates, which was represented in the ridership estimate.

Turnpike Origin-Destination Data

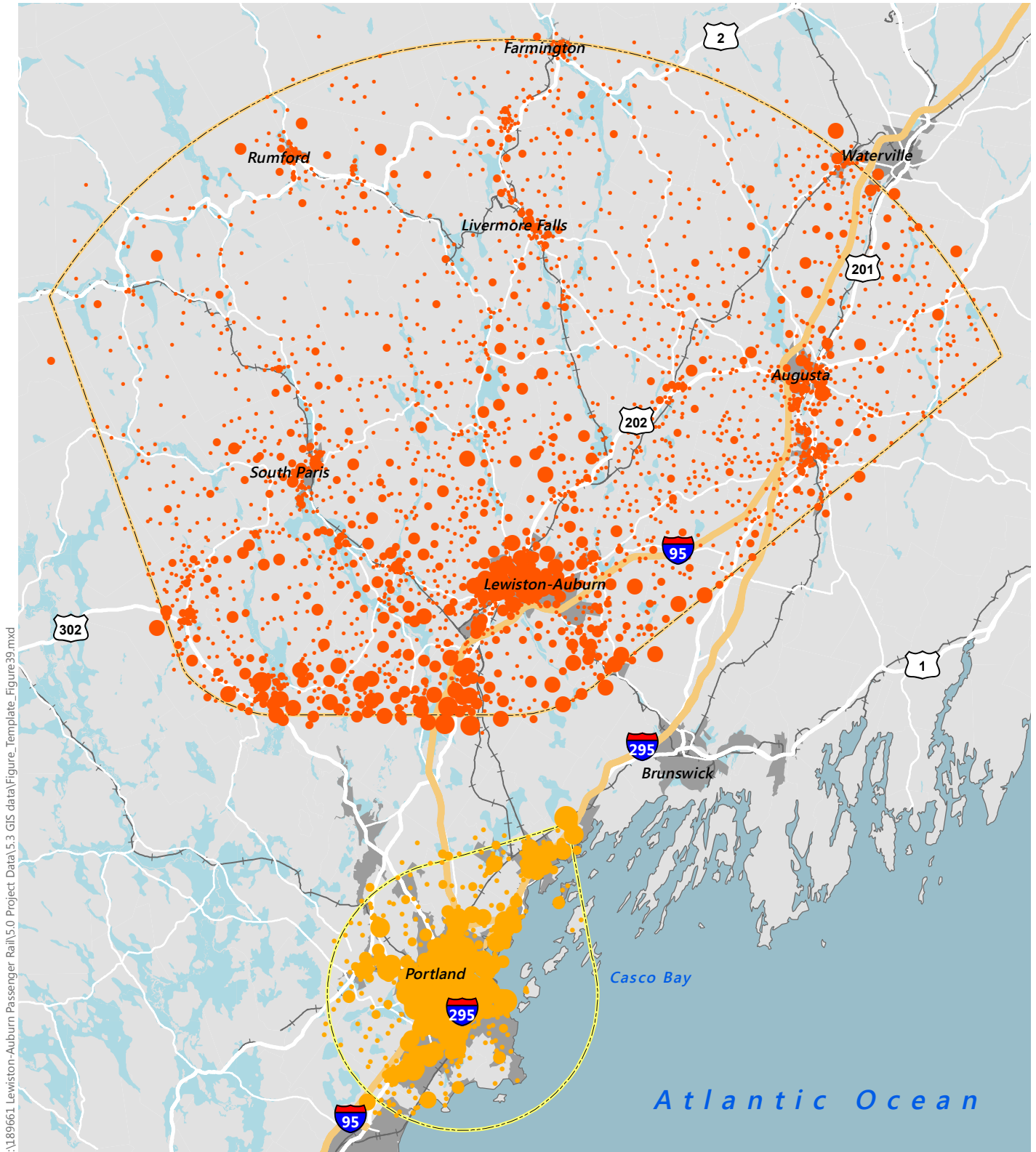
The Maine Turnpike conducted an Origin-Destination survey in 2010. This data was examined to understand how many vehicles (and people) were traveling between Lewiston-Auburn and Portland. Based on the survey, it was observed that approximately 4,000 and 4,500 cars travel between the Lewiston-Auburn area and Portland areas on a daily basis. Assuming some of these cars carried more than one person, it was estimated that these equate to approximately 5,000 to 5,500 people traveling between the markets. This data point was valuable information in helping establish how many people make this connection today and in estimating how many people may want to make this same connection with a Lewiston-Auburn passenger rail service.

Journey to Work Data

Journey to work data was examined to understand where people live and where they work. This data point was important to the assessment as many transit services rely on a commuter work trip as their primary ridership base. Using data obtained from the US Census Bureau's 2009-2013 ACS 5-Year estimates and the 2015 Longitudinal Employer-Household Dynamics (LEHD) dataset, work trips from Lewiston-Auburn to Portland were examined. The reverse was also examined, which established how many people make a work trip from Portland to Lewiston-Auburn.

As can be expected, the work trips from Lewiston-Auburn (the Northern Study Area) to Portland (the Southern Study Area) outnumbered the work trips in the reverse by about five-to-two. Figure ES-2 and ES-3 show this difference as well as the approximate densities of where people live compared to where they work. These work-based connections between Lewiston-Auburn and Portland were considered as part of the ridership potential for a Lewiston-Auburn passenger rail service.

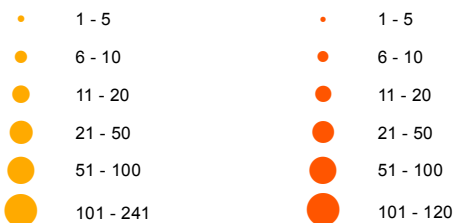
For the potential to make this passenger service into a longer-distance connection, the evaluation also investigated commute trips beyond the Portland area. For commute trips from Maine into Massachusetts, the number of commuters traveling from Lewiston-Auburn into Massachusetts is far less than the number of commuters headed into Massachusetts from the Portland Area.



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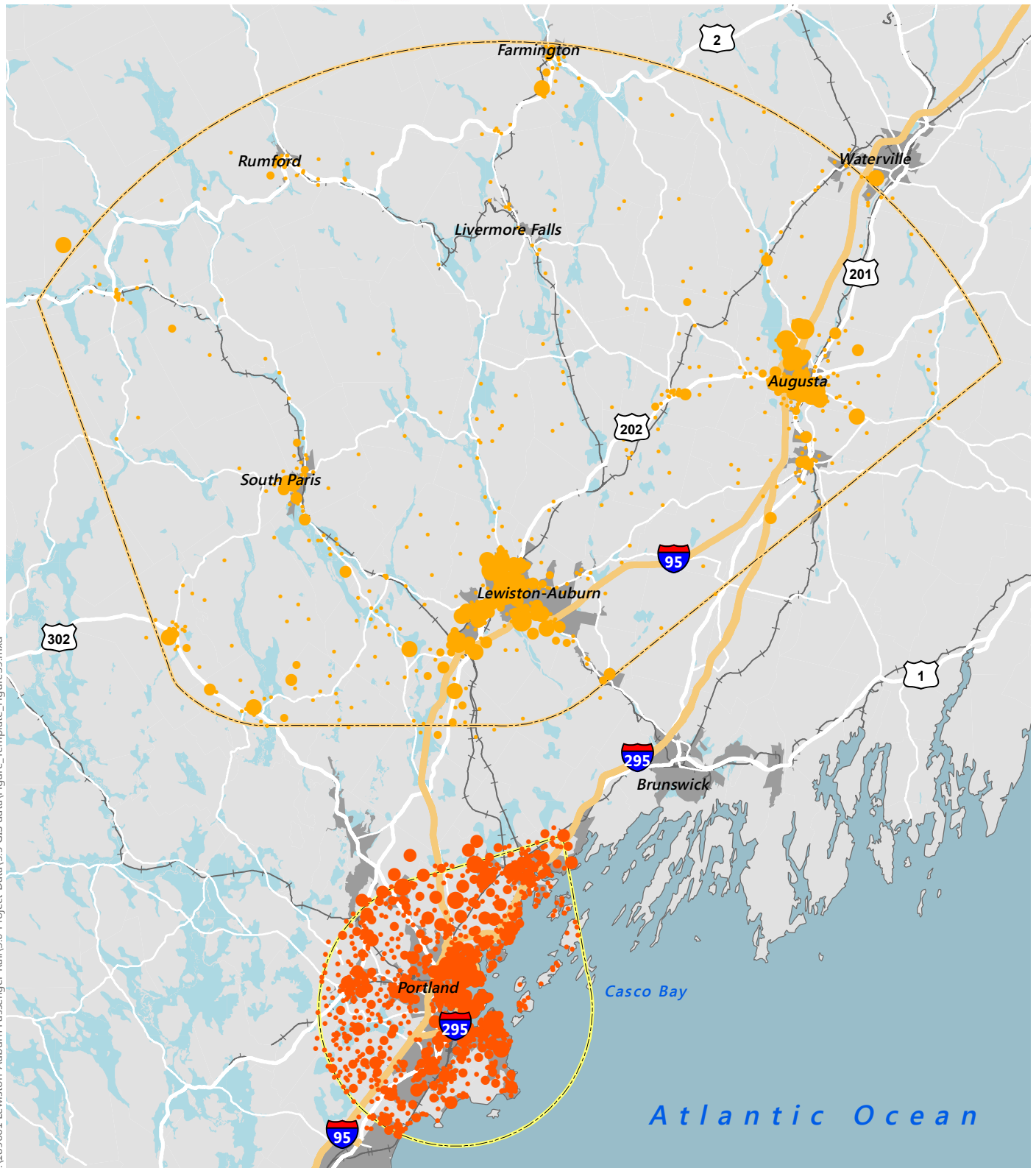
Work Counts in South Study Area Resident Counts in North Study Area



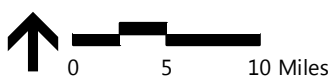
LEWISTON-AUBURN PASSENGER RAIL SERVICE PLAN

Work Trips from North Study Area to South Study Area

Source: US Census Bureau – 2015 Longitudinal Employer-Household Dynamics



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Work Counts in North Study Area Resident Counts in South Study Area

- | | | | |
|---|-----------|---|-----------|
| • | 1 - 5 | • | 1 - 5 |
| • | 6 - 10 | • | 6 - 10 |
| • | 11 - 20 | • | 11 - 20 |
| • | 21 - 50 | • | 21 - 50 |
| • | 51 - 100 | • | 51 - 100 |
| • | 101 - 134 | • | 101 - 150 |

LEWISTON-AUBURN PASSENGER RAIL SERVICE PLAN

Work Trips from South Study Area to North Study Area

Source: US Census Bureau – 2015 Longitudinal Employer-Household Dynamics

Downeaster Ridership Data

Downeaster data was analyzed to better understand for what purpose and how often existing Downeaster ridership chooses to ride the train. This data was also used to establish how much of the existing Downeaster ridership is originating in the Northern Study Area, which could benefit from a potential Lewiston-Auburn service.

Ridership Survey

In 2011, 2012, 2013, and 2016, NNEPRA conducted surveys of passengers using their Downeaster service to better understand the travel patterns of its riders, among other data points. The survey data was further dissected to help evaluate specific travel information generated from ridership that originated from the Northern Study Area. Information about travel decisions generated in the Northern Study Area would then be used to help evaluate the ridership impact of an “extended” Downeaster service to Lewiston-Auburn. The findings of that survey indicated the following:

- ▶ Downeaster riders originating in the Northern Study Area most often take the Downeaster for leisure purposes (e.g., shopping, sightseeing, sporting/cultural/entertainment event).
- ▶ The majority of riders originating in the Northern Study Area take the Downeaster one to nine times in one year; they more often travel to Downeaster destinations by car.
- ▶ When asked why they choose to ride the Downeaster, the passengers originating in the Northern Study Area most often responded:
 - To avoid traffic/parking;
 - Less expensive than other options;
 - Convenient to destination; and
 - More comfortable than other options.

Ridership Growth

Historical ridership was examined to understand how the implementation of service improvements and additional stations have led to the ridership experienced along the Downeaster corridor today.

Rail service was reinstated by the Amtrak Downeaster on December 15, 2001 following more than 35 years of no passenger rail in the region. Between opening day and August 2007, Amtrak offered four daily round trips between Portland and Boston. Improvements along the corridor enabled faster speeds in 2007, which reduced overall travel time by 20 minutes. One additional round trip rounded out the expansion of service in 2007. Passenger rail service to new stations in Freeport and Brunswick was inaugurated on November 1, 2012 with ridership at approximately 1,525 daily passengers. While ridership fell by 23 percent between 2012 and 2015 due to many factors, ridership is currently on an incline.

Ridership by Time-of-Day

Downeaster ridership was also evaluated for patterns that may be important when considering an Lewiston-Auburn service. Time of day usage generally represented

highest ridership levels that overlap with the standard commute schedules. If considering a weekday commuter-based ridership for a potential passenger rail service from Lewiston-Auburn, the service plan would need to provide inbound arrival and outbound departure times that closely align with Boston peak commute times.

Ridership by Station

Activity on the Downeaster corridor is dominated by movements in and out of its major travel markets – Boston and Portland. Aside from the two major markets, no single station accounts for more than 10 percent of total ridership. Downeaster ridership by station is presented in Table ES-1.

Table ES-1 Average Daily Ons and Offs by Station (December 2016-November 2017)

Station	On	Off	Both	Share	Non-Boston Share
Brunswick, ME (BRK)	42	45	87	3.0%	5.3%
Freeport, ME (FRE)	15	17	32	1.1%	1.9%
Portland, ME (POR)	226	231	457	15.8%	27.7%
Old Orchard Beach, ME (ORB)	21	22	43	1.5%	2.6%
Saco, ME (SAO)	65	63	128	4.4%	7.8%
Wells, ME (WEM)	74	78	152	5.3%	9.2%
Dover, NH (DOV)	85	82	167	5.8%	10.1%
Durham, NH (DHM)	87	78	165	5.7%	10.0%
Exeter, NH (EXR)	119	119	238	8.3%	14.4%
Haverhill, MA (HHL)	55	73	128	4.4%	7.8%
Woburn, MA (WOB)	26	28	54	1.9%	3.3%
Boston, MA (BON)	627	606	1,233	42.8%	5.3%
ALL	1,442	1,442	2,884	100.0%	N/A

Source: NNEPRA

Economic Development Potential

The potential for increased development within the Study Area as a result of a potential passenger rail service to Lewiston-Auburn was also examined. Using historical data of employment, growth and changes in employment before and after the implementation of the Downeaster service to Portland and Brunswick was evaluated. The evaluation identified any major new employment centers or population/housing activity after the implementation of the passenger rail service. While economic changes are based on many factors, the purpose of this tier of the evaluation was to identify the extent to which the potential for “greater-than-planned” growth could occur in locations along the corridor proximate to potential rail stations. That potential demand scenario would then be used to estimate the more robust/upper limit of the ridership range.

A review of the 2008 Center for Neighborhood Technology (CNT) report provided information on the economic impacts of the Downeaster. The study indicated that,

between 2005 and 2008, proximity to existing or future Downeaster service was at least partially responsible for the following developments:

- ▶ Old Orchard Beach: Two hotels and a \$20 million residential and retail complex
- ▶ Saco: Transformation of an old mill complex into a \$110 million mixed-use complex (called “Island Point”)
- ▶ Portland: A 30-acre site (called “Thompson’s Point”) adjacent to the Portland Transportation Center
- ▶ Brunswick: A \$30 million hotel, retail, office, and residential complex near the station

A review of a 2005 study by the Economic Development Research Group (EDRG) and KKO & Associates provided information on the economic development benefits of the Downeaster in 2004. Quantifying the benefits from direct activities which could be attributed to the Downeaster (increased visitor spending, additional economic development, and transportation cost savings) as well as spin-off activities that were indirectly generated by the rail service, the study estimated that, in 2004, the Downeaster was responsible for \$15.122 million in business sales and the creation of 240 jobs. In addition, the study attributed \$1.284 million in business sales and 18 jobs to Downeaster-related construction activities along the rail alignment and at station sites.

Using these studies, it is estimated that 6,200 new residents and 5,600 new jobs could be generated in the Study Area with the introduction of passenger rail service to Lewiston-Auburn. These values were used to help estimate the upper ridership limit of the potential new service.

Public Outreach

While data-focused ridership estimation was an important element of this evaluation, there is also a human element to the travel that was considered. A public outreach process was key to that data collection. To connect with the people living and working in the Study Area, two open houses (one in Portland and one in Lewiston) were organized. Each open house was structured to provide the public with information on the project and to solicit input from the public on their travel patterns/preferences. For those that were unable to attend one of the open houses, a project website (<http://www.nnepra.com/projects/lewistonauburn-passenger-rail-service-plan>) was developed, which included an online survey that solicited similar input gathered at the open house events.

A total of 118 members of the public attended the open houses (28 people in Portland and 90 people in Lewiston); a total of 502 people responded to the online survey.

Results from Public Outreach

The major findings from the public outreach included:

- ▶ The majority of people indicated they would ride such service if it were available between Lewiston-Auburn and Portland.
 - Of those that would ride it, the most common trip purposes were for recreation/cultural events, shopping, and travel connections.

- When asked what is the most they would pay for a one-way train ride, the most common response was \$15.
- ▶ The majority of people indicated they would ride such service if it were available between Lewiston-Auburn and Boston.
 - Of those that would ride it, the most common trip purposes were for recreation/cultural events, shopping, and travel connections.
 - When asked what is the most they would pay for a one-way train ride, the most common response was \$40.
- ▶ When asked what would make them more likely to ride the train, the top responses included proximity to destination, a high frequency of service (many trains per day), a lower cost than driving and parking, and a direct train to Boston (for those that attended the Lewison open house). On-board amenities and amenities at the station were among the least likely to influence one's decision to take the train.

Ridership

The goal of the transit propensity assessment was to establish an understanding of the demand and desire for transit service using available data and public input. This effort established an understanding of who travels between the Northern Study Area and the Southern Study Area today; who would potentially use a passenger rail service tomorrow; and who, with the right regional master plan, may consider changing their travel choices.

The estimate of increased propensity for total travel in the corridor results from estimates of potential new residential and employment development in the corridor, particularly in proximity to rail stations, as well as potential increased trip-making in the rail corridor that better ties together the two distinct urban areas. To the extent that new passenger rail service can better tie these urban areas together and better link their economies, or even to create the perception that the urban areas are closer together and more easily accessible than before, increased trip-making between the urban areas is expected with a share of these incremental trips expected to use passenger rail. Essentially, what currently is a mostly intercity travel market begins to take on the characteristics of an extended urban metropolitan area, in terms of the type and frequency of trips that are made.

Factors that Influence Propensity to Travel by Rail

There are many factors that affect the size of a travel market and the propensity of travelers to use a passenger rail option. A share of the existing automobile trips can be diverted to rail so long as the rail option is time-competitive to driving and very easy to use. Typical characteristics of a convenient and well-performing service include:

- ▶ Frequent service
- ▶ Reasonable cost
- ▶ Easily accessible at both origin and destination end
- ▶ Comfortable

Conversely, a rail service that is infrequent, is significantly slower than travel by car, is notably more expensive than driving, or does not provide a convenient station access would result in lower ridership levels. The 30-mile distance between Lewiston-Auburn

and Portland places the corridor in a zone that is relatively long for typical commuting and relatively short for intercity travel. A rail service for this corridor would need to have the frequency and fare characteristics of a good local transit service as well as the comfort and convenience of good intercity rail.

The market for trips from the Northern Study Area beyond Portland to Boston and other destinations along the Downeaster corridor will be affected by the type of service and how it operates to Portland. High-performing service with relatively high ridership potential could take one of several forms:

- ▶ Through-running service at Portland with short-dwell times;
- ▶ Coordinated timed-transfer in Portland between a stand-alone Lewiston-Auburn to Portland connection and the existing Downeaster service; and
- ▶ A combination of through service and transfers.

Poor coordination of transfers in Portland, however, will limit the potential of rail to serve longer-distance intercity trips between the Northern Study Area and the Downeaster corridor, including Boston.

Baseline Scenario

The low end of the ridership range was defined by the baseline scenario, which includes a percentage of travelers that will choose to ride a potential Lewiston-Auburn passenger rail service, a percentage that is relatively conservative but assumes the elements of good service described above. The baseline scenario also assumes the constraints on driving in the corridor are limited, compared to more congested urban corridors. The rail capture in the Baseline Scenario reflects the attractiveness of the service for those in proximity to the station, when access distances and times to stations are relatively short, with the decision to choose rail decreasing as distance from the station increases.

Growth Scenario

An alternative scenario was developed to probe the high-end of the potential range of ridership levels, making assumptions about future growth, development and travel behavior that are more optimistic and ambitious in terms of rail travel – but still within the realm of reasonableness.

There are many factors that could contribute to a larger role for rail, which would generate higher ridership. Improving “first mile and last mile” options has the potential to remove a significant impediment to traveling by rail that boosts rail ridership above levels experienced on other passenger rail systems. Locating a station within proximity to major origins/destinations would also be beneficial. Where proximity is not an option, ride-hailing and ride-sharing services can help meet the need for a first mile and last mile connection. Both Lewiston-Auburn and Portland also have a network of existing bus routes and locating the rail line and train stations adjacent to or near some of these bus routes would significantly improve the first mile/last mile options.

In addition to a convenience, other factors are assumed to potentially influence travel behavior and enable higher rail ridership levels, including growth in population and employment within the Northern Study Area beyond the levels projected for 2040 as well

as additional concentrated transit-oriented development (TOD) activity near the train stations in Lewiston-Auburn and Portland.

The increased propensity to travel in the corridor could also result from closer economic ties between the Northern and Southern Study Areas. The presence of a good rail connection increases the perception among residents and workers that the two areas are a single region than as two distinct and separate urban areas. This concept creates an affinity between the two places and a higher level of trip-making between them, a portion of which would be carried by rail.

The TOD population and employment growth would be concentrated in the immediate vicinity of the two rail stations. This development would attract a higher share of people and employers who use the rail service, resulting in a greater affinity for travel within the corridor served by rail and a greater rail modal share of all trips. Taken together, these factors result in an estimate of potential rail ridership that represents the higher end of the range.

Ridership Estimates

Using all the data collected and analyzed, a ridership estimate for a passenger rail service between Lewiston-Auburn and Portland was estimated and is presented in Table ES-2.

Table ES-2 Rail Ridership Propensity

	<u>Rail Service</u> Daily Round Trips	<u>2025 Ridership</u> <u>Range</u>		<u>2040 Ridership</u> <u>Range</u>	
		Daily Rail Trips		Daily Rail Trips	
		Low	High	Low	High
Transit-Style Service	12-20	600	800	700	1900
Intercity-Style Service	4	210	240	250	330

Background information on this ridership range is provided in the body of the report.

1

INTRODUCTION

1.1 Overview of this Project

In its 16 years, the Downeaster passenger rail service has just about doubled its ridership base (approximately 290,000 riders in 2002 to roughly 541,000 in 2017) demonstrating a growing trend for travel beyond automobile reliance. This service has improved connectivity and provided an additional reliable public transportation option in northern New England.

The shift to passenger rail use has provided a balanced demand on redundant transportation infrastructure, which helps distribute the previously singularly focused investment into transportation infrastructure beyond the regional highway systems. Furthermore, transit connections provide additional flexibility and options for the traveling public.

To support this and other transportation initiatives, the Northern New England Passenger Rail Authority (NNEPRA) has successfully advanced several rail initiatives, including construction of passing sidings in Dover, the Portland to Brunswick extension, and securing a High Speed Intercity Passenger Rail Program (HSIPR) grant from the Federal Railroad Administration (FRA) for the Downeaster Corridor Service Development Plan and NEPA documentation.

The latest effort by NNEPRA is to evaluate a possible Lewiston-Auburn expansion of service. In December 2016, NNEPRA engaged the services of VHB and WSP to perform an analysis of this possible expansion, called the Lewiston-Auburn Passenger Rail Service

Plan Project. The project was organized in two distinct phases: (1) transit propensity assessment; and (2) corridor-focused service definitions, evaluations and next steps.

Phase 1, which VHB and WSP are currently under contract for, focuses on the development of a range of ridership estimates by examining comparable rail corridors and the demographics and travel demand/patterns of the Study Area. This phase also focuses on the economic development potential of this rail corridor.

Phase 2, which is currently unfunded, will build on the efforts of Phase 1 and examine what kind of service should be provided to meet the travel demand/patterns observed in Phase 1 (i.e., route alignment, service frequency), as well as the costs to build and operate service.

1.2 Purpose of this Report

The purpose of this report is to document the analyses performed as part of Phase 1 of the project, which examines the ridership for a potential passenger rail service to Lewiston-Auburn. Phase 1 was broken up into five distinct tasks, each of which was given a chapter in this report (Chapters 2 through 6). The first four tasks were used as building blocks for the fifth task, the development of a range of ridership estimates, which is presented in Chapter 6.

Chapter 2 includes a comparison of the Lewiston-Auburn rail corridor to other rail corridors that are comparable to the Lewiston-Auburn to Portland corridor in some, but not all, respects. This comparison focused on levels of daily ridership and the population residing within the catchment areas of stations served by the rail line. These rail corridors all have relatively light daily ridership and do not directly serve densely-populated urban areas or the suburbs of large cities. They are examples that help define what might be considered a reasonable threshold for the minimum level of ridership needed to support a viable rail service. It is worth noting that none of the rail corridors surveyed is similar to the Lewiston-Auburn to Portland corridor in all aspects.

Chapter 3 provides a snapshot of the existing travel markets/demand within the Study Area using a variety of data sources. This data was fed into the ridership estimation component of the project.

Chapter 4 examines the potential for increased economic development should a passenger rail service to Lewiston-Auburn be established. This analysis relied on demographic, economic and development data for the Portland to Brunswick corridor, both before and after the Downeaster extension to Brunswick. The causality between specific potential drivers of economic development and outcomes is impossible to isolate and difficult to measure because the relationships are complex and interwoven. However, there are data that indicate that the presence of rail service is one of several factors that influence employment and residential decision-making by businesses and individuals, which in turn drives the pace of local economic development.

Chapter 5 documents the public outreach efforts for this project, which were aimed at gathering information on the public's travel patterns today, and how they would potentially use a passenger rail service to Lewiston-Auburn. The data generated as part

of this effort captures the “human element” to travel, which was also fed into the development of ridership estimates for passenger rail to Lewiston-Auburn.

Chapter 6 presents a range of ridership estimates for passenger rail service to Lewiston-Auburn using the data presented in Chapters 2 through 5. A ridership range is presented in order to account for uncertainties in this early planning stage, which includes an unknown operating plan, and varying levels of growth and connectedness between the Portland and Lewiston-Auburn areas.

1.3 The Project Committee

Overseeing the project was a Project Committee, which was established to represent the diverse views and perspectives of the communities that would be served by a passenger service expansion. The nine-member Project Committee was made up of representatives from NNEPRA and MaineDOT, as well as representatives from the Cities of Lewiston and Auburn.

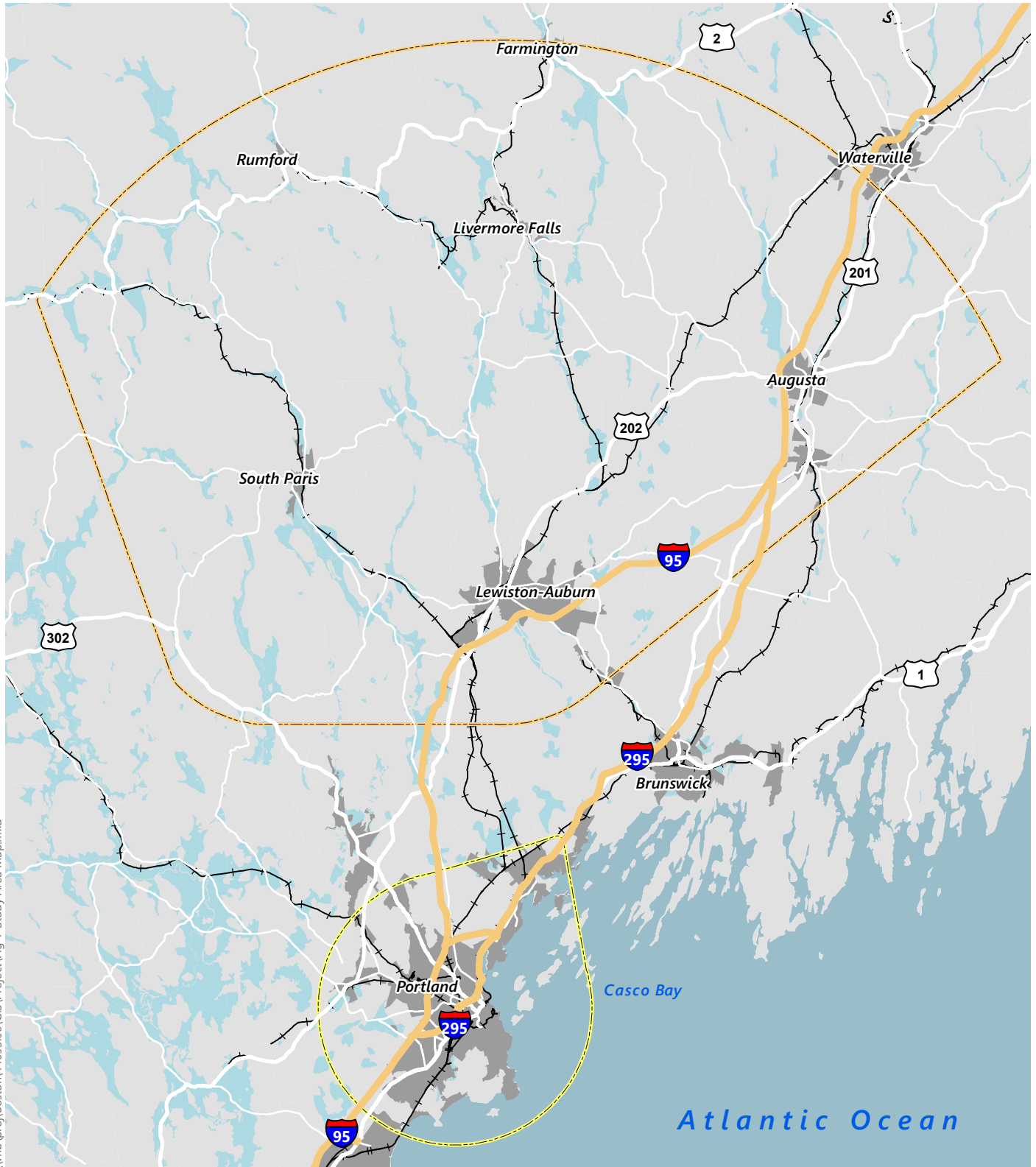
The committee met monthly throughout the project and was involved in all aspects of the project. The committee’s responsibilities included guiding and reviewing the work performed by the project team, providing regional knowledge of the Lewiston-Auburn area, and helping to plan and advertise the open houses.

1.4 The Study Area

The two Study Areas for this project were defined based on industry standards and input from the Project Committee, given their local knowledge of the area. One Study Area was drawn for the Lewiston-Auburn area, the second for the Portland area. These are shown in Figure 1.

The Northern Study Area focuses on the area surrounding Lewiston-Auburn and generally consists of a shape with a 10-mile radius to the south and a 40-mile radius to the north, with slight adjustments to the shape to incorporate cities that are tied to Lewiston-Auburn. The 40-mile radius was used because Lewiston-Auburn would be a terminus rail station and would result in a larger capture area than is typical at other passenger rail stations.

The Southern Study Area focuses on the area surrounding Portland and is a teardrop shape, with generally a 10-mile radius, except to the northeast of Portland, where it is elongated to capture the Town of Yarmouth.



\\vhb\proj\Boston\14093.00\GIS\Project\Fig 1-Study Area Map.mxd



- Southern Study Area
- Northern Study Area
- Urban Area

LEWISTON-AUBURN
PASSENGER RAIL SERVICE PLAN
Study Area Map

2

PASSENGER DEMAND ON COMPARABLE CORRIDORS

2.1 Introduction

This chapter assesses passenger demand along rail transit corridors located throughout the United States that have some aspects that are comparable to what might exist for potential passenger rail service between Lewiston-Auburn and Portland. As a basis for comparison, seven potentially comparable corridors were selected (listed below), and a brief description of each is provided in the sections that follow. These include both commuter rail and intercity rail services since the potential rail travel markets for Lewiston-Auburn exhibit characteristics of each. Summary tables presenting the service characteristics, as well as 2016 population, average daily ridership, and rail capture rates, for each of the seven comparable rail corridors are presented in Table 1 and Table 2.

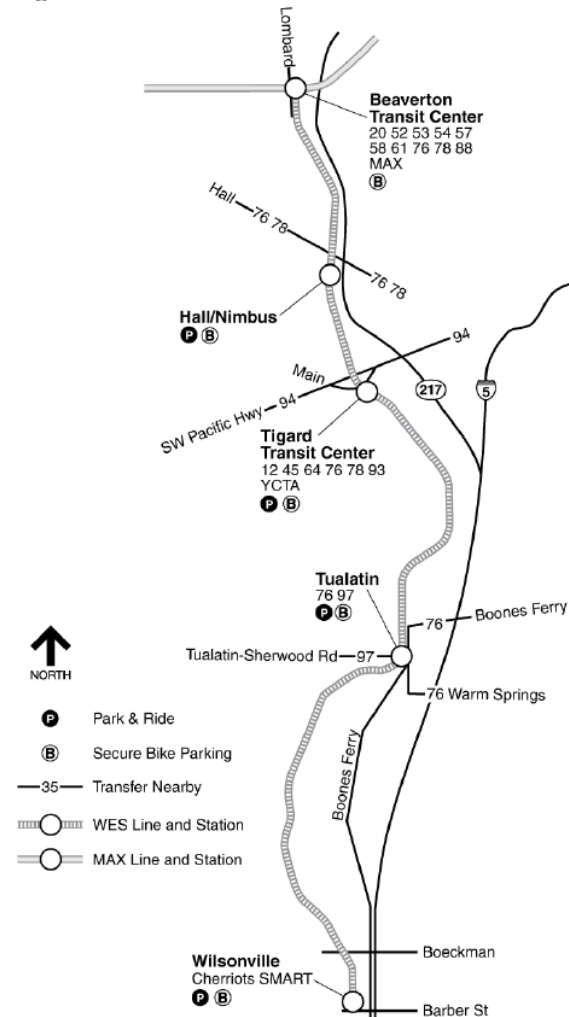
- ▶ Westside Express Service (WES) – Greater Portland, OR
- ▶ Sonoma-Marín Area Rail Transit (SMART) – Bay Area, CA
- ▶ Metro-North Waterbury Branch – Central Connecticut
- ▶ Shore Line East – Southeastern Connecticut
- ▶ Amtrak Ethan Allen Express – Vermont and Eastern New York
- ▶ Amtrak Illinois Corridors – Illinois Zephyr and Carl Sandburg – Quincy to Chicago
- ▶ Amtrak Illinois Corridors – Illini, Saluki, and City of New Orleans – Carbondale to Chicago

2.1.1 Westside Express Service (WES) – Greater Portland, OR

To provide high-quality transit connections for suburban communities located to the southwest of Portland, Oregon, the regional transit authority, TriMet, developed the Westside Express Service (WES). The service provides commuter rail connections via diesel multiple unit (DMU) equipment operating between the suburban community of Wilsonville and the Beaverton Transit Center, a regional transit center where disembarking passengers can transfer to 10 bus lines or the MAX light rail, which runs eastward into Portland's downtown core. WES offers 16 weekday round trips and covers its 15-mile route and five stations in approximately 27 minutes with an average speed of 33 miles per hour. A map depicting the WES alignment and its stations is provided in Figure 2.

The service opened in 2009 at a cost of approximately \$166 million with an average daily ridership of 1,200 trips. In 2016, just seven years after opening, average daily ridership had increased by approximately 50% to 1,800 average daily trips. The combined population of the four communities served by WES in 2016 was 200,805 while the combined 2016 population of those communities and the City of Portland was 840,668.

Figure 2 Overview of Greater Portland's WES Commuter Rail Service



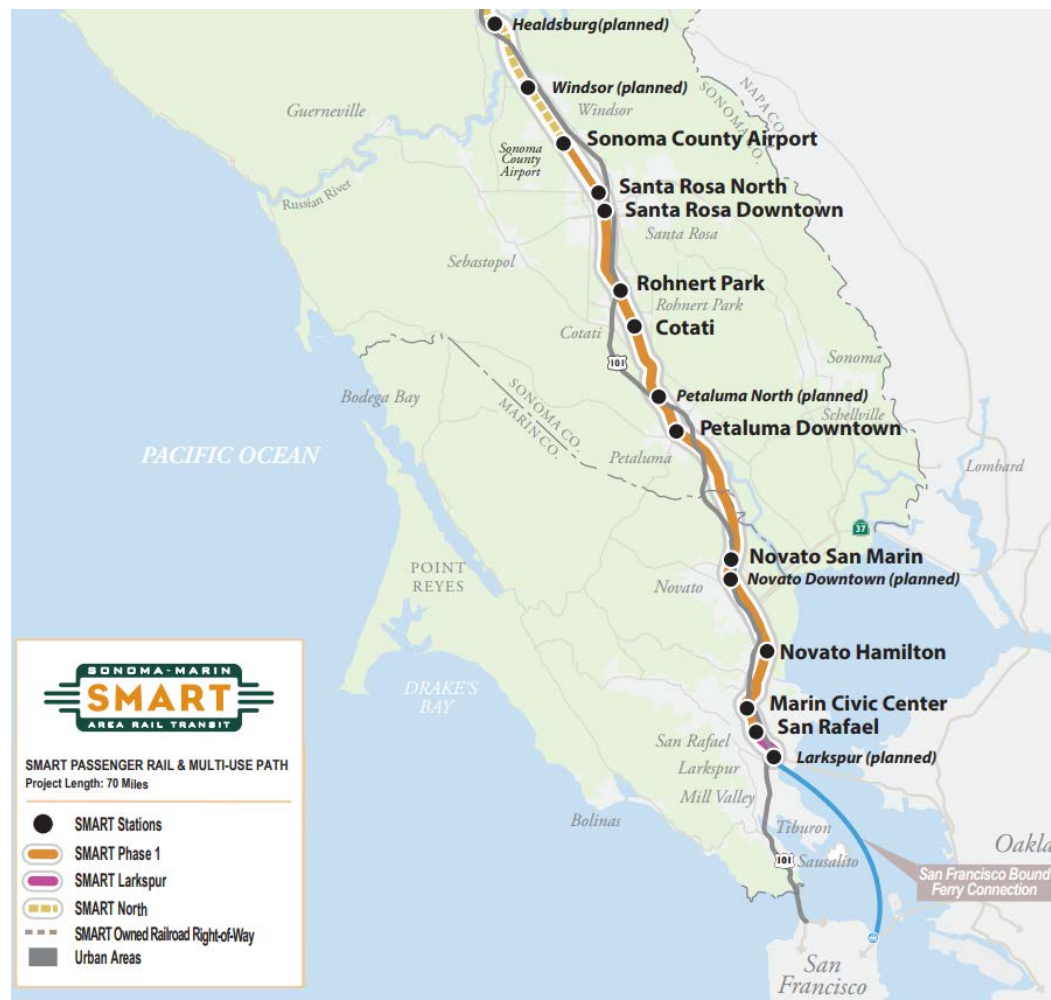
Source: TriMet

2.1.2 Sonoma-Marin Area Rail Transit (SMART) – Bay Area, CA

Located north of San Francisco, Sonoma-Marin Area Rail Transit (SMART) serves Sonoma and Marin counties. Phase 1 of its commuter rail service commenced operations in 2017. The service currently offers commuter rail connections with diesel multiple-unit (DMU) equipment operating between the Sonoma County Airport to the north and San Rafael to the south, where passengers can then transfer to express bus services that serve regional employment centers in San Francisco, Oakland, and Berkeley. Phase 2 will consist of a southward extension to Larkspur, which is scheduled for completion in 2019, as well as a northward extension to the Cloverdale Depot that is slated to open by 2027. SMART provides 17 weekday round trips and services its 43-mile route and 10 stations in approximately one hour and seven minutes at an average speed of 39 miles per hour. A map depicting the SMART Phase 1 alignment and its stations is provided in Figure 3.

After \$428 million in capital improvements for Phase 1, opening year average daily ridership was 2,700 trips. The combined population of the five communities served by SMART in 2016 was 358,098 while the combined 2016 population of those communities and the City of San Francisco was 1,222,914.

Figure 3 Overview of Northern Bay Area’s SMART Commuter Rail Service



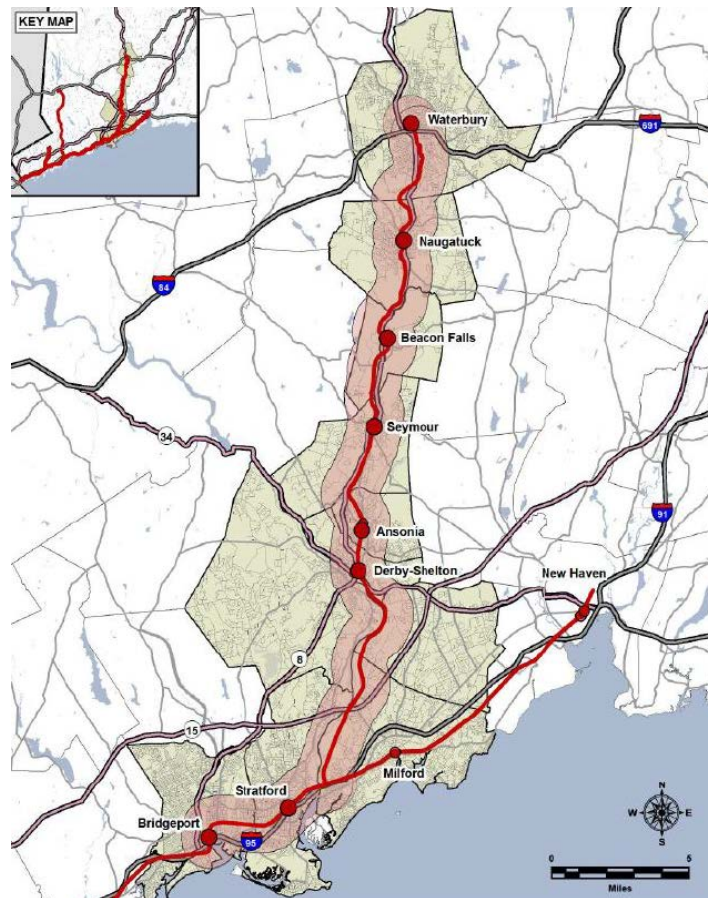
Source: SMART

2.1.3 Metro-North Waterbury Branch – Central Connecticut

Metro-North Railroad operates a feeder service to its New Haven main line from Waterbury, CT, serving several communities in the Naugatuck River Valley, an area of Connecticut where formerly industrial cities have seen stagnant population growth and are economically challenged. Rail service has operated in this corridor since the mid-19th Century. The corridor currently serves some long-distance commuters to New York City but is largely beyond convenient commuting distance. The Waterbury Branch provides a rail shuttle service, using diesel locomotive-hauled trainsets, between Waterbury and Bridgeport, where passengers can connect to other Metro-North services operating between New Haven and New York City's Grand Central Station, serving local trips to Bridgeport and connecting trips to New York City and employment centers along the New Haven Line such as Stamford. The Waterbury Branch offers 17 weekday round trips and covers its 32-mile route and eight stations in approximately 55 minutes with an average speed of 36 miles per hour. A map depicting the Waterbury Branch and its stations, as well as Metro-North's New Haven main line, is provided in Figure 4.

In 2016, the Metro-North Waterbury Branch had an average daily ridership of 1,300 trips. The combined population of the seven communities served by the Waterbury Branch in 2016 was 287,062 while the combined 2016 population of those communities and the City of Bridgeport was 432,998.

Figure 4 Overview of Metro-North's Waterbury Branch



Source: Metro-North

2.1.4 Shore Line East – Southeastern Connecticut

While the Metro-North Waterbury Branch has served inland Central Connecticut for over 150 years, the Shore Line East service was initiated in 1990 as an eastward extension of existing rail service along the Atlantic coastline between New York City and New Haven. It initially was a temporary measure to reduce congestion on I-95 during a major construction program, but it proved more popular than expected and was continued. The Shore Line East corridor provides a feeder service, using diesel locomotive-hauled trainsets, from southeastern Connecticut towns along the coast to New Haven, where passengers can transfer to Metro-North’s New Haven Line, which runs into New York City’s Grand Central Station, or to Amtrak. Selected peak trains provide through service to Stamford. The service offers 17 weekday round trips and covers its 51-mile route and nine stations in approximately 55 minutes with an average speed of 56 miles per hour. A map depicting the Shore Line East corridor and its stations is provided in Figure 5.

In 2016, the Shore Line East had an average daily ridership of 2,000 trips. The combined population of the 11 communities served by the Shore Line East in 2016 was 175,332 while the combined 2016 population of those communities and the City of New Haven was 305,266.

Figure 5 Overview of Shore Line East



Source: Road and Rail Pictures / Connecticut Department of Transportation

Note: Shore Line East service terminates at New Haven – Union Station

2.1.5 Amtrak Ethan Allen Express – Vermont and Eastern New York

To provide residents of Vermont, Albany, and eastern New York with passenger rail connections into New York City, Amtrak operates the Ethan Allen Express service. Amtrak's Ethan Allen Express provides intercity rail connections with diesel locomotives operating between Rutland, VT to the north, Albany, NY in the middle, and New York City's Penn Station. The Ethan Allen Express offers one weekday round trip and covers its 241-mile route and 12 stations in approximately five and a half hours with an average speed of 44 miles per hour. A map displaying Amtrak's Ethan Allen Express and its stations is provided in Figure 6.

In 2016, the average daily ridership between Rutland, VT and Saratoga Springs, NY was 368 trips, based on observations at five stations in Rutland and Castleton, VT, and Whitehall, Ft. Edward, and Saratoga Springs, NY. The combined population of the 10 communities served by Amtrak's Ethan Allen Express in 2016 was 234,274 while the combined 2016 population of those communities and the City of Albany was 332,385.

Figure 6 Overview of Amtrak's Ethan Allen Express



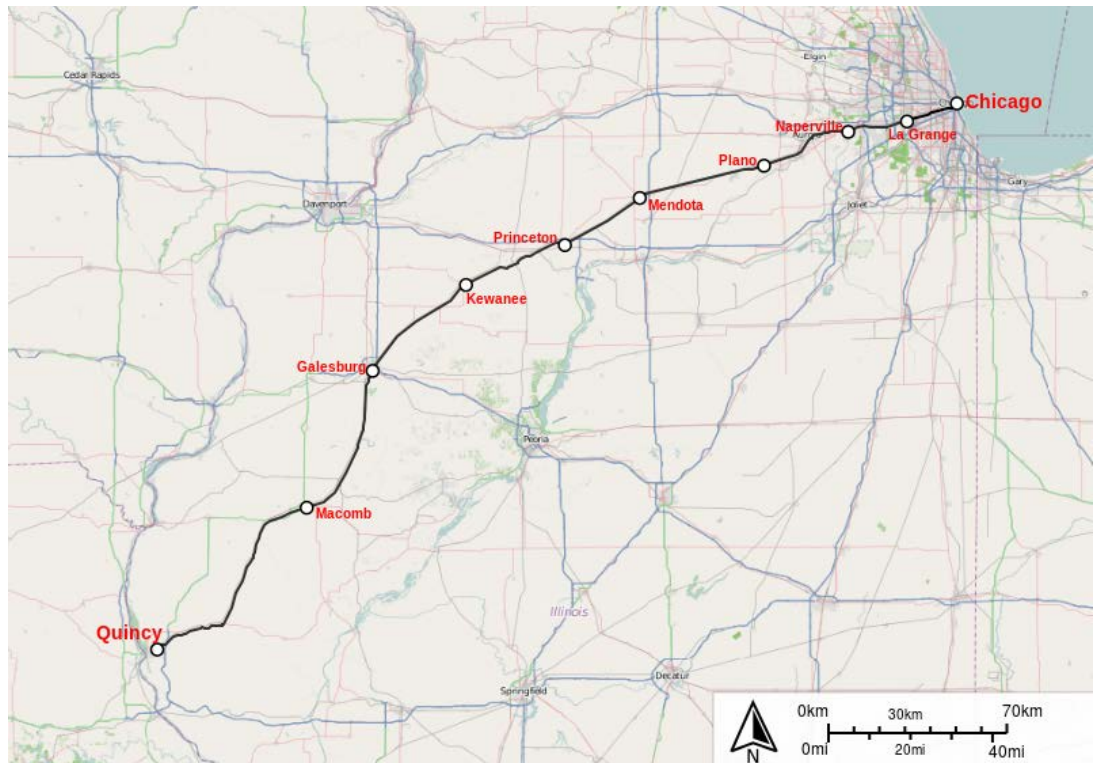
Source: Travelanguist.com

2.1.6 Amtrak Illinois Corridors – Illinois Zephyr and Carl Sandburg (Quincy to Chicago)

Similar to the approach taken for the Metro-North Waterbury Branch and the Shore Line East, one of Amtrak's Illinois corridors provide residents of western Illinois with rail connections into Chicago via state-sponsored Amtrak intercity rail service. Along the same alignment, the Illinois Zephyr serves the traditional commute pattern, providing morning departures into Chicago and evening return trips back to western Illinois, while the Carl Sandburg facilitates reverse commute trips (i.e., morning departures to western Illinois and return trips back to Chicago in the evening). The two services provide intercity rail connections via diesel locomotives operating between Quincy, IL, which is located approximately 230 miles southwest of Chicago, and Chicago to the northeast. The Illinois Zephyr and Carl Sandburg each operate one weekday round trip (two round trips combined per day) and cover the 258-mile route and eight stations in approximately four hours and 20 minutes with an average speed of 60 miles per hour. A map showing Amtrak's Quincy to Chicago corridor and its stations is provided in Figure 7.

In 2016, the average daily ridership along the seven stations spanning from Quincy to Plano was 807 trips. The combined population of the seven communities located outside of Greater Chicago in 2016 was 128,416 while the combined 2016 population of those communities and the City of Chicago was 2,842,433.

Figure 7 Overview of Amtrak's Illinois Zephyr and Carl Sandburg (Quincy to Chicago)



Source: Wikipedia

2.1.7 Amtrak Illinois Corridors – Illini, Saluki, and City of New Orleans (Carbondale to Chicago)

Similar to the Quincy to Chicago service described previously, another of Amtrak’s Illinois corridors provide residents of southern Illinois with rail connections into Chicago, as well as New Orleans, via state-sponsored Amtrak intercity rail service. Along the same alignment, the Illini provides overlapping bi-directional intercity service in the evening between Carbondale (which is located approximately 290 miles south of Chicago) and Chicago while the Saluki offers overlapping bi-directional intercity service in the afternoon. In addition to these state-sponsored routes, the corridor is also served by Amtrak’s City of New Orleans service, which allows for northbound and southbound overnight stops in southern Illinois.

The Illini, Saluki, and City of New Orleans each operate one weekday round trip (three round trips combined per day) using diesel locomotives and coaches to cover the 309-mile route and nine stations in approximately five and a half hours with an average speed of 56 miles per hour. A map showing Amtrak’s Carbondale to Chicago corridor and its stations is provided in Figure 8.

In 2016, the average daily ridership along the nine stations spanning from Carbondale to Kankakee was 1,036 trips. The combined population of the nine communities located outside of Greater Chicago in 2016 was 244,925 while the combined 2016 population of those communities and the City of Chicago was 2,958,942.

Figure 8 Overview of Amtrak’s Illini and Saluki (Carbondale to Chicago)



Source: Wikipedia

Table 1 Summary of Comparable Rail Corridors Service Characteristics

Comparable Rail Corridor	Service Description	Weekday Round Trips	Length (mi)	Stations	Trip Time	Average Speed (mph)
Westside Express Service (WES) Greater Portland, OR	Commuter rail route connecting suburban Wilsonville to a transit station which provides connecting light rail service to Portland	16	15	5	0:27	33
Sonoma-Marín Area Rail Transit (SMART) Bay Area, CA	Commuter rail service between northern Santa Rosa and downtown San Rafael with bus connections to San Francisco	17	43	10	1:07	39
Metro-North Waterbury Branch Central CT	Intercity rail shuttle between Waterbury and Bridgeport that offers connections to Metro-North's New Haven Line to NYC	8	32	8	0:55	36
Shore Line East Southeastern CT	Intercity rail service connecting New London and Old Saybrook to Metro-North's New Haven Line to NYC	17	51	9	0:55	56
Amtrak Ethan Allen Express VT & Eastern NY	Intercity rail service connecting Vermont and Albany with NYC	1	241	12	5:30	44
Amtrak IL Corridors – Quincy to Chicago	Intercity rail service connecting Chicago to communities in the southwest	2	258	8	4:20	60
Amtrak IL Corridors – Carbondale to Chicago	Intercity rail service connecting Chicago to communities to the south, including Champaign-Urbana	3	309	9	5:30	56
Lewiston-Auburn to Portland Greater Portland, ME	To be determined	TBD	30	2	TBD	TBD

Corridors with similar length and trip time as potential passenger rail service between Lewiston-Auburn and Portland

Corridors with similar length and daily round trips as potential passenger rail service between Lewiston-Auburn and Boston

Table 2 Summary of Comparable Rail Corridors Population and Ridership

Comparable Rail Corridor	2016 Average Daily Ridership	2016 Area Population ¹	2016 Capture Rate ²	2016 Regional Population
Westside Commuter Express (WES) Greater Portland, OR	1,800	200,805	0.90%	840,668
Sonoma-Marín Area Rail Transit (SMART) Bay Area, CA	2,700	358,098	0.75%	1,222,914
Metro-North Waterbury Branch Central CT	1,300	287,062	0.45%	432,998
Shore Line East Southeastern CT	2,000	175,332	1.14%	305,266
Amtrak Ethan Allen Express VT & Eastern NY	368*	60,131*	0.61%	332,385
Amtrak IL Corridors – Quincy to Chicago	807	128,416	0.63%	2,842,433
Amtrak IL Corridors – Carbondale to Chicago	1,036	244,925	0.42%	2,958,942
Lewiston-Auburn to Portland Greater Portland, ME	N/A	329,422	N/A	563,052

Corridors with similar 2016 Area Population as potential passenger rail service serving the Study Area

¹ “Area Population” refers to the population residing within station-area communities not including the major terminus (e.g., New York City, San Francisco, Bridgeport, New Haven, and Chicago). The “Regional Population” reflects the “Area Population” plus the population of the service’s major terminus.

² “Capture Rate” is defined as the 2016 average daily ridership divided by the “Area Population”

* Although the Area Population of all non-NYC communities in 2016 was 234,274, ridership data was only available for five select communities between Rutland, VT and Saratoga Springs, NY in which the 2016 population was 60,131. The capture rate presented above reflects ridership statistics for the stations/communities where data was available.

2.2 Results of Review

These rail corridors all have in common relatively light daily ridership and a service territory that not directly include densely-populated urban areas or the suburbs of large cities. They are examples that help define what might be considered a reasonable threshold for the minimum level of ridership needed to support a viable rail service. There are aspects of these comparable corridors that are similar to the Lewiston-Auburn to Portland corridor. However, there also are significant differences, and none of the rail corridors surveyed can be considered directly comparable or serve as a template for potential implementation in Maine.

The rail corridors presented above can broadly be grouped into two categories based on end-to-end trip time – short-haul (less than an hour and a half) and long-haul (longer than an hour and a half).

The short-haul services in Oregon, California, and Connecticut reflect rail transit services that connect outlying suburban areas to major activity and employment centers within the same general region. As these short-haul services typically operate along a distance of up to 50 miles, these services are typically utilized by work commuters who either chose to live further away from their places of employment for various reasons, including being unable to afford to live proximate to their workplace.

The long-haul services operated by Amtrak in Vermont, eastern New York, and Illinois correspond to rail transit services that connect major activity and employment centers to rural and suburban communities. As these long-haul services typically operate for 100 miles or more, which is longer than a typical commuting distance, these services are typically utilized by passengers who are either taking a recreational/leisure trip (either to or away from the major city) or business travelers who are attending a meeting away from their day-to-day place of employment.

In terms of projecting ridership for a potential passenger service terminating in Lewiston-Auburn, the capture rates for comparable corridors calculated in Table 2 can be used in conjunction with recent population data for the Lewiston-Auburn area to determine a realistic lower and upper bound estimate of future ridership for a potential passenger rail service to Lewiston-Auburn.

Given that the straight-line distance between Lewiston-Auburn and Portland is approximately 30 miles, the capture rates for the short-haul services can be used to project the demand for passenger rail travel between these two markets while the long-haul capture rates can be used to gauge the demand for rail travel between Lewiston-Auburn and Boston. The minimum, maximum, and average capture rates for the short-haul, long-haul, and all comparable corridors are presented in Table 3.

Table 3 Rail Capture Rate for Comparable Corridors

Corridor Type	Relevant Market	Capture Rate		
		Minimum	Maximum	Average ¹
Short-Haul	To Portland	0.45%	1.14%	0.76%
Long-Haul	To Boston	0.42%	0.63%	0.51%
Both	Either	0.42%	1.14%	0.69%

¹ "Average" is defined as the total "Area Population" of the short- or long-haul services divided by the total "Average Daily Ridership" for those services.

Significant differences between these potentially comparable corridors and the Lewiston-Auburn to Portland corridor include the availability of connecting rail service, relative proximity to a major city, and income levels and other demographic characteristics within the corridors, which makes it difficult to draw precise parallels. The WES line is relatively close to downtown Portland, OR, with a convenient transfer connection to the city's light rail system. The Metro-North Waterbury Branch and Shore Line East are relatively far removed from New York City, but, with the existence of indirect rail connections to Manhattan and the very large reach of the New York metropolitan area for long-distance commuting and other travel, these still lines carry a significant number of New York-bound riders. The SMART corridor and Shore Line East both serve regions with average incomes significantly greater than those in the Maine study areas. The Amtrak intercity corridors all serve a major city at their endpoints and involve travel distances significantly greater than the extended corridor between Lewiston-Auburn and Boston – but they also provide a daily level of rail service significantly less than what Downeaster offers.

Collectively, however, the continuing existence of rail services in these various corridors at a relatively modest scale and level of ridership indicates that there is a value to rail service in corridors that are not densely-developed, at least in certain circumstances.

3

EXISTING TRAVEL MARKETS

3.1 Introduction

As part of the planning process for potential passenger rail service to Lewiston-Auburn, it is important to understand how people in the Study Area are traveling today. This includes where people are traveling from and going to, how vehicular travel may be increasing or decreasing, and how the Downeaster service is currently being utilized. Understanding how people travel will enable the development of ridership estimates that reflect the local travel patterns. It will also enable the development of passenger rail service operating plans (as part of a future effort) that more directly match the anticipated travel demand.

To understand travel in the Study Area, this chapter presents data collected from a wide variety of sources. These data sources include: traffic counts, population and employment data, major trip generators, and Downeaster ridership data. Each of these data sources is discussed in greater detail in their respective sections.

3.2 Traffic Volume Data

Current and historical traffic volumes were obtained from MaineDOT and the Maine Turnpike to assess traffic feeding into the Lewiston-Auburn area and into Portland. Traffic volume data can be useful in seeing the growth (or decline) in traffic over time, as well as the seasonality of traffic based on the time of year. Any observed traffic growth can be used to estimate potential growth in ridership for a passenger rail service to Lewiston-Auburn, while the seasonality data can be used to estimate peak months for ridership.

In consultation with the Project Committee, average daily traffic and seasonal traffic data was collected for the following major roadways:

- ▶ I-95 (the Maine Turnpike)
- ▶ I-295
- ▶ US 1
- ▶ US 202
- ▶ SR 4
- ▶ SR 9
- ▶ SR 26
- ▶ SR 121
- ▶ SR 122
- ▶ SR 125
- ▶ SR 126
- ▶ SR 136
- ▶ SR 196

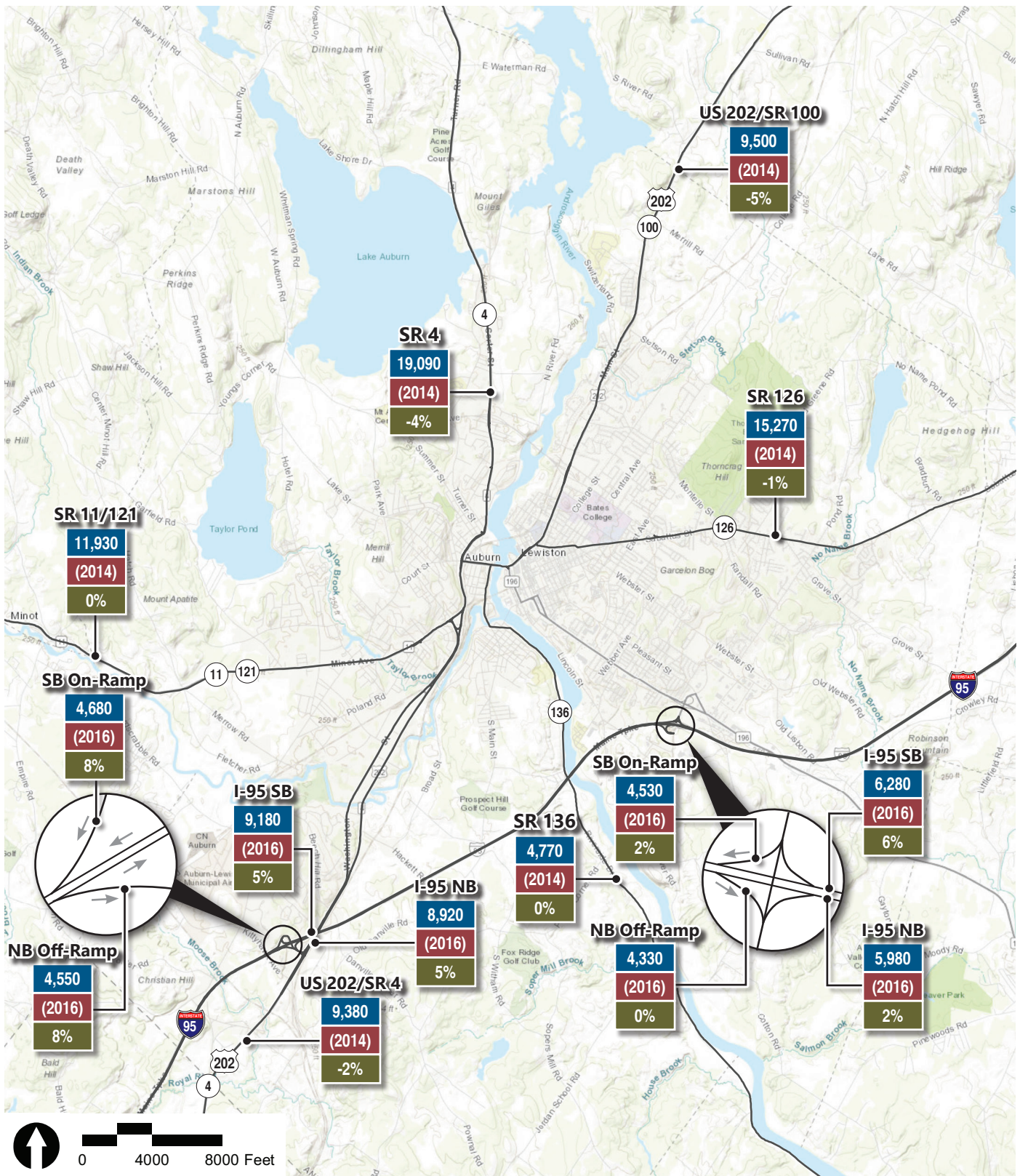
3.2.1 Average Daily Traffic

Average Daily Traffic (ADT) and Average Annual Daily Traffic (AADT) data represents typical traffic volumes for an average day. Traditionally, this data is used to understand overall traffic flow through an area and to assess whether traffic is growing, declining, or staying flat over time. For purposes of this study, this data was collected to use as an input to the passenger rail ridership estimate, particularly as it relates to annual ridership growth. This growth is important to understand because a large portion of ridership for passenger rail will likely result from people shifting from driving to riding the train.

AADT data from 2010 to 2016 along the previously identified roadways were collected and summarized at key locations. Due to the large amount of information, only the most recent traffic data collected for roadways entering the Lewiston-Auburn area and the Portland area are included in this report (see Figure 9 and Figure 10, respectively). Historical AADT at these locations, as well as AADT data outside of these areas, are included in tabular format in Appendix A.

The major roadways feeding into the Lewiston-Auburn area are shown in Figure 9. As can be seen, the Turnpike has experienced growth in traffic volumes while all other major roadways have experienced flat or declining traffic volumes.

The major roadways feeding into Portland are shown in Figure 10. Like Figure 9, the Interstates experienced growth in traffic volumes while the other major roadways experienced declining traffic volumes.



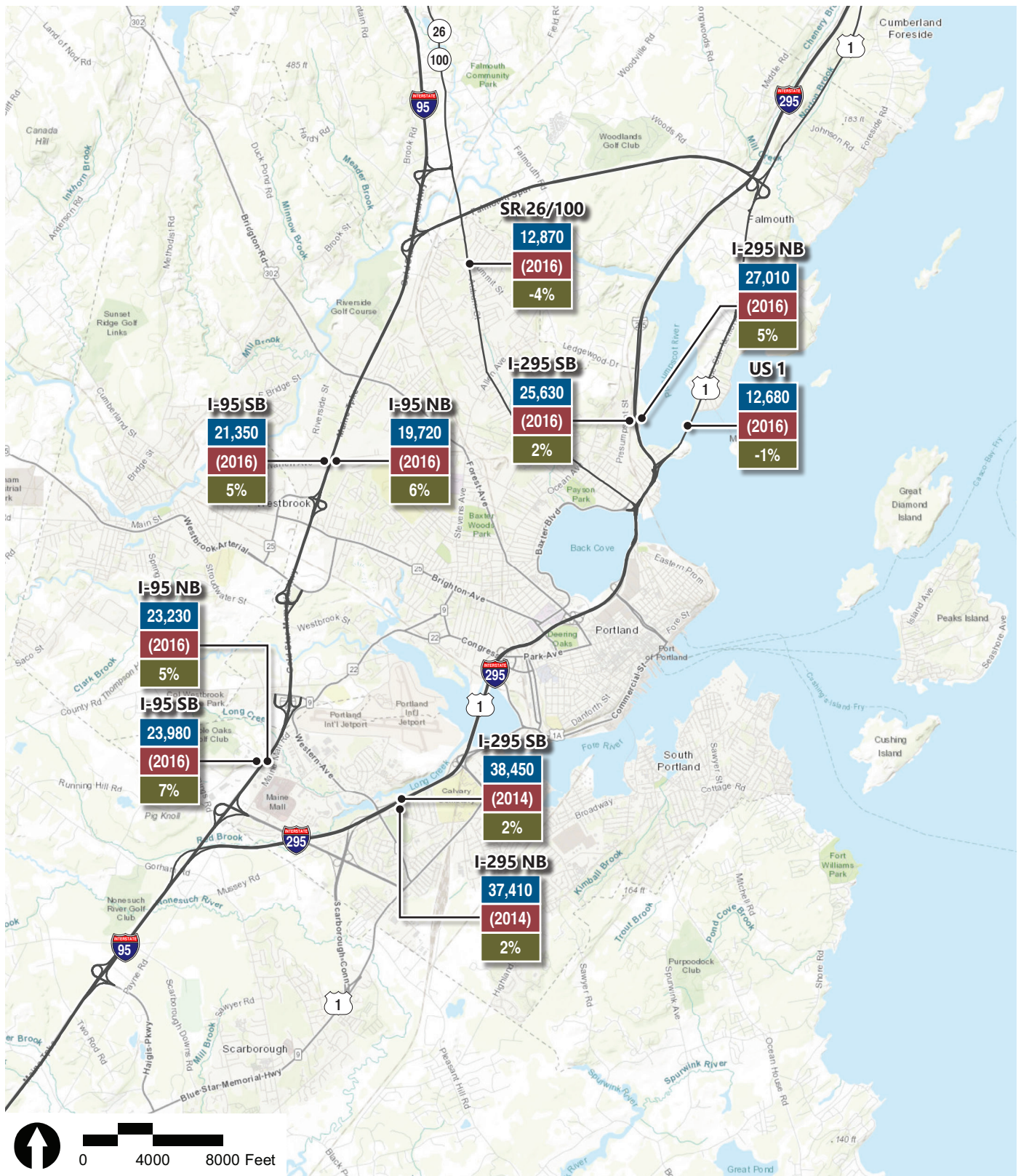
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- # Average Annual Daily Traffic (AADT)
- (#) Most Recent Year Data is Available
- % Average Annual Percentage Growth in Traffic since Last Count

LEWISTON-AUBURN PASSENGER RAIL SERVICE PLAN
Traffic Volumes and Growth Rates for Roadways Feeding into Lewiston-Auburn

Source: MaineDOT



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0 4000 8000 Feet

- # Average Annual Daily Traffic (AADT)
- (#) Most Recent Year Data is Available
- % Average Annual Percentage Growth in Traffic since Last Count

LEWISTON-AUBURN PASSENGER RAIL SERVICE PLAN
Traffic Volumes and Growth Rates for Roadways Feeding into Portland

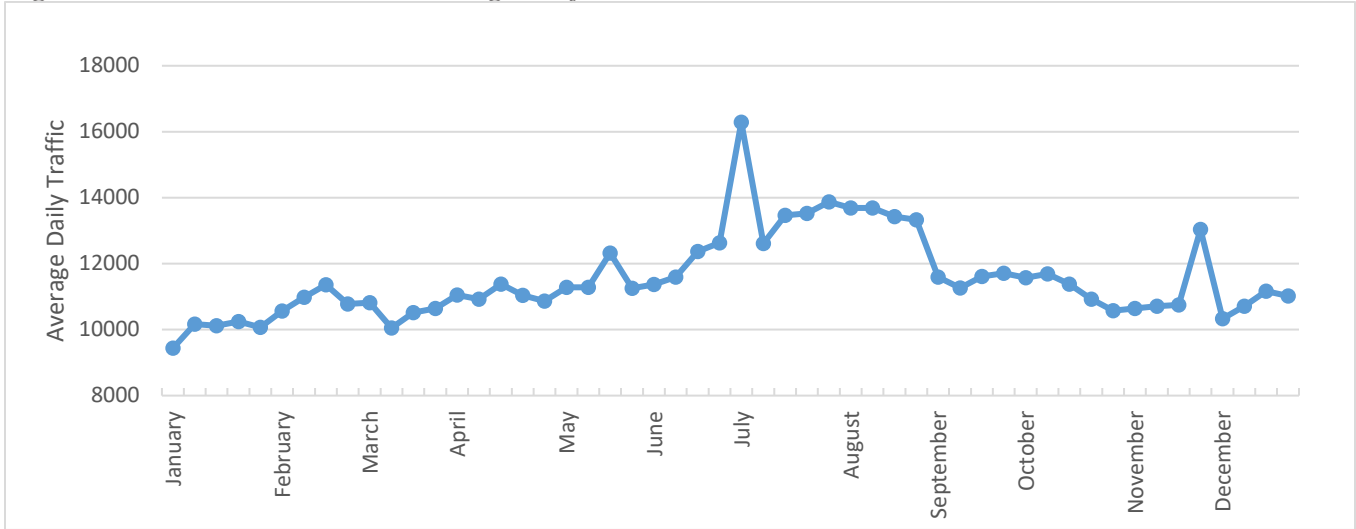
Source: MaineDOT

3.2.2 Seasonal Traffic Data

Seasonal traffic data was collected as part of this study to better understand how people's travel behavior changes based on the time of the year. This data relied on Average Daily Traffic (ADT) volumes, collected on I-95 and I-295. This seasonality in travel was ultimately used to refine the ridership estimate for passenger rail service.

Average daily traffic (ADT) volumes on I-95 are presented in Figure 11 and Figure 12 in the northbound and southbound directions, respectively.

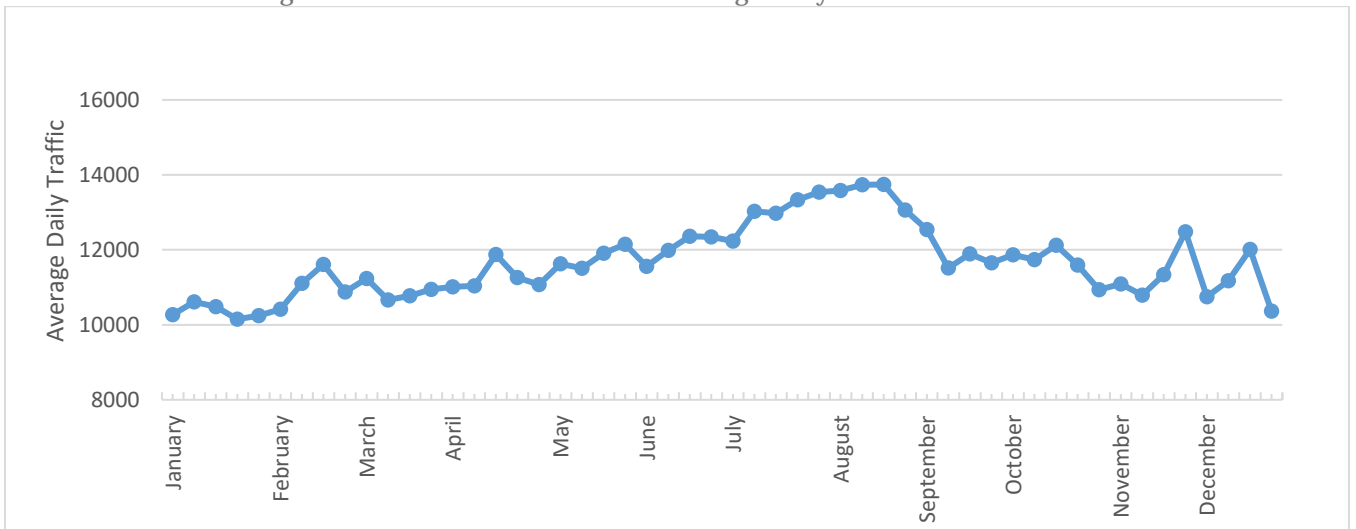
Figure 11 2017 I-95 Northbound Average Daily Traffic



Source: Maine Turnpike

Note: Measured between Gray and Auburn Interchanges

Figure 12 2017 I-95 Southbound Average Daily Traffic

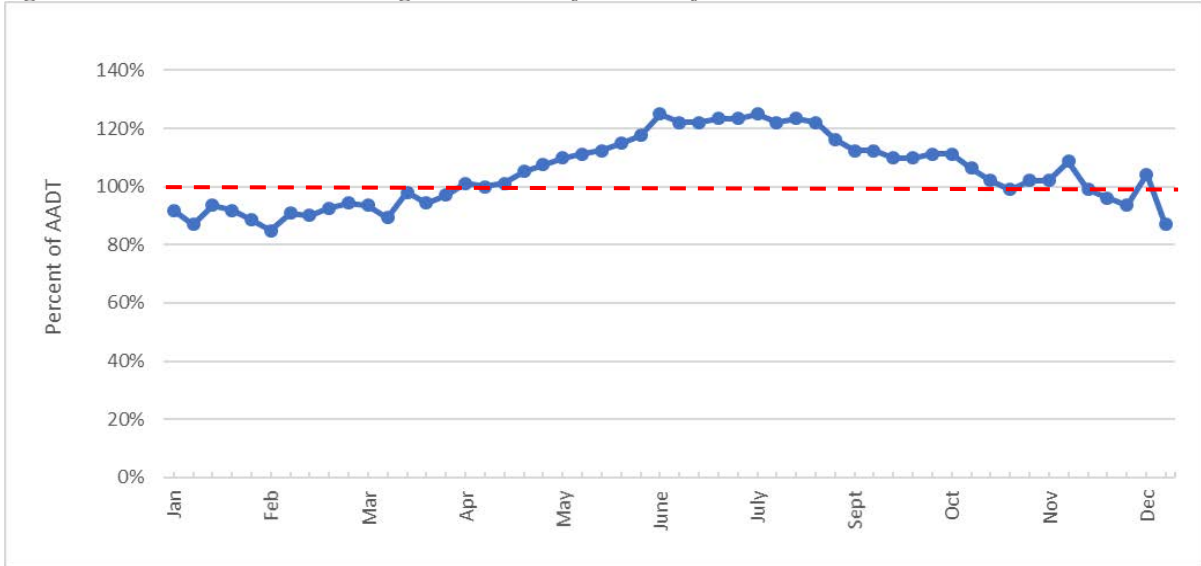


Source: Maine Turnpike

Note: Measured between Gray and Auburn Interchanges

Data for I-295 in the northbound and southbound directions is presented in Figure 13 and Figure 14, respectively. This data, presented as the percentage of average annual daily traffic (AADT), also shows traffic tends to peak in the summer months, roughly from late May to early September.

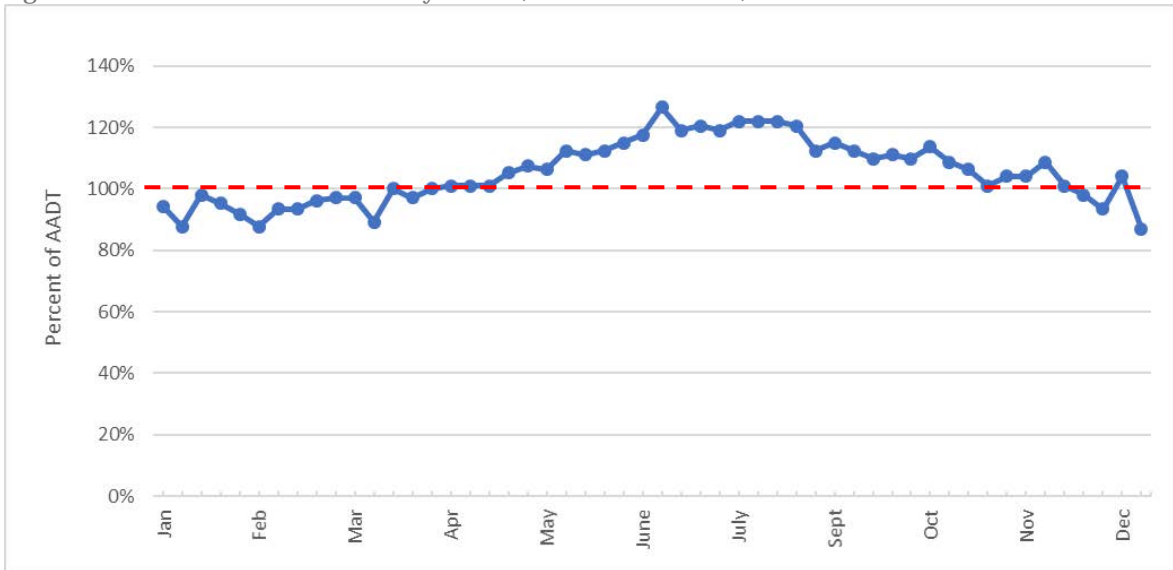
Figure 13 2016 Percent of Average Annual Daily Traffic by Week (I-295 Northbound)



Source: MaineDOT

- Note: 1. Percent AADT factored over 4.5 days
- 2. Measured 0.7 miles north of I-295 at US 1 off-ramp

Figure 14 2016 Percent of AADT by Week (I-295 Southbound)



Source: MaineDOT

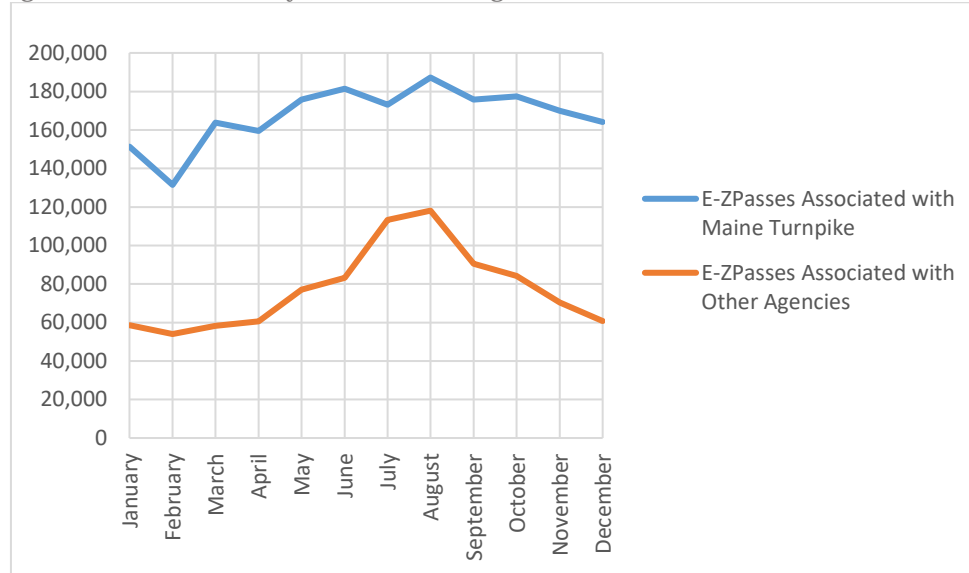
- Note: 1. Percent AADT factored over 4.5 days
- 2. Measured 0.7 miles north of I-295 at US 1 on-ramp

3.2.3 Resident vs. Non-Resident Travel

E-ZPass transaction data was obtained from Maine Turnpike to understand who is using the Turnpike (residents vs. non-residents) based on the time of the year. This data was used as an input into the ridership estimate to better approximate the proportion of riders who are Maine residents.

E-ZPass transaction data for passenger cars at the New Gloucester Plaza, located between the Gray and Auburn interchanges, is depicted in Figure 15. Figure 15 breaks down the passenger car E-ZPass transactions by transponders associated with Maine Turnpike and those that are not, which provides a representation of resident and non-resident travel. “Non-resident” travel has a more distinct peak than “resident” travel, while both experience peaks in the summer months.

Figure 15 2017 Monthly E-ZPass Passenger Car Transactions at New Gloucester Plaza



Source: Maine Turnpike

Note: Passenger car transactions at New Gloucester Plaza

3.3 Turnpike Origin-Destination Data

In analyzing who might use a potential passenger rail service to Lewiston-Auburn, it is important to consider where people are coming from and going to. This is especially important if you wish to capture some riders who are currently driving. One way to assess this is by using the 2010 Origin-Destination (O-D) survey that was conducted by the Maine Turnpike.

This survey, which was distributed to drivers that used the Turnpike for a portion of their trip, captures which exits on the Turnpike drivers started and ended their trip. Using this data, it is possible to estimate the estimate current travel demand between Lewiston-Auburn and Portland, which can then be incorporated into the ridership estimate.

For analysis purposes, multiple interchanges in the dataset were grouped together as more than one interchange served a given region. Starting in the north, interchanges 75, 80, and 86 (serving Auburn, Lewiston, and Sabattus, respectively) were combined. The Sabattus interchange was grouped with the Lewiston and Auburn interchanges because of Sabattus' close proximity to the two cities and being within the potential capture area for a Lewiston-Auburn passenger rail service.

For Gray, interchange 63 data were examined. For Portland, interchanges 45, 46, 47, 48, 52, and 53 were combined into one group. All interchanges that fell south of Portland (i.e., south of interchange 45) were combined into the "South of Portland" group. Any other interchanges that were outside of the Turnpike system fell into the "Other" group.

The Origin-Destination table summary is shown in Table 4. As seen in the table, there is a strong connectivity between the Lewiston-Auburn + Sabattus area and Portland, with a large portion of trips starting and/or ending in one of these two regions.

Table 4 Origin-Destination Table from Maine Turnpike Survey

		Destination						
		Gardiner/ Augusta and Points North of Turnpike	Lewiston -Auburn + Sabattus	Gray	Portland	South of Portland (Wells to I-295)	South of Maine Turnpike (York Plaza)	Total
Origin	Gardiner/ Augusta and Points North of Turnpike	0.2%	1.6%	0.7%	1.5%	0.8%	3.1%	7.9%
	Lewiston- Auburn + Sabattus	3.0%	4.3%	0.7%	3.8%	1.8%	1.6%	15.1%
	Gray	0.6%	0.8%	0.0%	2.5%	0.8%	0.7%	5.5%
	Portland	1.3%	2.4%	2.1%	10.5%	7.9%	7.2%	31.4%
	South of Portland (Wells to I-295)	1.1%	0.7%	0.6%	9.8%	7.7%	5.9%	25.9%
	South of Maine Turnpike (York Plaza)	2.4%	1.0%	0.4%	5.5%	4.7%	0.1%	14.1%
	Total	8.6%	10.8%	4.5%	33.7%	23.8%	18.7%	100.0%

Source: 2010 Maine Turnpike O-D Survey

Note: Interchanges were grouped together to create this summary table.

Using this O-D data, it is also possible to estimate the percentage of vehicles at each interchange traveling between Lewiston, Auburn, and Sabattus and Portland. The results of this analysis are shown in Table 5 and Table 6.

Table 5 Percentage of Entering I-95 Southbound Traffic Destined for Portland

Entering Interchange Number	Percentage of Southbound Traffic Destined for Portland
86 (Sabattus)	18.9%
80 (Lewiston)	33.0%
75 (Auburn)	51.5%

Source: 2010 Maine Turnpike O-D Survey

Note: Portland exits were defined as Exits 45, 46, 47, 48, 52, and 53

Table 6 Percentage of Entering I-95 Northbound Traffic Destined for the Lewiston-Auburn Area

Entering Interchange Number	Percentage of Northbound Traffic Destined for the Lewiston-Auburn Area
45	16.1%
46	15.6%
47	16.5%
48	27.9%
52	27.5%
53	48.7%

Source: 2010 Maine Turnpike O-D Survey

Note: Lewiston-Auburn and Sabattus exits were defined as Exits 75, 80, and 86

Using Table 5 and Table 6, it is estimated that between 4,000 and 4,500 auto trips occur between the Lewiston-Auburn area and Portland; 4,000 to 4,500 auto trips equate to roughly 5,000 to 5,500 people. This information is useful in developing ridership estimates for passenger rail service, by better accounting for any shift in travel mode from driving to taking the train.

3.4 Population

Historical and projected population data were obtained from the US Census Bureau and Maine's Statewide Travel Demand Model (STDM), respectively, to assess growth patterns over time within the Study Area and adjacent regions. This data can be used as the fundamental basis for forecasting estimates of opening year and long-range ridership of a potential passenger rail service.

3.4.1 Historical Population Trends

Historical counts of population within the Northern Study Area, the Southern Study Area, the three counties (Kennebec to the north, Androscoggin in the center, and Cumberland to the south), and the State of Maine spanning from 2000 to 2016 are summarized in Table 7 and Figure 16.

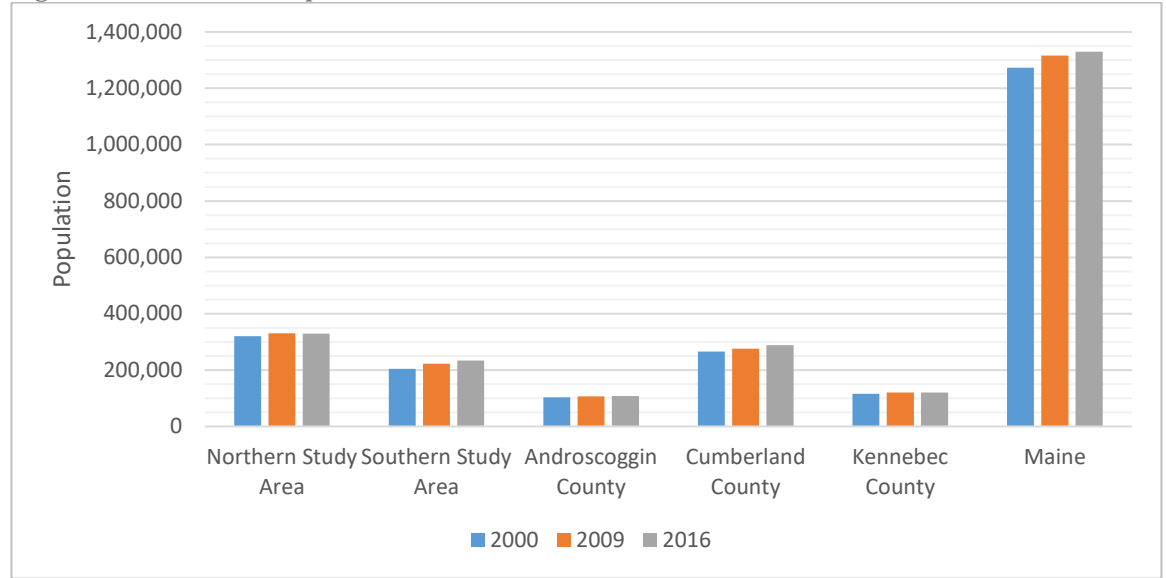
In terms of overall population in 2016, the Northern Study Area contained 41 percent more residents than the Southern Study Area and at least 14 percent more residents than the most populous county (Cumberland). In addition to accounting for 64 percent of the residents living within the three counties, the Northern Study Area was home to approximately 25 percent of all Maine residents in 2016.

Table 7 Historical Population Growth (2000, 2009, and 2016)

	Population			Change	
	2000	2009	2016	2000-2016	2009-2016
Northern Study Area	320,162	330,785	329,422	2.9%	-0.4%
Southern Study Area	204,567	222,267	233,630	14.2%	5.1%
Androscoggin County	103,793	106,765	107,376	3.5%	0.6%
Cumberland County	265,612	276,227	288,204	8.5%	4.3%
Kennebec County	115,758	120,777	120,953	4.5%	0.1%
Maine	1,272,710	1,316,380	1,329,923	4.5%	1.0%

Source: US Census Bureau – 2000 Decennial Census; 2005-2009 and 2012-2016 American Community Survey 5-Year Estimates

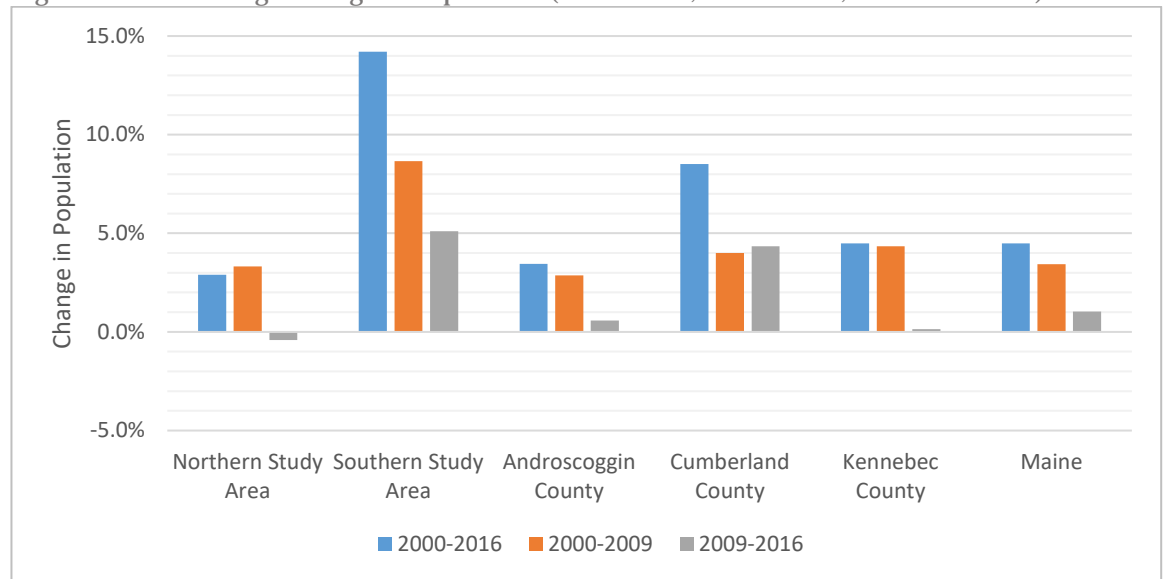
Figure 16 Historical Population Trends (2000, 2009, and 2016)



Source: US Census Bureau – 2000 Decennial Census; 2005-2009 and 2012-2016 American Community Survey 5-Year Estimates

The relative change in population between 2000 and 2016, as well from 2000 to 2009 and 2009 to 2016, for each of the geographies is depicted in Figure 17. Led by the Southern Study Area at 14 percent, each of the areas added more residents between 2000 and 2016 and a similar growth rate was observed from 2000 to 2009. While the Southern Study Area and Cumberland County continued to grow rapidly between 2009 and 2016, the Northern Study Area experienced a slight decline in population while the other geographies experienced modest increases.

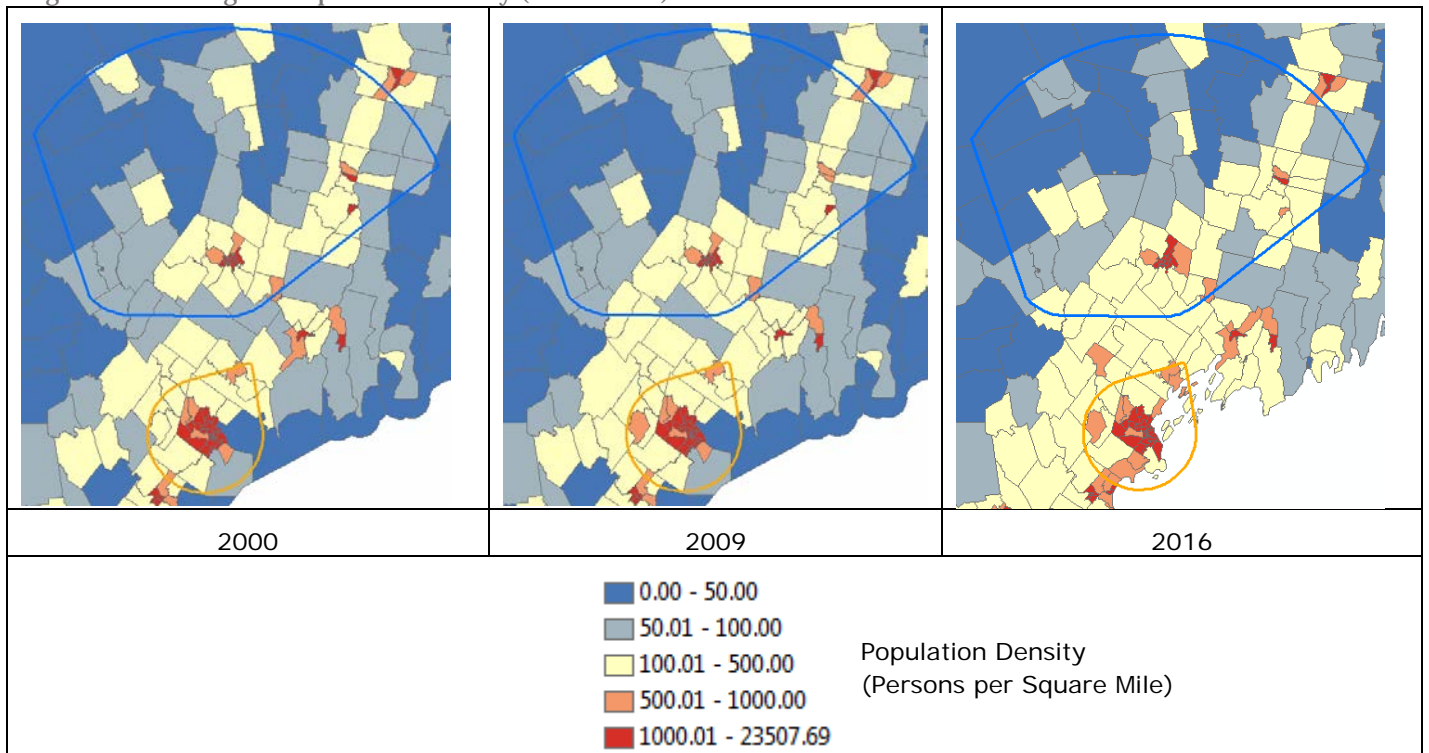
Figure 17 Percentage Change in Population (2000-2016, 2000-2009, and 2009-2016)



Source: US Census Bureau – 2000 Decennial Census; 2005-2009 and 2012-2016 American Community Survey 5-Year Estimates

Owing to the positive trend in total population, the population density in each of the areas also increased from 2000 to 2016, as seen in Figure 18. In 2000, Lewiston-Auburn, central Portland, Brunswick, and Augusta were each within the top tier of population density (at least 1,000 persons per square mile) while the areas immediately adjacent to these relatively high-density communities typically had a density in the third (100 to 500 persons per square mile) or fourth tier (50 to 100 persons per square mile). As seen in the right of Figure 18, all the communities adjacent to Lewiston-Auburn and Portland were in the third tier by 2016, leading to the formation of a denser (at least 100 persons per square mile) north-south corridor linking Lewiston-Auburn to Portland. This trend suggests that the potential demand for this corridor is increasing as communities located at the approximate mid-point of the corridor between Portland and Lewiston / Auburn that formerly had lower population density have seen increases in population.

Figure 18 Change in Population Density (2000-2016)



Source: US Census Bureau – 2000 Decennial Census; 2005-2009 and 2012-2016 American Community Survey 5-Year Estimates

3.4.2 Population Projections

Population forecasts for the Northern Study Area and the Southern Study Area in 2010 and 2040 from the Maine STDM are provided in Table 8 and Figure 19.

The Northern Study Area is expected to add over 29,000 residents over the 30-year period (11 percent growth), including approximately 149 additional residents per year (eight percent growth) in Lewiston-Auburn alone. Similar to the historical trend described previously, the Southern Study Area is anticipated to grow at a faster rate (18 percent),

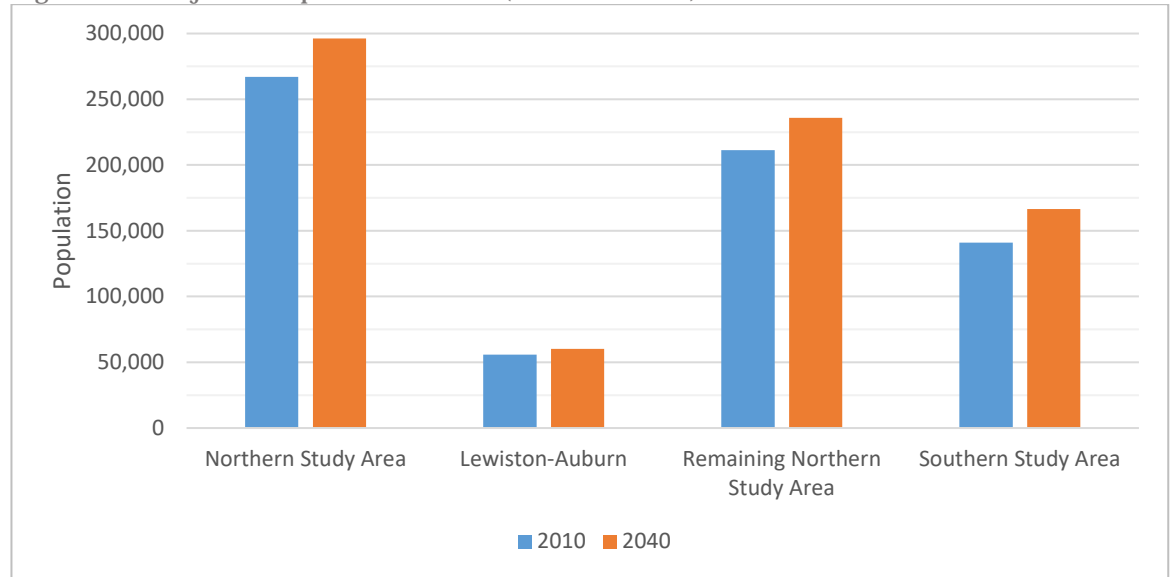
resulting in an average of approximately 1,830 new residents per year (14 percent) across the two travel markets combined through 2040.

Table 8 Projected Population Growth (2010 and 2040)

	Population		Change	
	2010	2040	Absolute	Percentage
Northern Study Area	266,995	296,266	29,271	11.0%
<i>Lewiston-Auburn</i>	55,800	60,270	4,470	8.0%
<i>Remaining Northern Study Area</i>	211,195	235,996	24,801	11.7%
Southern Study Area	140,910	166,520	25,610	18.2%
Total	407,905	462,786	54,881	13.5%

Source: Maine STD M

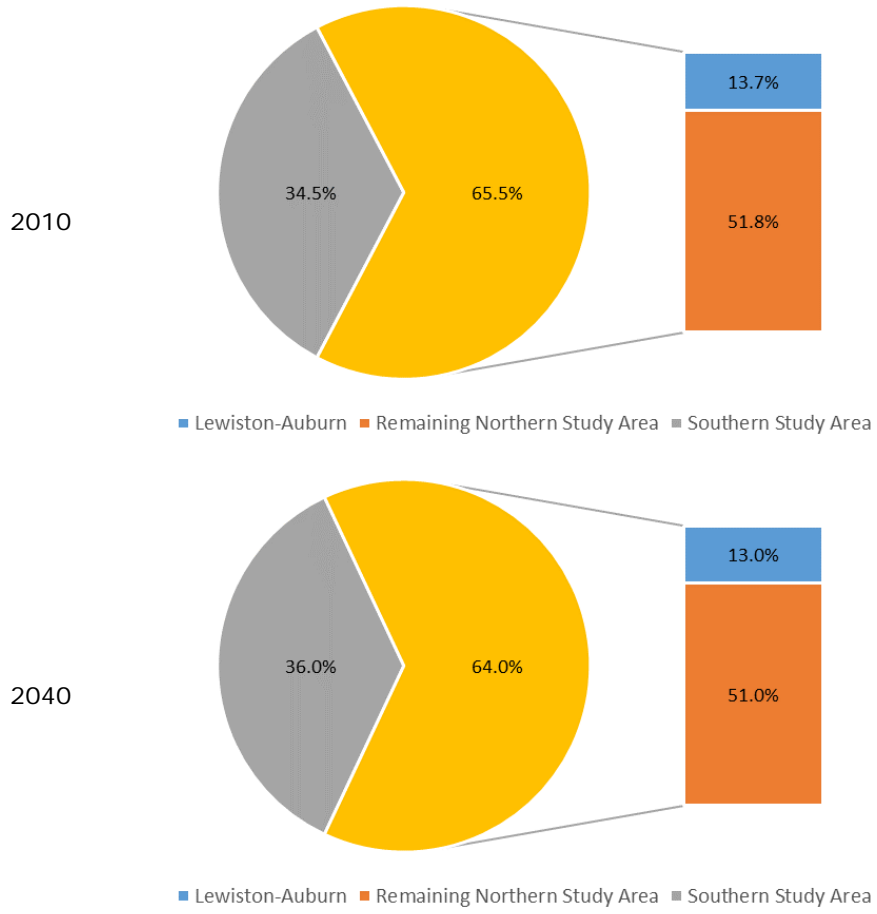
Figure 19 Projected Population Growth (2010 and 2040)



Source: Maine STD M

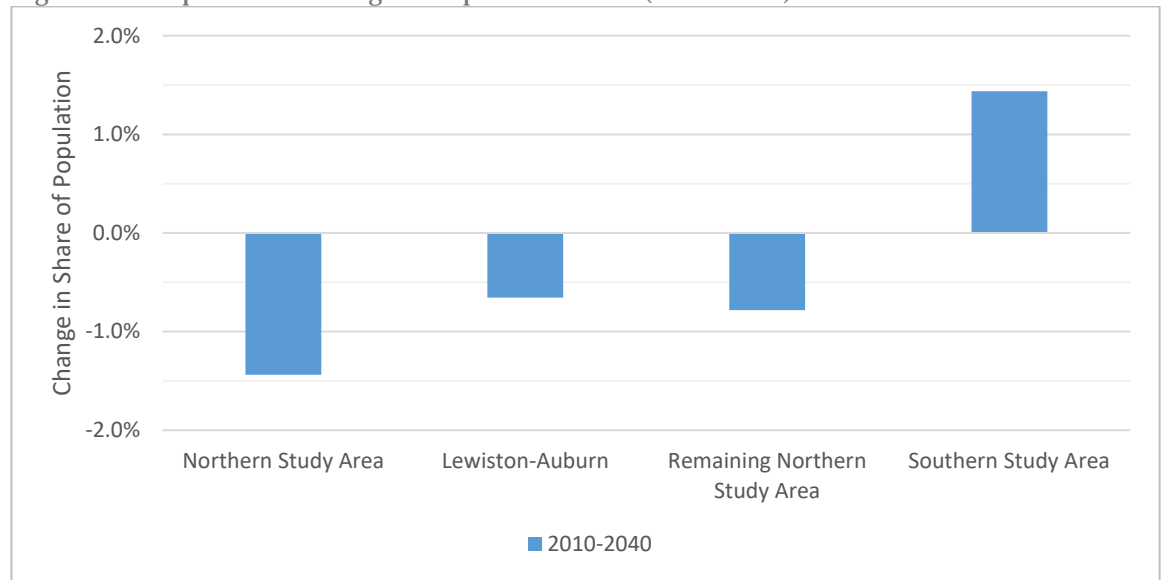
The share of the overall forecast population in 2010 and 2040 for Lewiston-Auburn, the remaining Northern Study Area, and the Southern Study Area is presented in Figure 20. In 2010, the Northern Study Area was home to approximately 66 percent of the residents within the two travel markets, including 14 percent in Lewiston-Auburn and nearly 52 percent in the remaining portion. As seen in Figure 21, the Maine STD M projects that in 2040 the Northern Study Area's share of total population between the two travel markets will decrease by approximately two percent, resulting in Lewiston-Auburn and the remaining Northern Study Area housing 13 percent and 51 percent, respectively, of the combined population within the two travel markets.

Figure 20 Comparison of Population Share (2010 and 2040)



Source: Maine STD M

Figure 21 Comparison of Change in Population Share (2010-2040)



Source: Maine STD M

3.5 Employment

Historical and projected employment were retrieved from the Maine Department of Labor, US Census Bureau, and the Maine STDM to analyze employment change over time within the Study Area and adjacent regions. While the Maine Department of Labor and US Census Bureau data can be utilized to assess historical employment conditions for residents, the Maine STDM projections enable an assessment of the magnitude of employment opportunities within the two travel markets that could be accessed via a potential passenger rail service to Lewiston-Auburn.

3.5.1 Historical Employment Trends

Historical records of the unemployment rate (not seasonally-adjusted) within the Lewiston-Auburn Metro area, the Portland-South Portland Metro area, the Brunswick Micro area, and the State of Maine from the Maine Department of Labor are summarized in Table 9 and Figure 22.

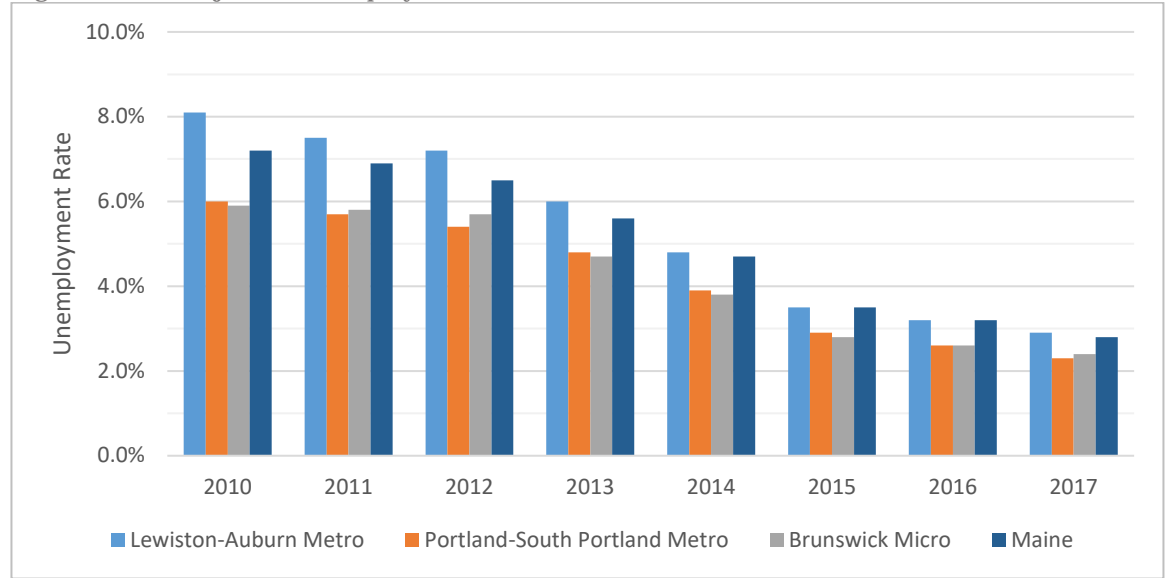
While the unemployment rate for residents within each of these geographies has declined substantially since the 2008 recession, the Lewiston-Auburn Metro, as well as the State of Maine, have not recovered as swiftly as the two areas currently serviced by the Downeaster. The unemployment rate for residents of the Lewiston-Auburn Metro has been consistently higher than for those living in Portland-South Portland and Brunswick and has historically been greater than the statewide rate. As a potential passenger rail service would provide an additional means for residents of each of these areas to access employment opportunities elsewhere, the potential service could help improve Lewiston and Auburn residents' chances of achieving the same level of economic security that has been experienced by residents of the Downeaster communities of Portland-South Portland and Brunswick.

Table 9 Unadjusted Employment Rate (2010, 2013, and 2016)

	Unemployment Rate			Change	
	2010	2013	2016	2010-2016	2013-2016
Lewiston-Auburn Metro	8.1%	6.0%	3.2%	-64.2%	-25.9%
Portland - South Portland Metro	6.0%	4.8%	2.6%	-61.7%	-20.0%
Brunswick Micro	5.9%	4.7%	2.6%	-59.3%	-20.3%
Maine	7.2%	5.6%	3.2%	-61.1%	-22.2%

Source: Maine Department of Labor/Center for Workforce Research and Information

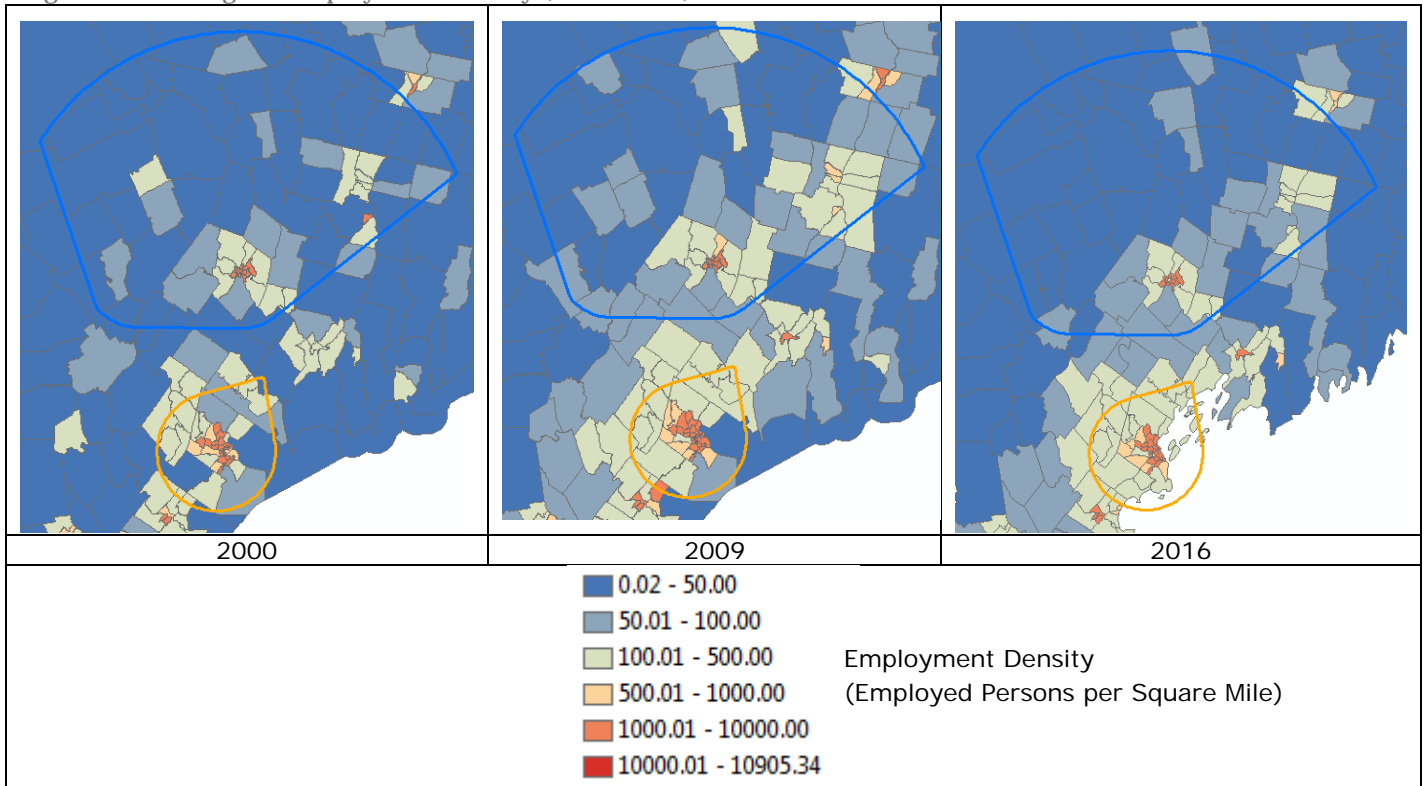
Figure 22 Unadjusted Unemployment Rate (2010-2017)



Source: Maine Department of Labor/Center for Workforce Research and Information

Census data regarding employment density within the various geographies for 2000, 2009, and 2016 is summarized in Figure 23. Between 2000 and 2016, the employment density within the urban cores of Lewiston-Auburn, Portland, and Brunswick remained consistently high with at least 1,000 employed residents per square mile while the outlying portions of these areas have experienced fluctuations in both directions. The employment density within the outer portions of the Portland area continued to increase from 2000 to 2016, mirroring the overall trend noted previously for population – employment density has steadily increased along the north-south corridor linking Lewiston-Auburn to Portland. This trend reaffirms the notion that the economic ties between the two travel markets have strengthened since 2000.

Figure 23 Change in Employment Density (2000-2016)



Source: US Census Bureau – 2000 Decennial Census; 2005-2009 and 2012-2016 American Community Survey 5-Year Estimates

3.5.2 Employment Projections

Employment forecasts for the Northern Study Area and the Southern Study Area in 2010 and 2040 from the Maine STDM are provided in Table 10 and Figure 24. It should be noted that, unlike the statistics offered by the Maine Department of Labor and the US Census Bureau, which correspond to employed residents (i.e., workers), these figures reflect the number of employment opportunities anticipated to be available within these geographies (i.e., jobs).

The Northern Study Area is expected to add over 19,500 jobs over the 30-year period (18 percent growth), including approximately 200 additional jobs per year (16 percent growth) in Lewiston-Auburn alone. It should be noted that employment opportunities are projected to grow at nearly twice the rate of population within the Lewiston-Auburn core. Similar to the historical trends described previously, the Southern Study Area is anticipated to grow at a faster rate (27 percent), resulting in an average of approximately 1,600 new jobs per year (22 percent growth) across the two travel markets combined through 2040. Thus, a potential passenger rail service will better enable residents of both travel markets to connect to these emerging employment opportunities, particularly allowing Northern Study Area residents to leverage the robust economic growth of the Southern Study Area. Without knowing final station locations or greater detail on the locations of employment opportunities, a precise estimate of the number of riders who would take advantage of this ability to connect with these opportunities is not possible.

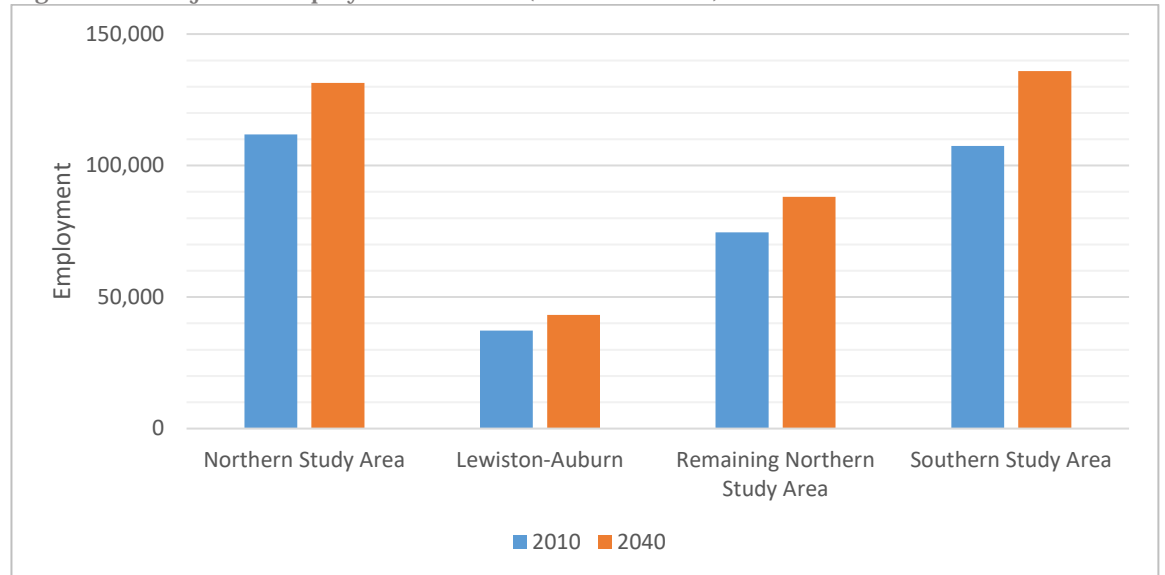
However, greater transportation choices would increase the number of residents would take advantage of these opportunities.

Table 10 Projected Employment Growth (2010 and 2040)

	Employment		Change	
	2010	2040	Absolute	Percent
Northern Study Area	111,823	131,395	19,572	17.5%
<i>Lewiston-Auburn</i>	37,264	43,274	6,010	16.1%
<i>Remaining Northern Study Area</i>	74,559	88,121	13,562	18.2%
Greater Portland	107,437	135,977	28,540	26.6%
Total	219,260	267,372	48,112	21.9%

Source: Maine STDM

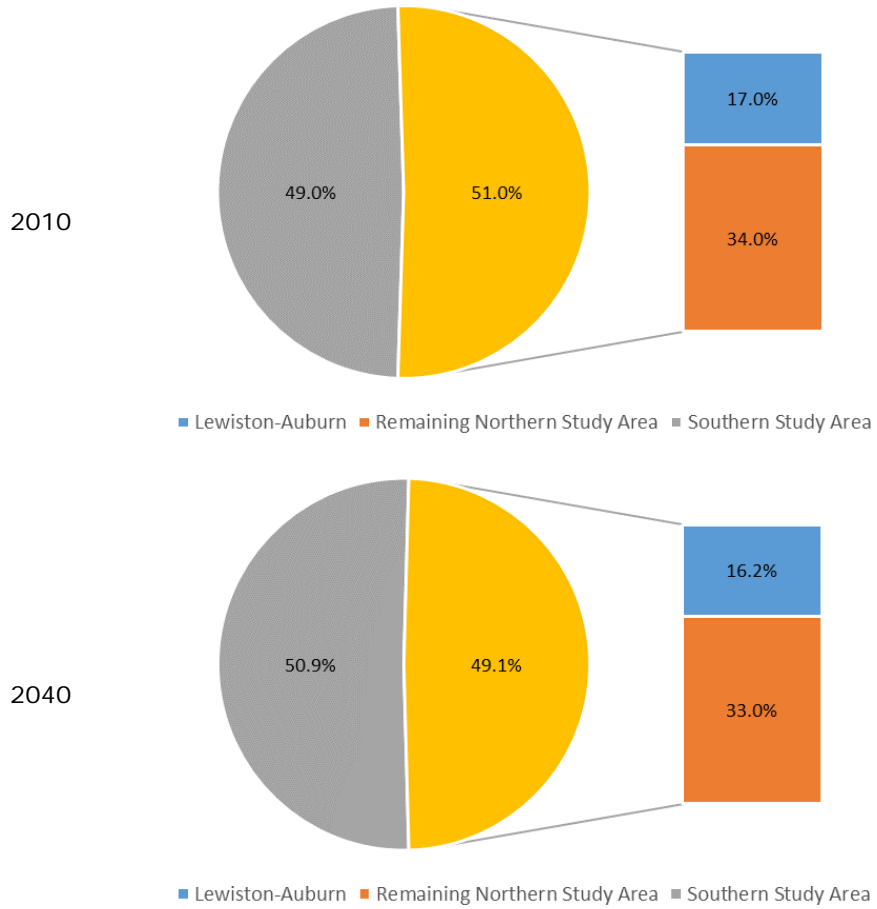
Figure 24 Projected Employment Growth (2010 and 2040)



Source: Maine STDM

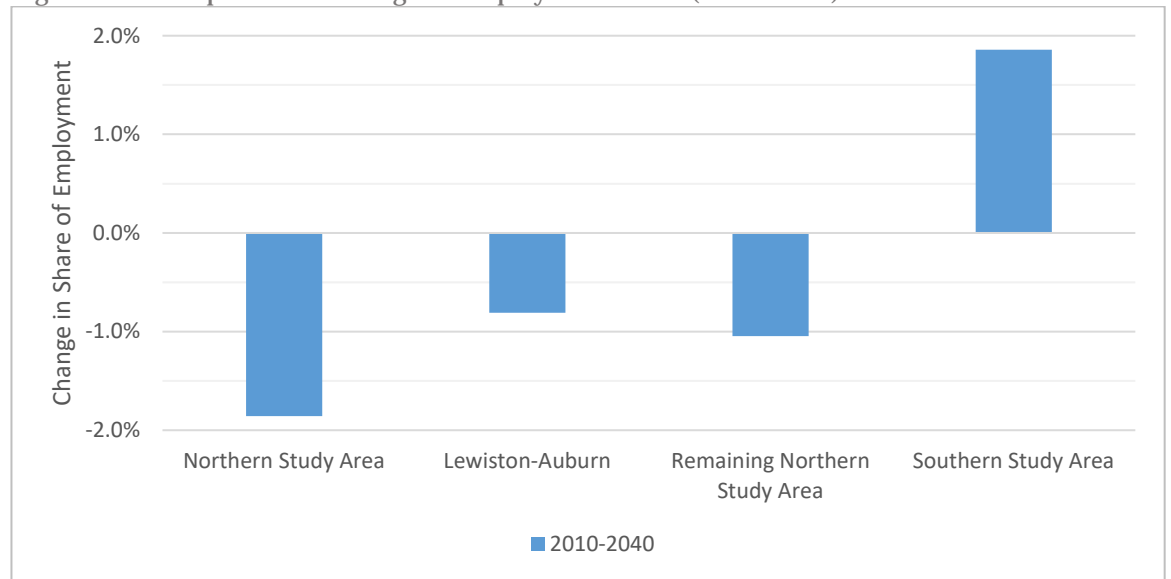
The share of the overall forecast employment in 2010 and 2040 for Lewiston-Auburn, the remaining Northern Study Area, and the Southern Study Area is presented in Figure 25 and the change in each geography’s share of total employment from 2010 to 2040 is provided in Figure 26. The Maine STDM projects that in 2040 the Northern Study Area’s share of total employment between the two travel markets will decrease by approximately two percent, resulting in Lewiston-Auburn and the remaining Northern Study Area housing 16 percent and 33 percent, respectively, of the available jobs within the two travel markets. The anticipated decrease of the Northern Study Area’s share of total employment opportunities within the two travel markets further demonstrates that additional transportation options between Lewiston-Auburn and Portland, such as the potential passenger rail service, would contribute to maintaining or increasing economic security and quality of life for Northern Study Area residents.

Figure 25 Comparison of Employment Share (2010 and 2040)



Source: Maine STD M

Figure 26 Comparison of Change in Employment Share (2010-2040)



Source: Maine STD M

The projected employment within the two travel markets by industry in 2010 and 2040 is presented in Table 11 and Figure 27.

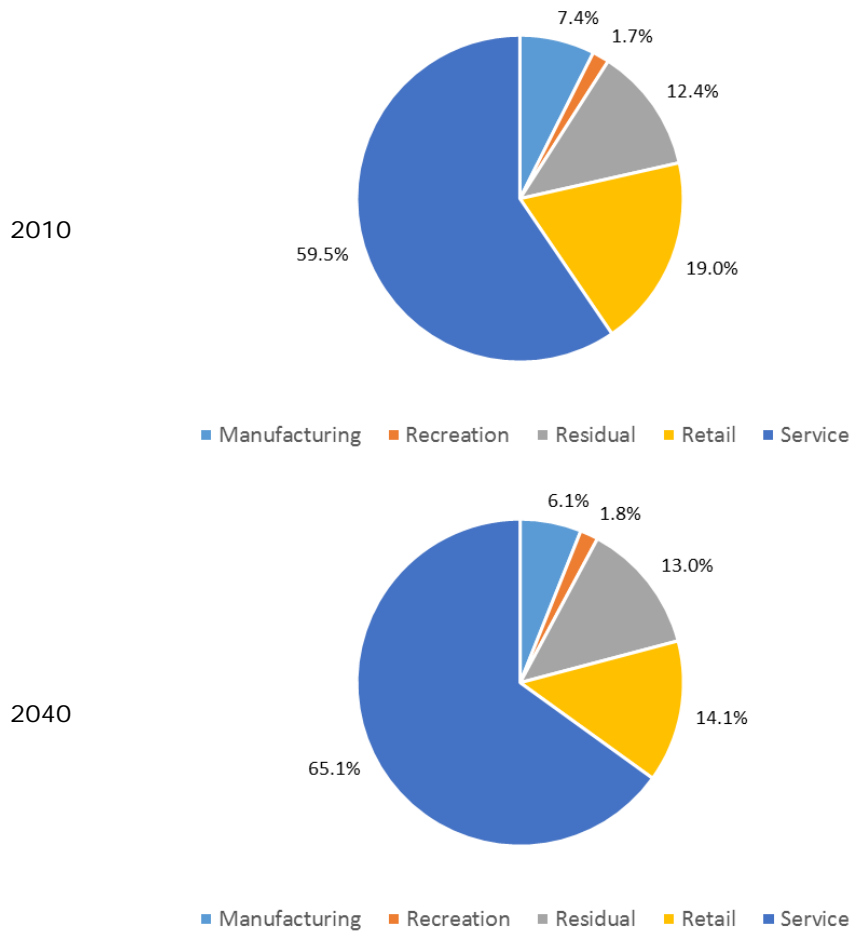
Across the two travel markets, significant job growth is expected within the Service sector, as well as modest growth within the Residual (i.e., all sectors outside of Manufacturing, Recreation, Retail, or Service) and Recreation sectors. In terms of the change in the share of employment within each industry between 2010 and 2040, significant growth within the Service sector is counterbalanced by a significant decline in Retail jobs and a moderate reduction in Manufacturing jobs, as depicted in Figure 28. Jobs within the Service industry typically generate more trips than those within the other sectors. Commuting significant distances by rail also is identified mostly with service sector jobs in urban downtown areas. Thus, transportation demand between the northern and southern study areas could conceivably experience a relative increase in trip making that exceeds the level that would otherwise be experienced if the distribution of jobs by industry were to remain consistent with that of 2010.

Table 11 Projected Employment Growth by Industry (2010 and 2040)

	Employment		Absolute	Change	
	2010	2040		Percentage	Share
Manufacturing	16,253	16,214	(39)	-0.2%	-1.3%
Recreation	3,664	4,774	1,110	30.3%	0.1%
Residual	27,171	34,856	7,685	28.3%	0.6%
Retail	41,665	37,595	(4,070)	-9.8%	-4.9%
Service	130,507	173,933	43,426	33.3%	5.5%
Total	219,260	267,372	48,112	21.9%	0.0%

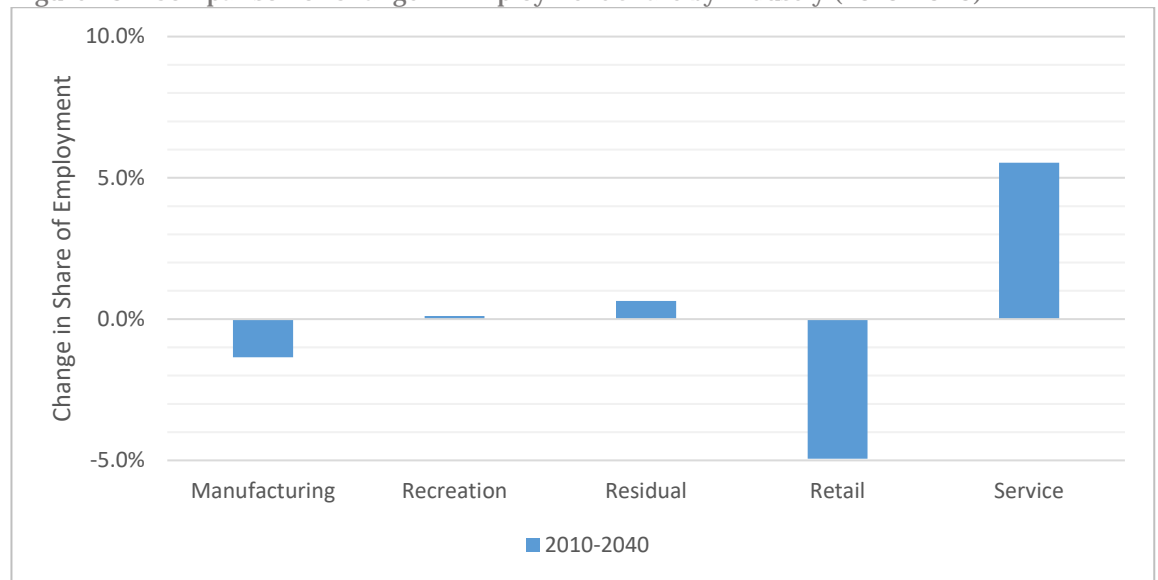
Source: Maine STDMM

Figure 27 Comparison of Employment by Industry (2010 and 2040)



Source: Maine STD M

Figure 28 Comparison of Change in Employment Share by Industry (2010-2040)



Source: Maine STD M

3.6 Other Socio-Demographic Trends

In addition to the total number of residents and jobs located within the two travel markets, other socio-demographic factors have the potential to exert an influence on travel demand between the two markets. Historical statistics regarding median age and housing costs were retrieved from the US Census Bureau to understand how aging and housing affordability have changed over time across the two travel markets.

3.6.1 Median Age

The median age in 2000, 2009, and 2016 for the Northern Study Area, the Southern Study Area, the three counties, and the State of Maine are provided in Table 12 and Figure 29.

The variation in the median age of residents living within the various geographies increased over time, with a difference of 1.1 years in 2000, 2.3 years in 2009, and 3.4 years in 2016, with Androscoggin County consistently having the lowest median age among the three counties. The median age of residents within the Northern Study Area was consistently higher than those living in the Southern Study Area and tracked closely with the relatively high statewide median age. Although residents of the Lewiston-Auburn and Portland core areas were typically younger than those living in the outer portions, Figure 29 exhibits an overall increase in the median age of those living within the two travel markets between 2000 and 2016.

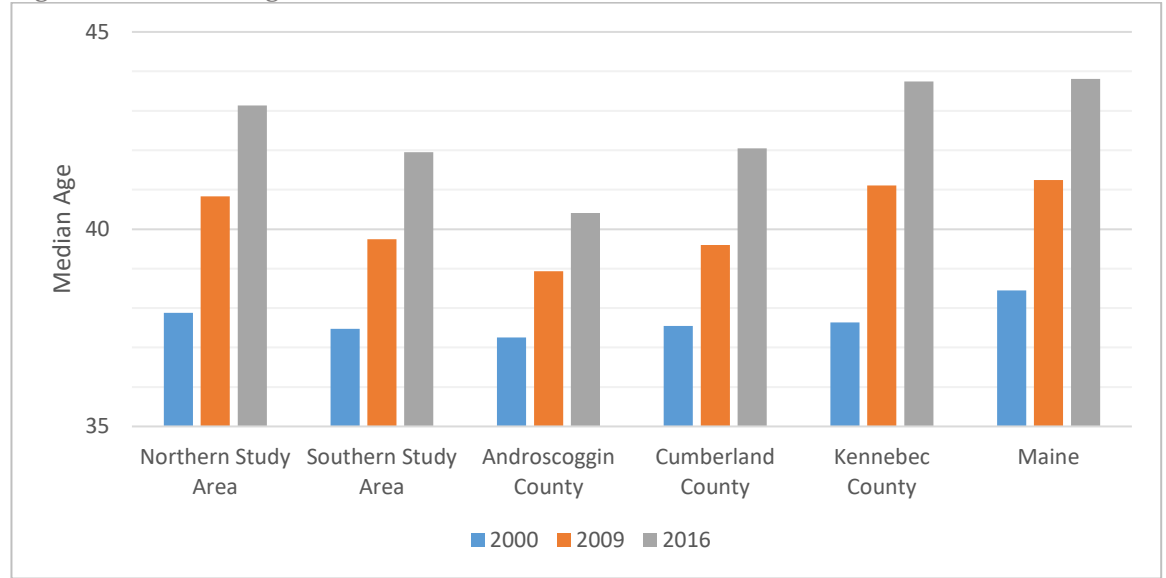
As residents age, the provision of additional transportation options, such as the potential passenger rail service, offers those with diminishing interest in or reduced ability to drive between the two travel markets another means to address their mobility needs. The rail service option would need to be fully accessible and include a range of viable choices for first and last mile access that are both convenient and accessible, given the fact that most trip origins and destinations will not be immediately at the train station and will require connecting transportation. With ever-improving personal communications technology and emerging mobility technologies such as demand-responsive ride-sharing and potentially low-cost autonomous shuttle services, the not-too-distant future could potentially see a dramatic transformation of first and last mile access to rail transportation, making travel by rail more convenient for a wider group of travelers than it is today.

Table 12 Median Age (2000, 2009, and 2016)

	Median Age			Change	
	2000	2009	2016	2000-2016	2009-2016
Northern Study Area	37.9	40.8	43.1	13.9%	5.6%
Southern Study Area	37.5	39.7	42.0	12.0%	5.5%
Androscoggin County	37.3	38.9	40.4	8.5%	3.8%
Cumberland County	37.5	39.6	42.0	12.0%	6.2%
Kennebec County	37.6	41.1	43.7	16.2%	6.4%
Maine	38.4	41.2	43.8	14.0%	6.2%

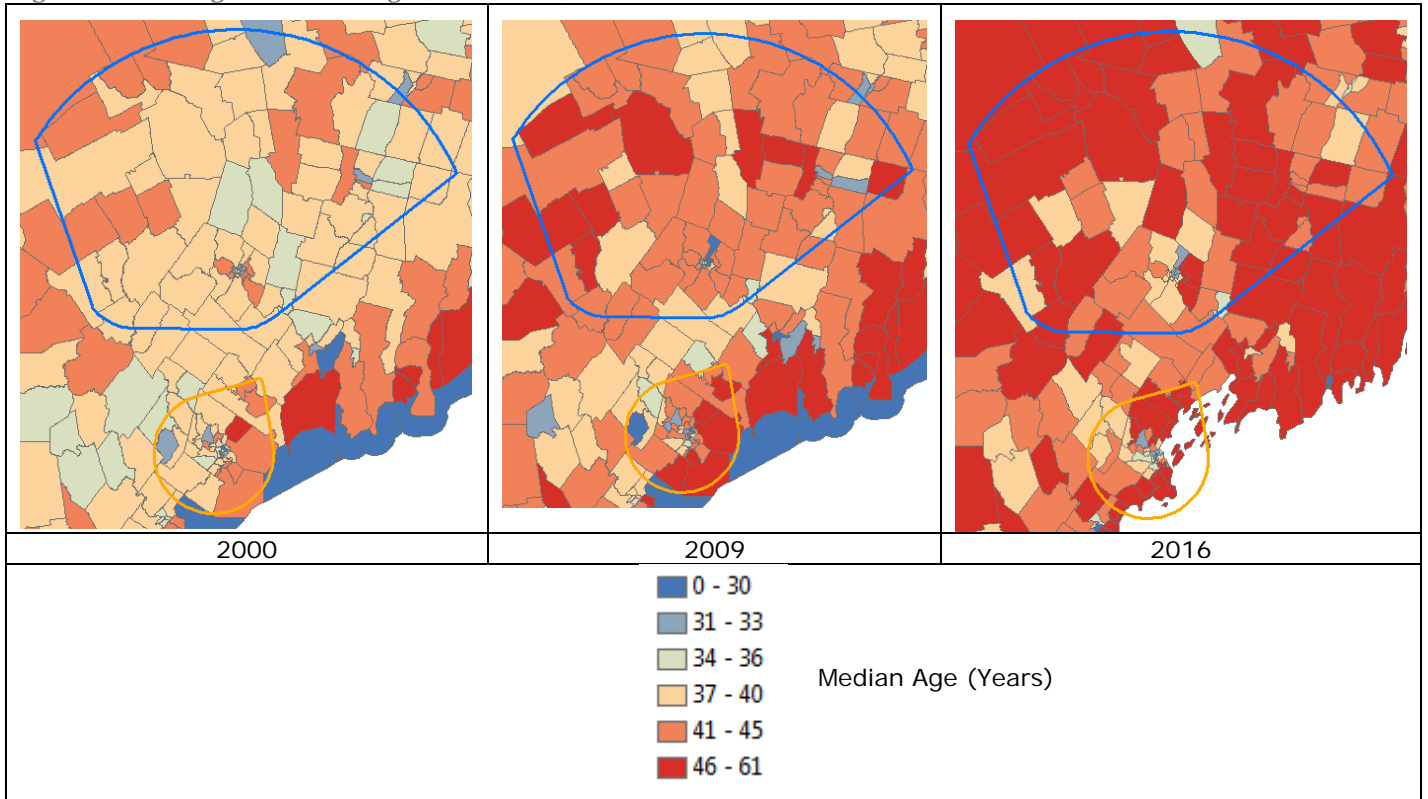
Source: US Census Bureau – 2000 Decennial Census; 2005-2009 and 2012-2016 American Community Survey 5-Year Estimates

Figure 29 Median Age (2000, 2009, and 2016)



Source: US Census Bureau – 2000 Decennial Census; 2005-2009 and 2012-2016 American Community Survey 5-Year Estimates

Figure 30 Change in Median Age (2000-2016)



Source: US Census Bureau – 2000 Decennial Census; 2005-2009 and 2012-2016 American Community Survey 5-Year Estimates

3.6.2 Housing Costs

Median values for owner-occupied housing units within the various geographies in 2000 and 2016, as well as the absolute change in value and the 2016 price of a median home in other geographies relative to the Northern Study Area, are presented in Table 13. The cost of owner-occupied housing within the Northern Study Area was low in both 2000 and 2016 relative to the Southern Study Area, Cumberland County, and the State of Maine, and slightly above the values in Kennebec and Androscoggin Counties, as shown in Figure 31. In terms of the percentage change in median home value from 2000 to 2016, the Northern Study Area experienced the second lowest percentage growth in owner-occupied housing values at 73 percent compared to an 85 and 93 percent increase in the Southern Study Area and Cumberland County, respectively, as demonstrated in Figure 32.

As seen in Figure 33, between 2009 and 2016 the median home values within the Southern Study Area, as well as the area located between the Northern and Southern Study Areas, continued to experience significant increases while the change in home values within the Northern Study Area resulted in only minor changes to the order of magnitude costs for Census blocks located northeast of the Lewiston-Auburn core. In 2016, the median value of owner-occupied homes in the Southern Study Area and Cumberland County was approximately 60 and 59 percent higher, respectively, than the Northern Study Area, as shown in Figure 34.

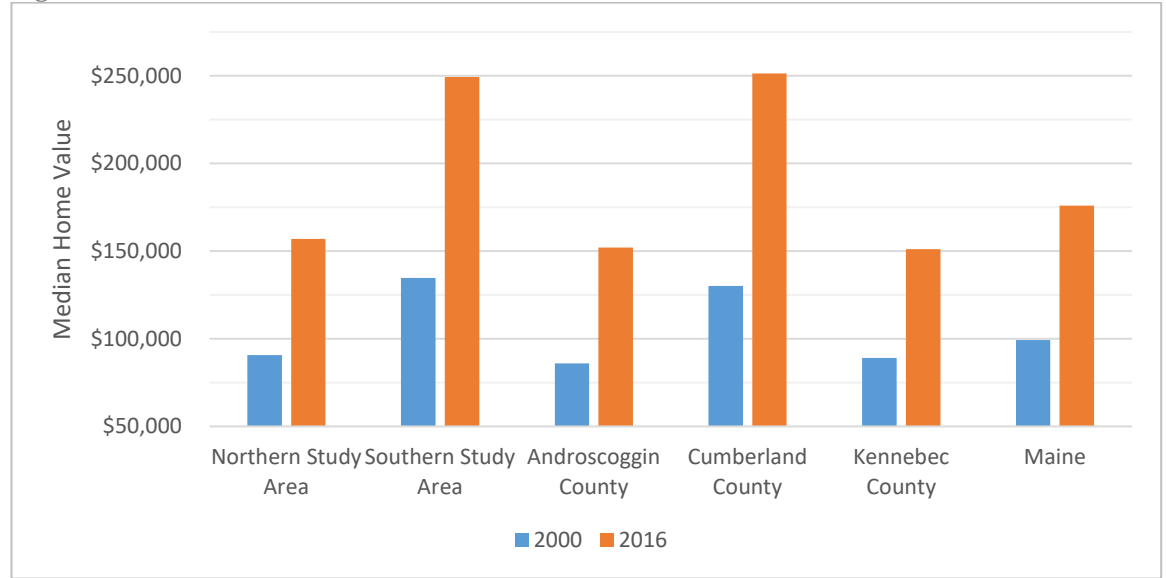
Thus, given the relatively lower median home values and the reduced rate of price increase, home ownership opportunities are more likely to be economically accessible for those seeking properties located north of the Portland area (either within the Northern Study Area, Androscoggin County, or Kennebec County) than those looking to purchase a home within the Southern Study Area or Cumberland County.

Table 13 Median Home Values (2000 and 2016)

	Median Home Value		Change	Relative Price
	2000	2016	2000-2016	2016
Northern Study Area	\$90,621	\$156,927	73.2%	0.0%
Southern Study Area	\$134,680	\$249,253	85.1%	58.8%
Androscoggin County	\$86,001	\$152,100	76.9%	-3.1%
Cumberland County	\$130,158	\$251,300	93.1%	60.1%
Kennebec County	\$89,150	\$151,100	69.5%	-3.7%
Maine	\$99,253	\$176,000	77.3%	12.2%

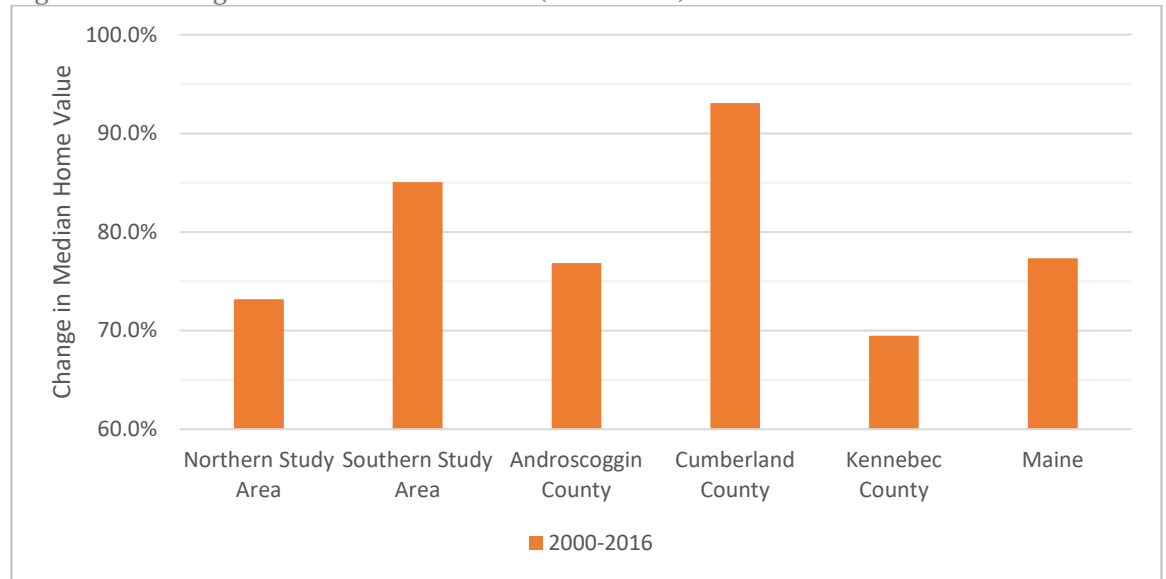
Source: US Census Bureau – 2000 Decennial Census; 2005-2009 and 2012-2016 American Community Survey 5-Year Estimates

Figure 31 Median Home Values (2000 and 2016)



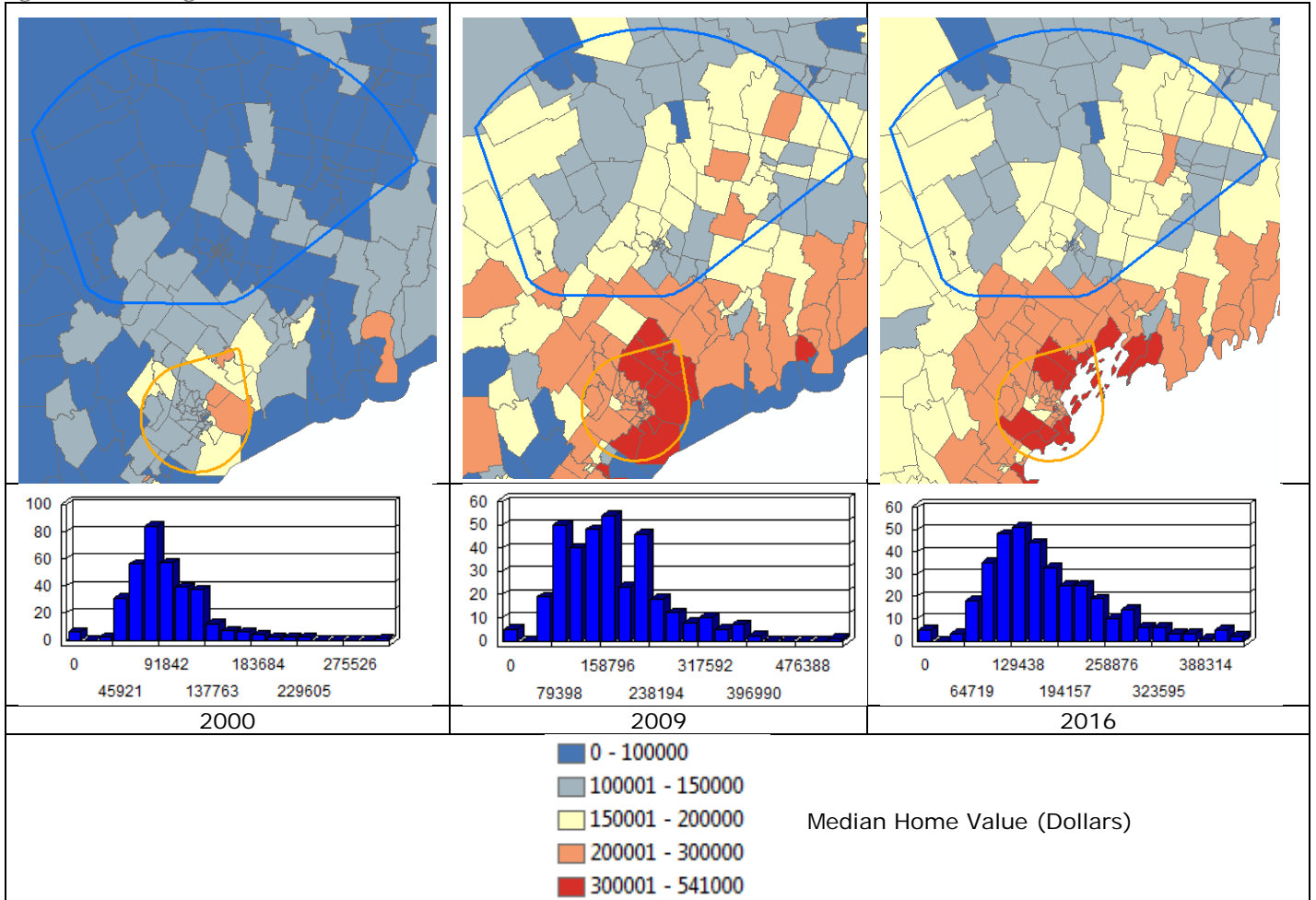
Source: US Census Bureau – 2000 Decennial Census and 2012-2016 American Community Survey 5-Year Estimates

Figure 32 Change in Median Home Values (2000-2016)



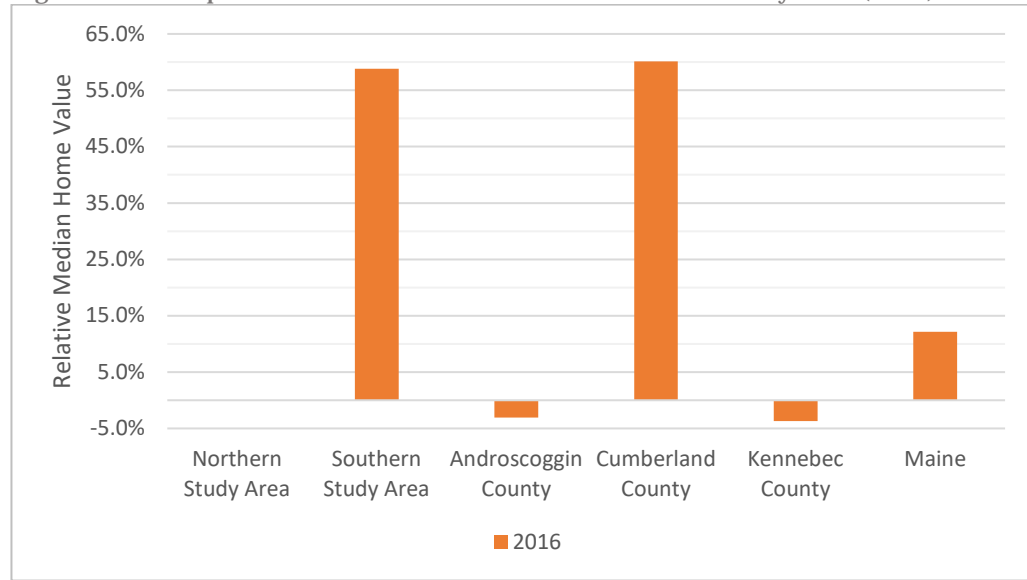
Source: US Census Bureau – 2000 Decennial Census and 2012-2016 American Community Survey 5-Year Estimates

Figure 33 Change in Median Home Value (2000-2016)



Source: US Census Bureau – 2000 Decennial Census and 2012-2016 American Community Survey 5-Year Estimates

Figure 34 Comparison of Median Home Values Relative to Study Area (2016)



Source: US Census Bureau – 2012-2016 American Community Survey 5-Year Estimates

The average cost of renting a housing unit and covering utilities (i.e., gross rent) within each of the geographies is presented in Table 14 and Figure 35. Echoing the home ownership trend described above, the cost of renting in the Northern Study Area is dramatically lower than renting in the Southern Study Area or Cumberland County. Relative to renting a unit within the Northern Study Area, rental units in areas to the south are likely to cost approximately 36 percent more, as shown in Figure 36.

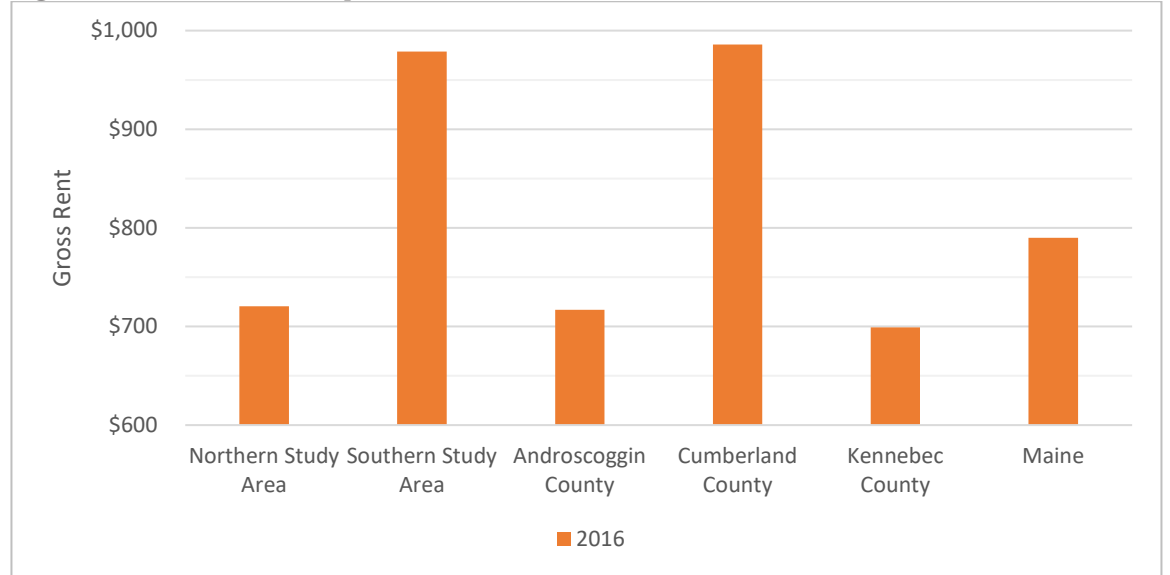
Regardless of whether a household is seeking to own or rent, housing costs within the Northern Study Area and other geographies located north of the Southern Study Area and Cumberland County are relatively more affordable. As housing cost increases in metropolitan areas throughout the country continue to outpace increases in household income, the relatively high cost of living within or adjacent to regional employment centers like Portland is likely to increase demand for affordable housing options in outlying areas, particularly those areas with strong connectivity to the job centers. Given that a potential passenger rail service would provide Northern Study Area residents within the opportunity to commute to Portland via train, there is strong potential for the Northern Study Area to experience additional population and employment growth as it begins to function more like a “bedroom” community or commuter suburb of Portland.

Table 14 Gross Rent Comparison (2016)

	Gross Rent	Relative Rent
Northern Study Area	\$721	0.0%
Southern Study Area	\$979	35.8%
Androscoggin County	\$717	-0.5%
Cumberland County	\$986	36.8%
Kennebec County	\$699	-3.0%
Maine	\$790	9.6%

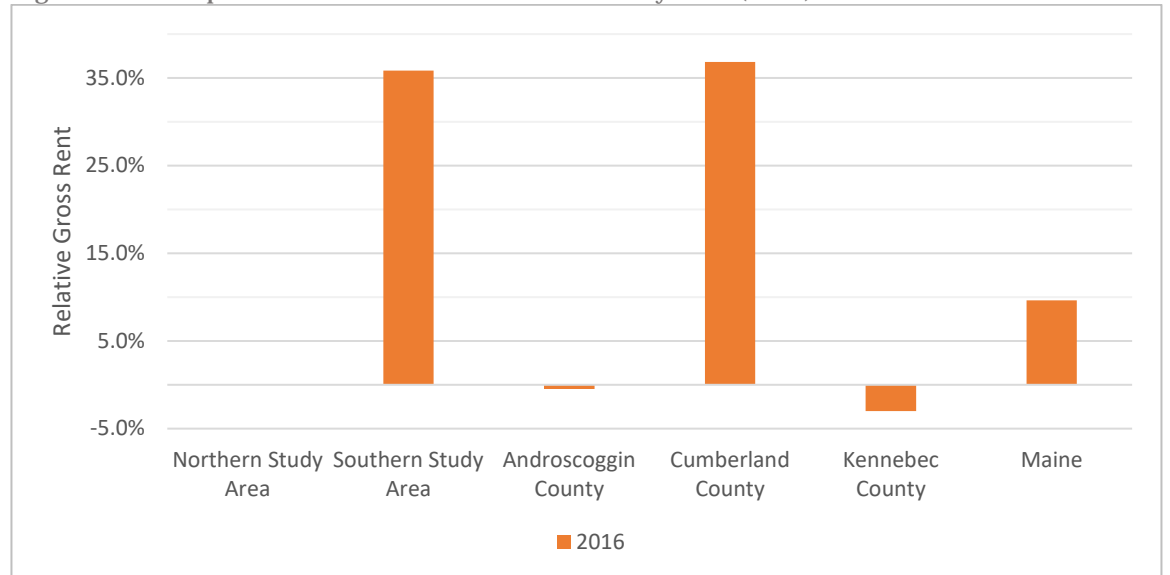
Source: US Census Bureau – 2012-2016 American Community Survey 5-Year Estimates

Figure 35 Gross Rent Comparison (2016)



Source: US Census Bureau – 2012-2016 American Community Survey 5-Year Estimates

Figure 36 Comparison of Gross Rent Relative to Study Area (2016)



Source: US Census Bureau – 2012-2016 American Community Survey 5-Year Estimates

3.7 Major Employers

Major employers (also known as major trip generators) are organizations or businesses that employ a large number of people in the Lewiston-Auburn and Portland areas. Major employers are important to study because they generate a large number of trips to their facility, some of which could potentially be captured on a passenger rail service.

Major employers (defined as employers with 100 or more employees) were identified for a 5-mile radius in Portland and Lewiston-Auburn. In Portland, this 5-mile radius was centered around the Portland Transportation Center, the stop for existing Downeaster service in Portland. In Lewiston-Auburn, the search was conducted within a 5-mile radius of a point midway between the Lewiston and Auburn downtowns.

In the 5-mile radius of the Portland Transportation Center, 102 major trip generators were identified. The top 10 major employers in the Southern Study Area are shown in Table 15. These top 10 major employers, along with the rest of the major trip generators that were identified, are mapped in Figure 37. A complete list of the major employers identified in the Southern Study Area are included in Appendix B.

Table 15 Top 10 Employers within 5 miles of Portland Transportation Center

Company Name	Street	City	Zip Code	Number of Employees
Unum	Congress St	Portland	04102	3,000
City of Portland	Congress St	Portland	04101	1,600
Mercy Hospital of Portland	State St	Portland	04101	1,225
Martinspoint Healthcare	Veranda St	Portland	04103	800
Wright Express	Gorham Rd	South Portland	04106	600
Ciee	Fore St	Portland	04101	501
Spring Harbor Hospital	Andover Rd	Westbrook	04092	500
Sappi Fine Paper North America	Cumberland St	Westbrook	04092	491
Southern Maine Community Clg	Fort Rd	South Portland	04106	400
TD Bank	Portland Sq	Portland	04101	400

Source: ESRI Business Analyst

In the 5-mile radius of between the Lewiston and Auburn downtowns, 42 major trip generators were identified. The top 10 major employers in the Northern Study Area are shown in Table 16. These top 10 major employers, along with the rest of the major trip generators that were identified, are mapped in Figure 38. A complete list of the major employers identified in the Northern Study Area are included in Appendix B.

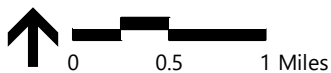
Table 16 Top 10 Employers within 5 miles of Lewiston and Auburn Downtowns

Company Name	General Address	City	Zip Code	Number of Employees
St Mary's Hospital	Campus Ave	Lewiston	04240	2,000
Central Maine Medical Ctr	Main St	Lewiston	04240	2,566
Td Bank	Chestnut St	Lewiston	04240	994
Bates College	Andrews Rd	Lewiston	04240	839
Walmart Distribution Center	Alfred A Plourde Pkwy	Lewiston	04240	807
Pionite Decorative Surfaces	Pionite Rd	Auburn	04210	500
Mc Kesson Corp	Mollison Way	Lewiston	04240	467
Lepage Bakery	Lisbon St	Lewiston	04240	300
Carbonite	Mollison Way	Lewiston	04240	253
Geiger Bros	Mount Hope Ave	Lewiston	04240	243

Source: ESRI Business Analyst and City of Lewiston



\\vhb\proj\Boston\14093.00\GIS\Project\Fig X-Major Employers South.mxd



Top 10 Major Employers

- ★ 400 - 749 Employees
- ★ 750 - 1,499 Employees
- ★ 1,500 - 3,000 Employees

● Remaining Major Employers (100 or more Employees)

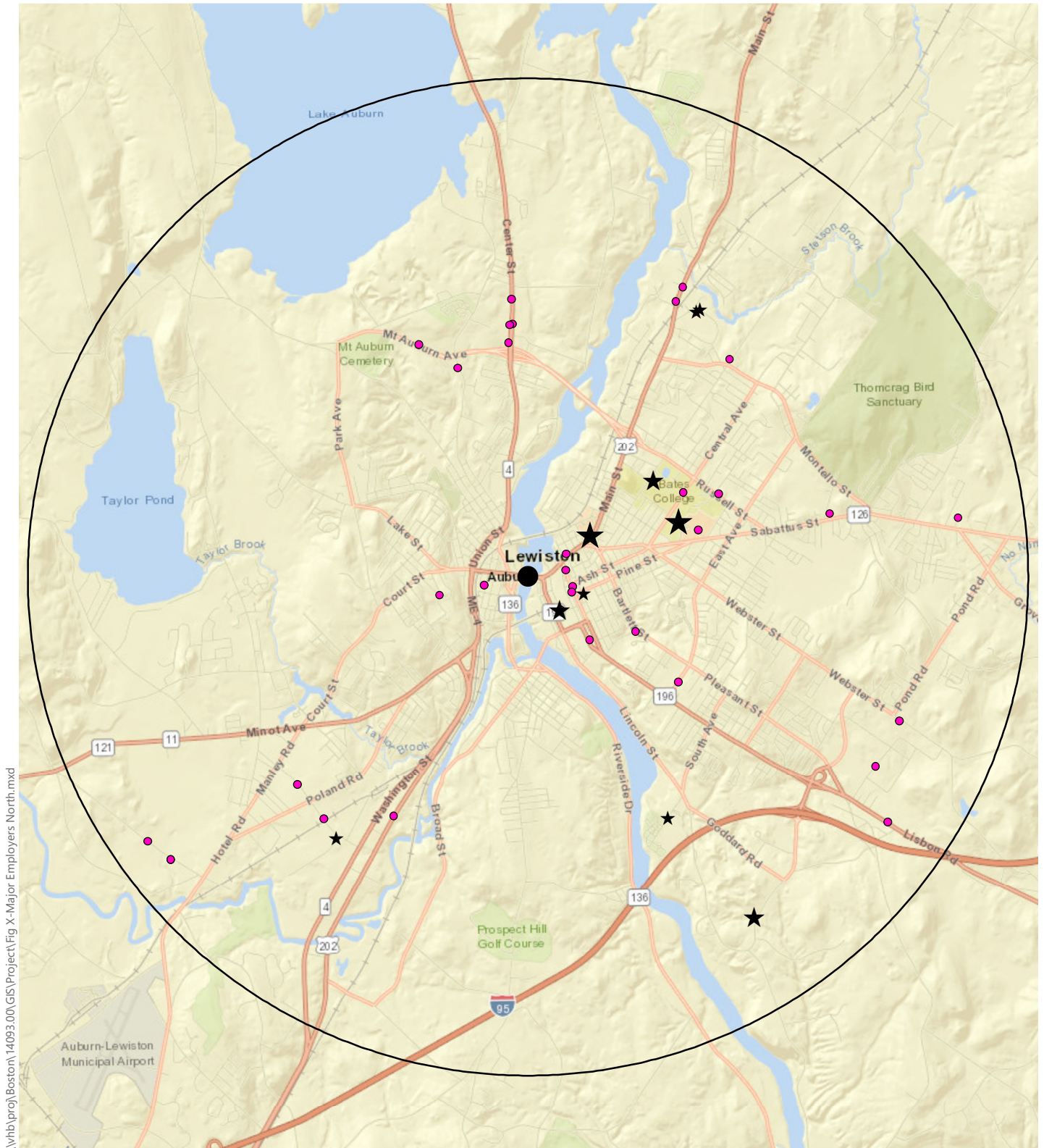
● Portland Transportation Center (Centroid of Buffer)

□ 5-Mile Buffer

LEWISTON-AUBURN PASSENGER RAIL SERVICE PLAN

Major Employers within Five Miles of Portland Transportation Center

Source: ESRI Business Analyst



\\vhb\proj\Boston\14093.00\GIS\Project\Fig X-Major Employers North.mxd



Top 10 Employers

- ★ 240 - 749 Employees
- ★ 750 - 1,499 Employees
- ★ 1,500 - 2,566 Employees

● Major Employers (100 or more Employees)

● Centroid of Buffer

○ 5-Mile Buffer

LEWISTON-AUBURN PASSENGER RAIL SERVICE PLAN

Major Employers within Five Miles of Lewiston and Auburn Downtowns

Source: ESRI Business Analyst, City of Lewiston

3.8 Journey to Work Data

To understand the magnitude and direction of commute trips between the Northern Study Area, the Southern Study Area, and other regions within southern Maine and along Amtrak's Downeaster corridor, journey to work data was obtained from the US Census Bureau's 2009-2013 ACS 5-Year estimates and the 2015 Longitudinal Employer-Household Dynamics (LEHD) dataset. This data can be used to determine potential demand for commute-based trips between Androscoggin County / Lewiston-Auburn and other nearby labor markets.

3.8.1 County-to-County Flows

County-to-county tabulations of commute trips are presented in Table 17 through Table 19 based on data retrieved from the US Census Bureau's 2009-2013 ACS 5-year estimates. In 2013, the Census recorded over 47,000 commute trips by workers residing in Androscoggin County. Although the majority of the Androscoggin-based commute trips were internal to the county (78 percent), approximately 15 percent were destined for Cumberland County to the south. For commutes that cross state boundaries, approximately 0.4 percent and 0.3 percent of 2013 Androscoggin-based work trips were destined for locations within New Hampshire and Massachusetts, respectively, compared to 0.6 percent and 0.8 percent of 2013 Cumberland-based work trips.

In 2013, the Census recorded approximately 46,500 commute trips taken by workers residing in Androscoggin County. While the majority of the Androscoggin-bound commute trips were completed by residents within the county (79 percent), approximately eight percent, seven percent, and six percent of workers destined for jobs in Androscoggin County originated from Oxford, Cumberland, and Kennebec Counties, respectively. For commutes that cross state boundaries, approximately 15 percent of workers coming from New Hampshire to work in southern Maine, along with 10 percent of workers coming from Massachusetts to work in southern Maine, report to work sites within Androscoggin County, compared to 75 percent and 87 percent that work within Cumberland County.

Thus, there are already strong regional workforce connections between the Northern Study Area, the Southern Study Area, and other major employment centers along the Downeaster corridor.

Table 17 County-to-County Commute Flows (2013)

ORIGIN COUNTY	DESTINATION COUNTY							Origin Total
	Androscoggin	Kennebec	Oxford	Cumberland	York	NH*	MA**	
Androscoggin	36,807	1,675	1,073	7,145	266	177	134	47,277
Kennebec	2,653	45,466	80	1,868	100	109	47	50,323
Oxford	3,612	276	15,544	2,674	464	14	0	22,584
Cumberland	3,406	1,519	1,055	128,513	5,085	877	1,191	141,646
Destination Total	46,478	48,936	17,752	140,200	5,915	1,177	1,372	261,830

Note: data represent commuters, making a daily trip both to and from work.

Source: US Census Bureau – 2009-2013 American Community Survey 5-Year Estimates

* - Counties within southeastern New Hampshire (Stafford, Rockingham, and Hillsborough)

** - Counties within Greater Boston (Essex, Middlesex, Suffolk, and Norfolk)

Table 18 County-to-County Commute Percentages by Origin County (2013)

ORIGIN COUNTY	DESTINATION COUNTY							Origin Total
	Androscoggin	Kennebec	Oxford	Cumberland	York	NH*	MA**	
Androscoggin	77.9%	3.5%	2.3%	15.1%	0.6%	0.4%	0.3%	100.0%
Kennebec	5.3%	90.3%	0.2%	3.7%	0.2%	0.2%	0.1%	100.0%
Oxford	16.0%	1.2%	68.8%	11.8%	2.1%	0.1%	0.0%	100.0%
Cumberland	2.4%	1.1%	0.7%	90.7%	3.6%	0.6%	0.8%	100.0%

Source: US Census Bureau – 2009-2013 American Community Survey 5-Year Estimates

* - Counties within southeastern New Hampshire (Stafford, Rockingham, and Hillsborough)

** - Counties within Greater Boston (Essex, Middlesex, Suffolk, and Norfolk)

Table 19 County-to-County Commute Percentages by Destination County (2013)

ORIGIN COUNTY	DESTINATION COUNTY						
	Androscoggin	Kennebec	Oxford	Cumberland	York	NH*	MA**
Androscoggin	79.2%	3.4%	6.0%	5.1%	4.5%	15.0%	9.8%
Kennebec	5.7%	92.9%	0.5%	1.3%	1.7%	9.3%	3.4%
Oxford	7.8%	0.6%	87.6%	1.9%	7.8%	1.2%	0.0%
Cumberland	7.3%	3.1%	5.9%	91.7%	86.0%	74.5%	86.8%
Destination Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: US Census Bureau – 2009-2013 American Community Survey 5-Year Estimates

* - Counties within southeastern New Hampshire (Stafford, Rockingham, and Hillsborough)

** - Counties within Greater Boston (Essex, Middlesex, Suffolk, and Norfolk)

3.8.2 Area-to-Area Flows

To augment the county-to-county numbers provided above, the US Census Bureau's 2015 LEHD dataset was used to derive which displays a higher level of detail for commuting trips originating from or destined for the Northern Study Area, the Southern Study Area, New Hampshire, and Massachusetts

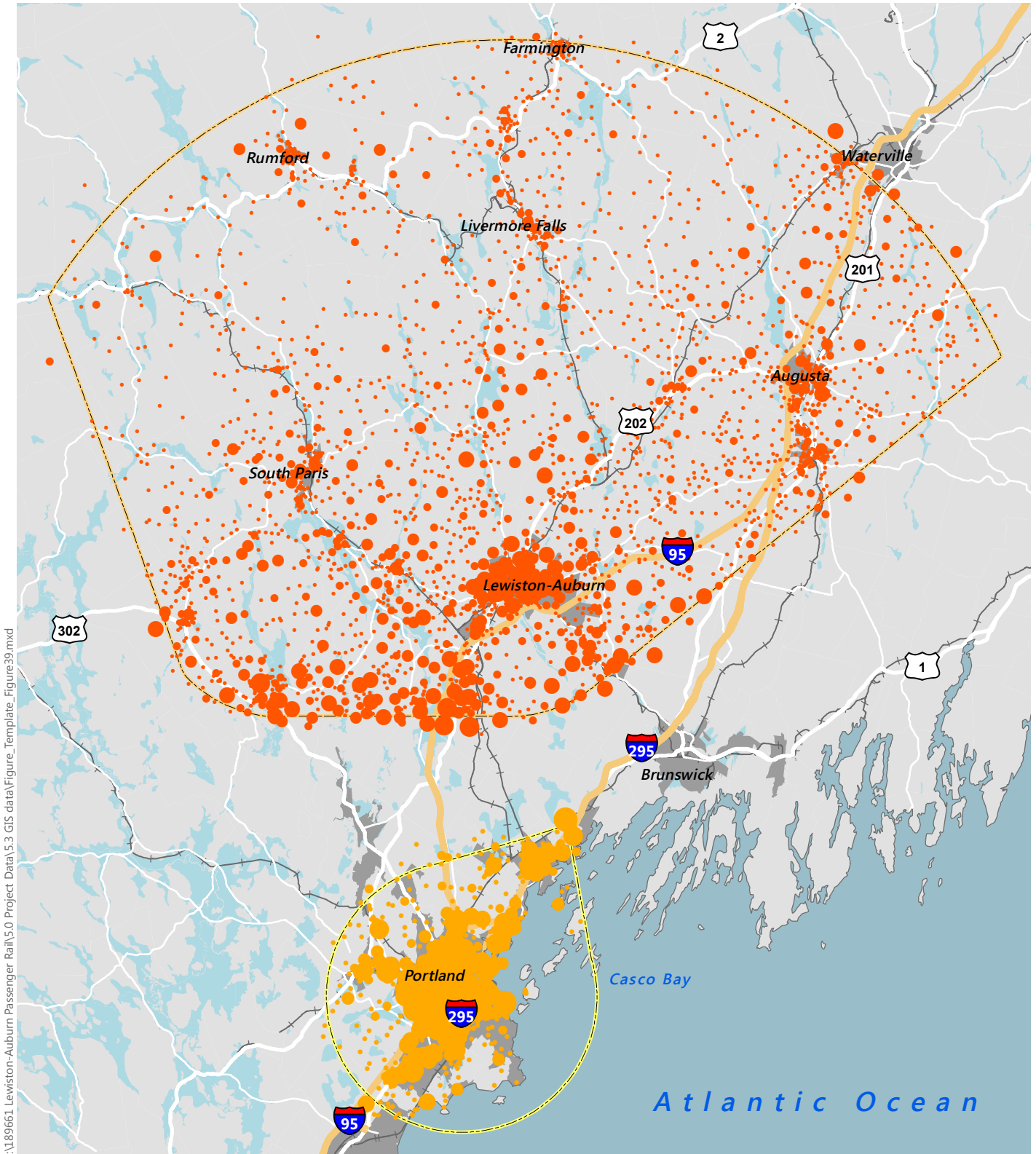
Table 20 Area-to-Area Commute Flows (2015)

DESTINATION	ORIGIN	
	Northern Study Area	Southern Study Area
Northern Study Area	--	5,125
Southern Study Area	12,684	--
MA – Boston	433	384
MA – Other	990	952
NH – Dover	352	427
NH - Other	1,209	598

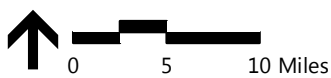
Source: US Census Bureau – 2015 Longitudinal Employer-Household Dynamics

The numbers in this table represent individuals. Most of these individuals would be expected to make a round-trip each weekday. Trips in this table represent a combined total of all travel modes.

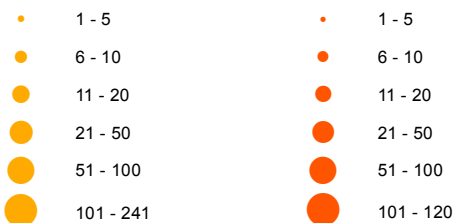
The 2015 data demonstrate that for approximately every five workers commuting from the Northern Study Area to jobs in the Southern Study Area (Figure 39) there are two workers commuting from the Southern Study Area to employment opportunities in the Northern Study Area (Figure 40). For commute trips from Maine into New Hampshire (Figure 41), there are approximately three workers residing in the Northern Study Area for every two workers residing in the Southern Study Area. Surprisingly, for commute trips from Maine into Massachusetts (Figure 42), the number of commuters traveling from the Northern Study Area into Massachusetts is quite proximate to the number of commuters headed into Massachusetts from the Southern Study Area. Thus, a potential passenger rail service to Lewiston-Auburn has the potential to serve existing regional workforce connections between the Northern Study Area, the Southern Study Area, New Hampshire, and Massachusetts.



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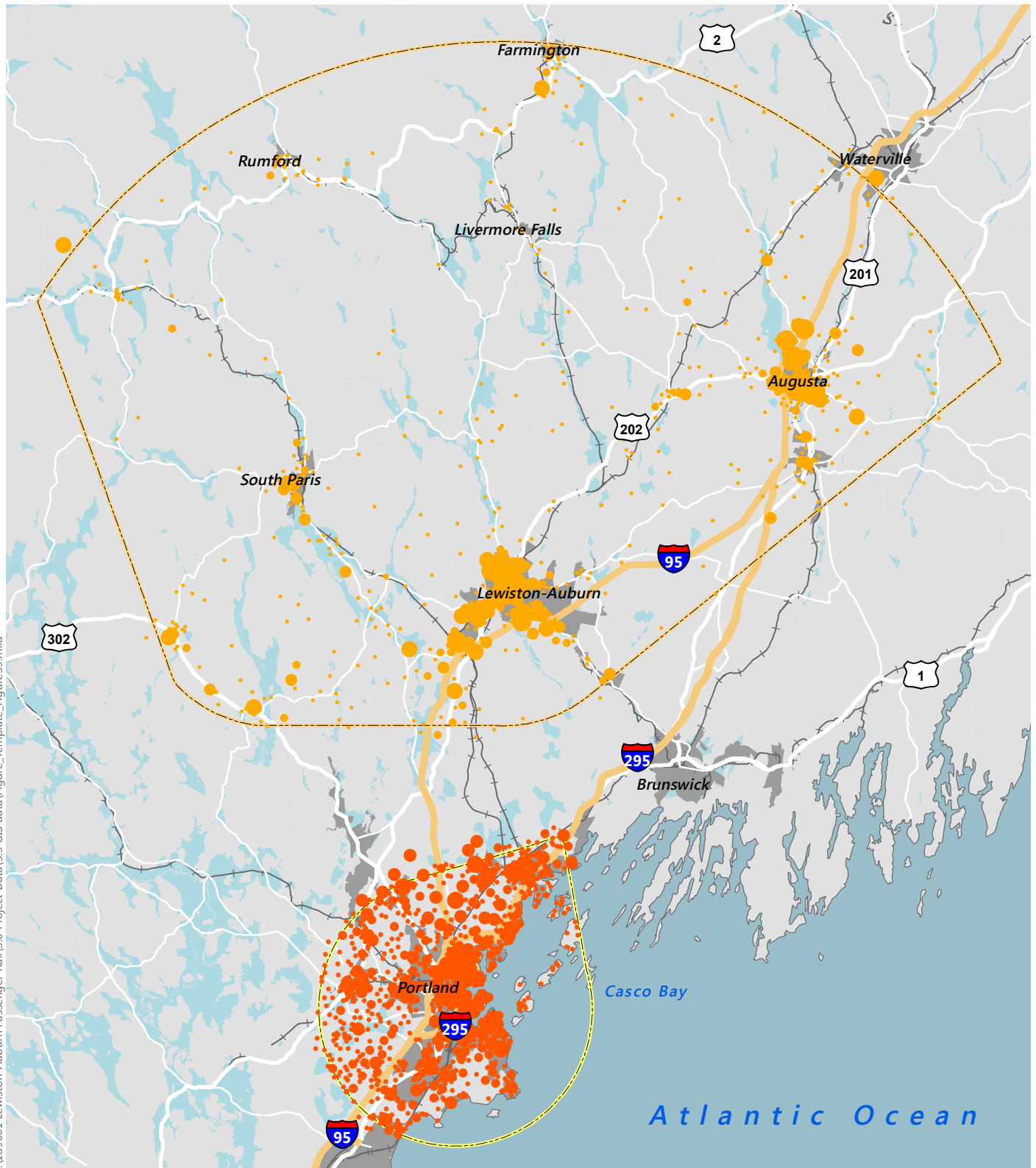
Work Counts in South Study Area Resident Counts in North Study Area



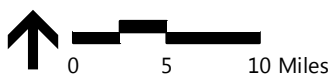
LEWISTON-AUBURN PASSENGER RAIL SERVICE PLAN

Work Trips from North Study Area to South Study Area

Source: US Census Bureau – 2015 Longitudinal Employer-Household Dynamics



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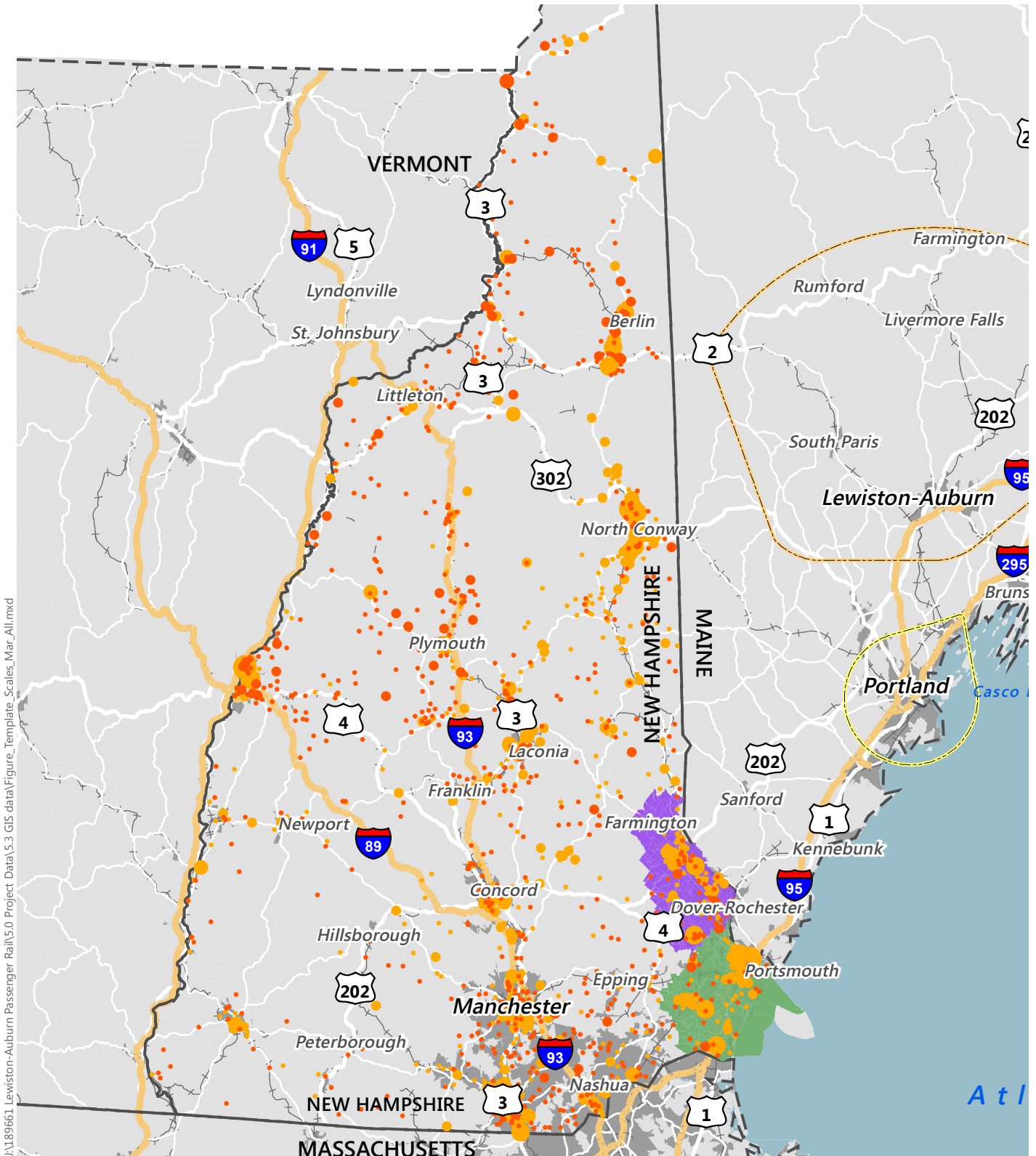
Work Counts in North Study Area Resident Counts in South Study Area

- | | | | |
|---|-----------|---|-----------|
| • | 1 - 5 | • | 1 - 5 |
| • | 6 - 10 | • | 6 - 10 |
| • | 11 - 20 | • | 11 - 20 |
| • | 21 - 50 | • | 21 - 50 |
| • | 51 - 100 | • | 51 - 100 |
| • | 101 - 134 | • | 101 - 150 |

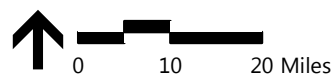
**LEWISTON-AUBURN
PASSENGER RAIL SERVICE PLAN**

**Work Trips from South Study Area
to North Study Area**

Source: US Census Bureau – 2015 Longitudinal
Employer-Household Dynamics



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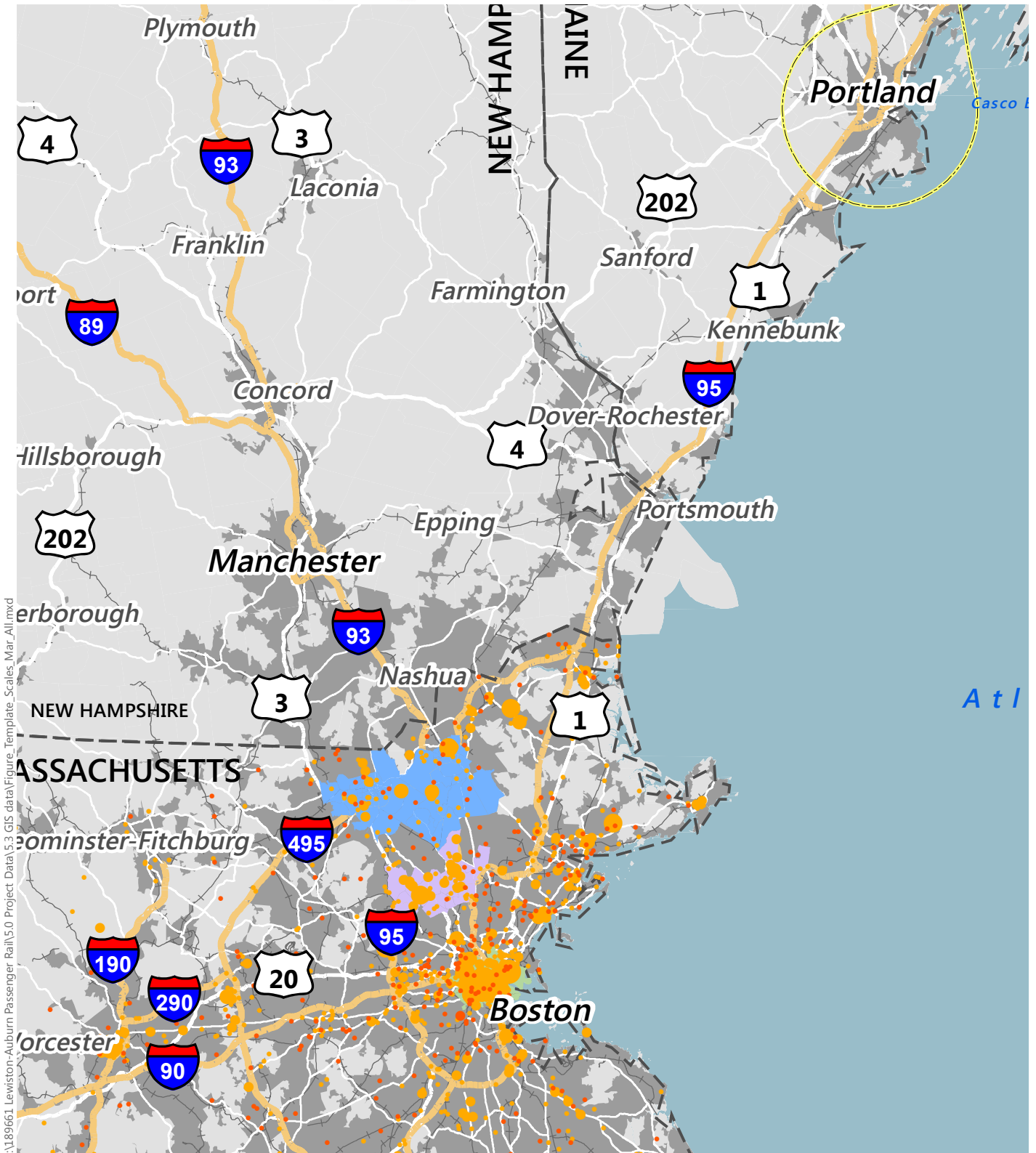
Job Counts in HN Resident Counts in NH

•	1	•	1
•	2 - 3	•	2 - 3
•	4 - 5	•	4 - 5
•	6 - 10	■	Dover-Rochester
•	11 - 23	■	Portsmouth

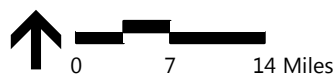
LEWISTON-AUBURN PASSENGER RAIL SERVICE PLAN

Work Trips between North Study Area and New Hampshire

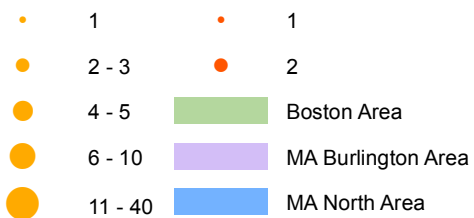
Source: US Census Bureau – 2015 Longitudinal Employer - Household Dynamics



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Job Counts in MA Resident counts in MA



LEWISTON-AUBURN PASSENGER RAIL SERVICE PLAN

Work Trips between North Study Area and Massachusetts

Source: US Census Bureau – 2015 Longitudinal Employer - Household Dynamics

3.9 Downeaster Ridership Data

Downeaster data was also collected and analyzed to better understand the travel patterns of those who are using the Downeaster today. This included:

- ▶ Ridership Survey data
- ▶ Ridership data by train number
- ▶ Ridership data by station
- ▶ Ridership data between station pairs

3.9.1 Ridership Survey Data

In 2011, 2012, 2013, and 2016, the Downeaster administered surveys to its passengers to better understand the travel patterns and demographics of its riders, among other things.

This data was examined as part of this study to understand:

- ▶ What differences in travel patterns, if any, there are between individuals residing in the Northern Study Area when compared to the dataset as a whole; and
- ▶ Whether there has been any change in travel within the Northern Study Area since the survey was first administered.

Each of these is examined in greater detail in respective subsections.

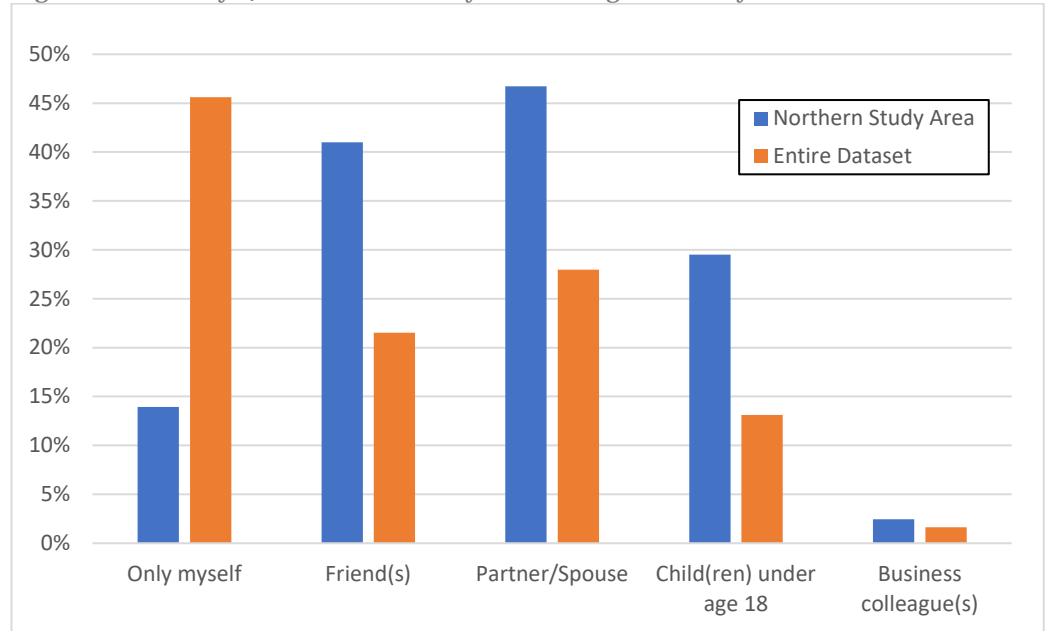
3.9.1.1 Comparison between Northern Study Area and Entire 2016 Dataset

The charts in this subsection summarize the results from the 2016 survey by comparing the responses from individuals residing in the Northern Study Area with the entire dataset. For purposes of this analysis, zip codes provided by respondents were used to determine who resided in the Northern Study Area.

The first survey question examined (presented in Figure 43) asked the survey respondent whom they were traveling with. The survey shows that riders from the Northern Study Area are more likely to travel with someone else.

The next question (presented in Figure 44) asked whether the trip being taken is part of a round trip or one-way trip. The results show Northern Study Area trips are more likely to be round trips, completed in the same day.

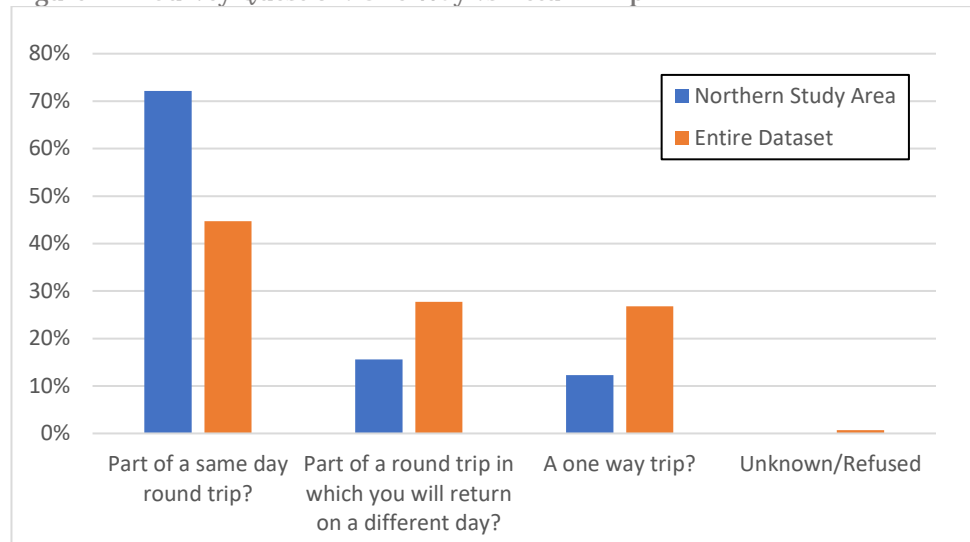
Figure 43 Survey Question: Who are you traveling with today on the Downeaster?



Source: 2016 Downeaster Rider Survey

Note: Respondents were asked to choose all that apply

Figure 44 Survey Question: One Way vs Return Trip

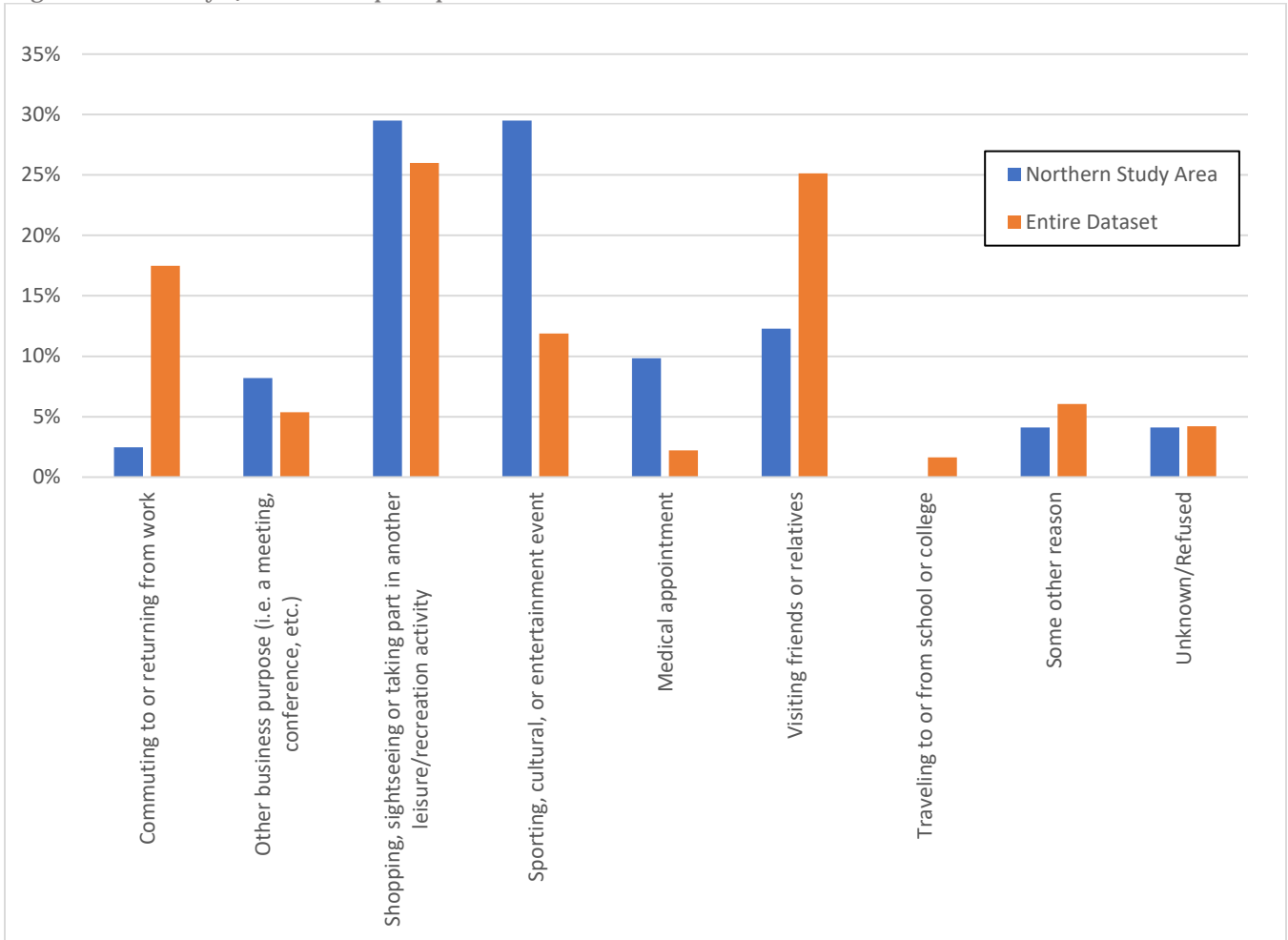


Source: 2016 Downeaster Rider Survey

Note: The question asked to survey respondents was: "Is the train trip you're on right now..."

Figure 45 presents the respondent’s trip purpose. The results show that Northern Study Area trips tend to be for leisure purposes, with the most frequent trip purposes being for “shopping, sightseeing or taking part in another leisure/recreation activity” and “sporting, cultural, or entertainment event”.

Figure 45 Survey Question: Trip Purpose



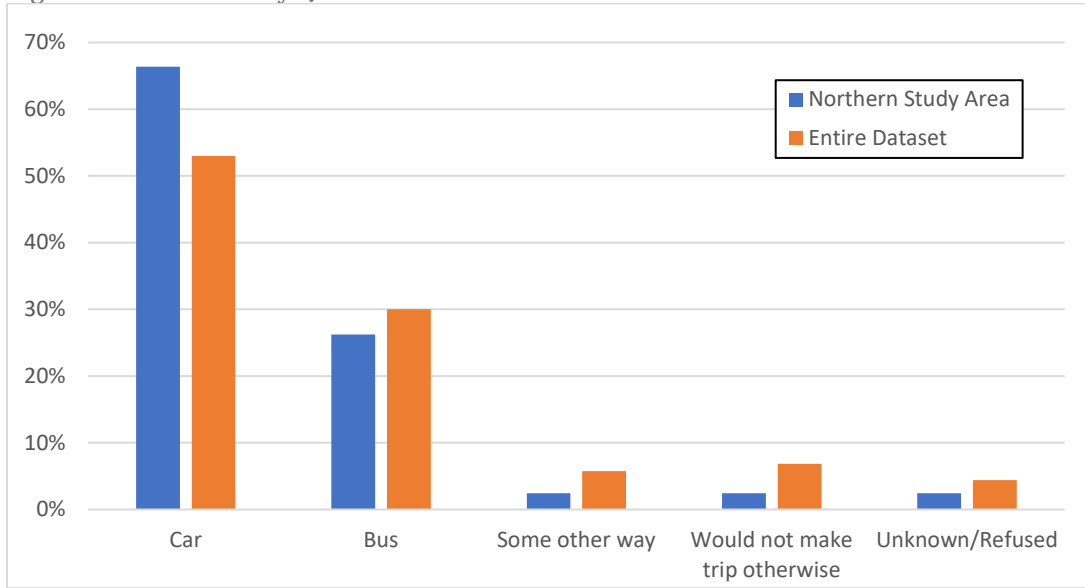
Source: 2016 Downeaster Rider Survey

Note: The question asked to survey respondents was: “Which one of the following best describes the overall purpose of your trip today on the Downeaster?”

Figure 46 shows how respondents would travel if the Downeaster were not available. As can be seen, riders from the Northern Study Area would be more likely to drive if no Downeaster service were available.

Figure 47 presents how frequently respondents make the trip that they’re on, regardless of whether it is on the Downeaster. The results indicate that riders from the Northern Study Area are more likely to be occasional inter-city travelers, making the same trip fewer than nine times a year.

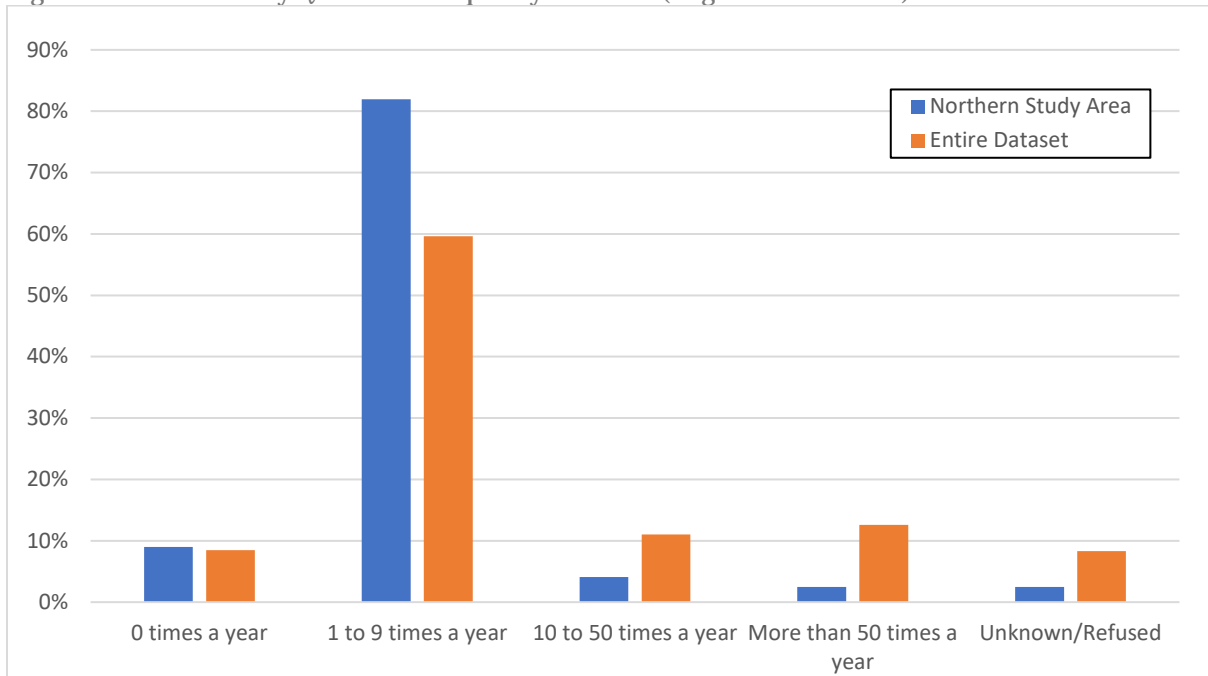
Figure 46 Survey Question: Alternative to Downeaster



Source: 2016 Downeaster Rider Survey

Note: The question asked to survey respondents was: "If the Amtrak Downeaster were not an available option, how would you most likely make this trip?"

Figure 47 Survey Question: Frequency of Travel (Regardless of Mode)



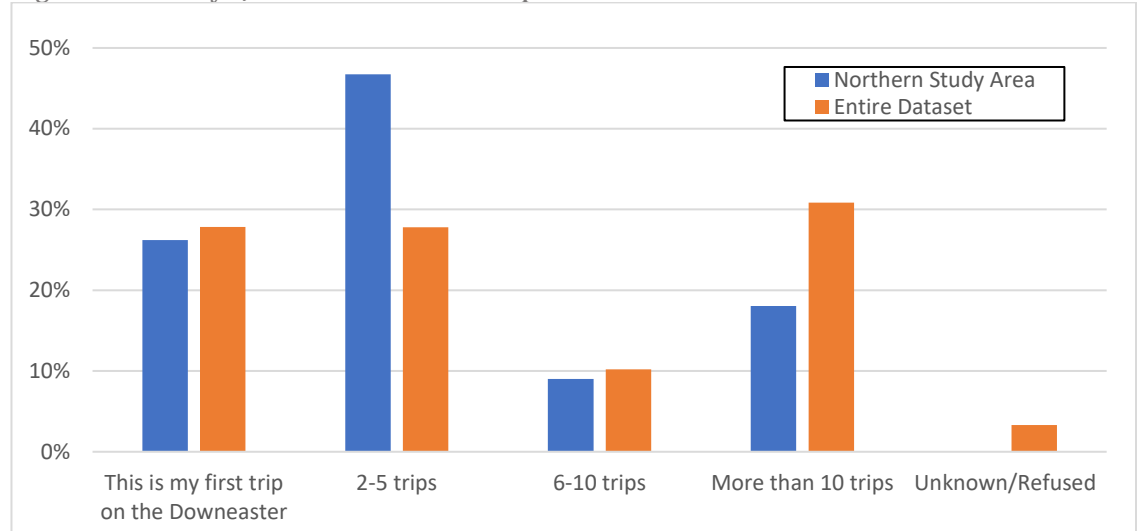
Source: 2016 Downeaster Rider Survey

Note: The survey question asked to survey respondents was: "In an average year, how often do you make the trip you're on today, whether it is by train or some other mode of transportation?"

Respondents were asked how many trips they have taken on the Downeaster. As can be seen in Figure 48, riders from the Northern Study Area have generally traveled less on the Downeaster than the rest of those surveyed.

Respondents to the survey were also asked how often they use the Downeaster for the type of trip that they were on. The results, shown in Figure 49, demonstrate that between the two groups, loyalty to the Downeaster is similar.

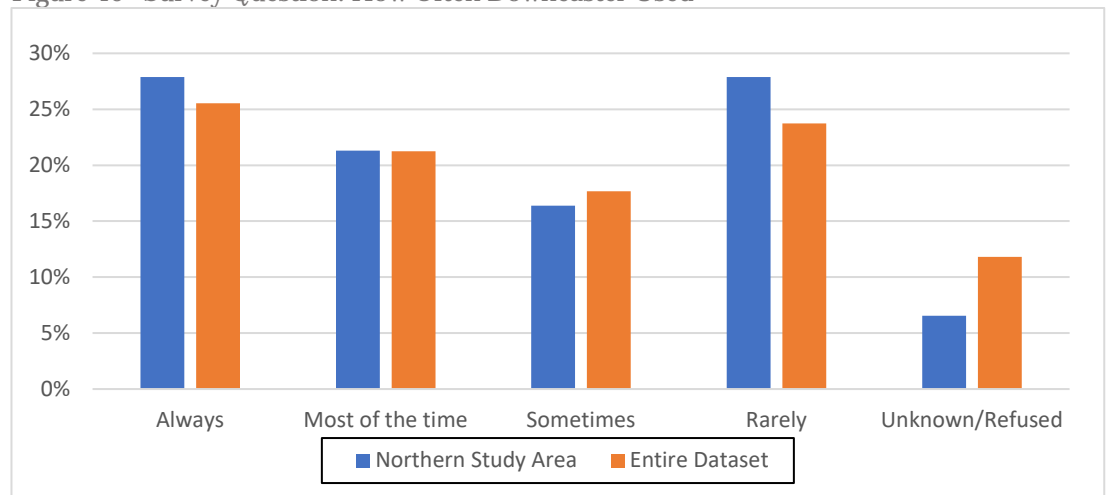
Figure 48 Survey Question: Number of Trips on Downeaster



Source: 2016 Downeaster Rider Survey

Note: The survey question asked to survey respondents was: "Including today's trip, how many total trips have you made on the Downeaster?"

Figure 49 Survey Question: How Often Downeaster Used

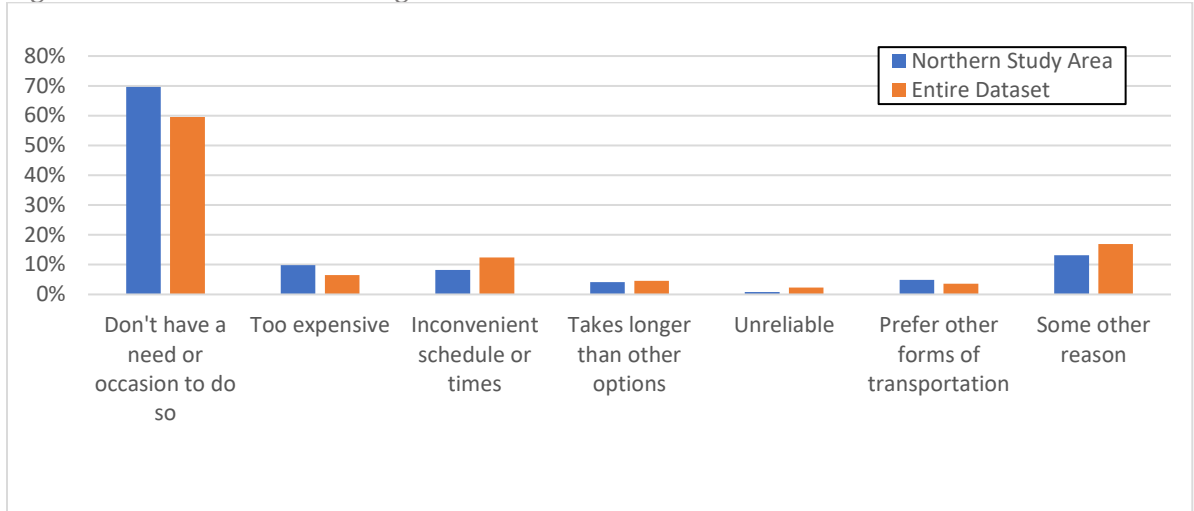


Source: 2016 Downeaster Rider Survey

Note: The survey question asked to survey respondents was: "How often do you use the Downeaster for these trips?"

The next question examined from the survey asked respondents why they do not ride the Downeaster more often (Figure 50). For both groups, the most common reason was that there was not a need or occasion to do so.

Figure 50 Reasons for not Riding Downeaster more Often

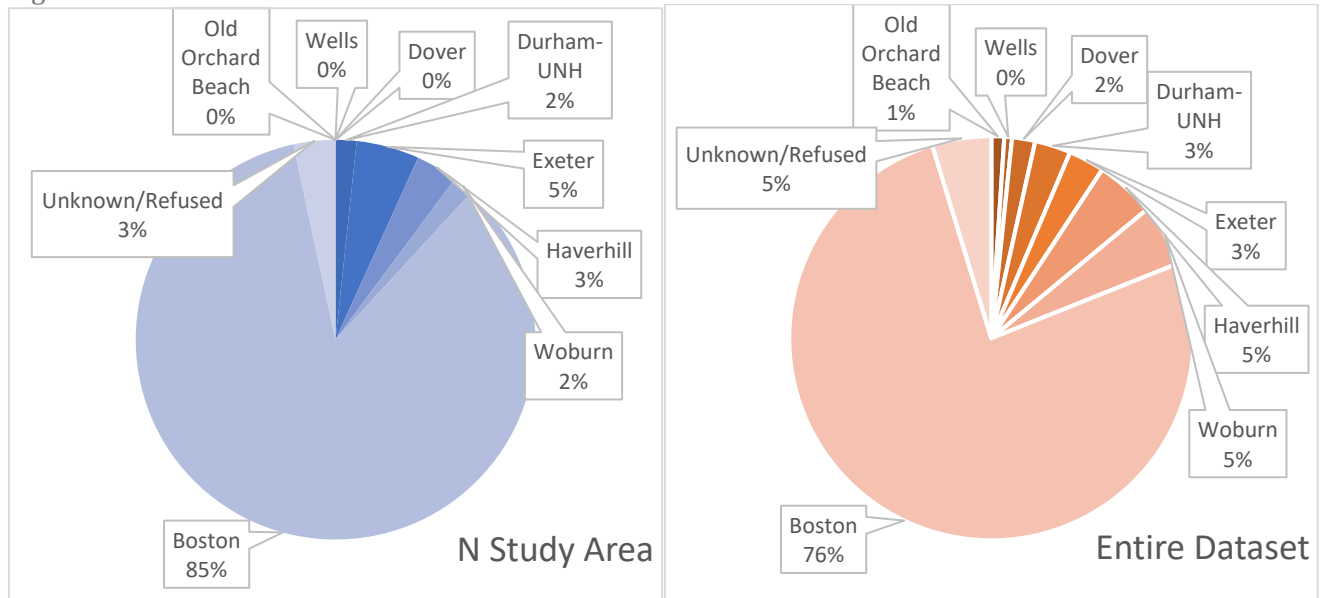


Source: 2016 Downeaster Rider Survey

Note: Respondents were asked to choose all that apply.

As part of this analysis, the destination of surveyed passengers was also examined in greater depth (Figure 51). This analysis, which focused specifically on Portland Station, found that the predominant destination in the southbound direction (for both groups) is Boston.

Figure 51 Southbound Destinations from Portland Station



Source: 2016 Downeaster Rider Survey

To better understand how similar the travel behavior is of those residing in the Northern Study Area compared to existing portions of the Downeaster, an additional analysis was conducted. This analysis examined trip purpose against where respondents got on and off the train (Table 21 and Table 22, respectively). As can be seen in the tables, the closer to Boston a station is, the more likely a respondent is to be taking the train for work purposes. Conversely, the further away from Boston a station is, the more likely a respondent is to be taking the train for leisure purposes. Using these results, one can conclude that respondents in the Northern Study Area seem to exhibit travel behavior that is consistent with travel observed in the northern portions of the Downeaster route.

Table 21 Trip Purpose by Where Respondents Got on the Train

		Trip Purpose							Grand Total
		Commuting to or returning from work	Other business purpose (i.e. a meeting, conference, etc.)	Shopping, sightseeing or taking part in another leisure/recreation activity	Sporting, cultural, or entertainment event	Visiting friends or relatives	All other reasons	Unknown/Refused	
Where did you get on the train?	Brunswick	10%	10%	26%	14%	27%	12%	0%	100%
	Freeport	12%	0%	59%	0%	24%	6%	0%	100%
	Portland	9%	6%	26%	27%	20%	10%	3%	100%
	Old Orchard Beach	13%	5%	44%	7%	18%	4%	9%	100%
	Saco	25%	2%	13%	23%	24%	6%	8%	100%
	Wells	25%	2%	22%	3%	32%	10%	7%	100%
	Dover	40%	3%	27%	13%	9%	8%	0%	100%
	Durham-UNH	46%	4%	10%	2%	15%	15%	8%	100%
	Exeter	58%	2%	14%	8%	8%	5%	8%	100%
	Haverhill	70%	0%	4%	13%	9%	4%	0%	100%
	Woburn	*Note: Woburn stop is only for drop-offs, not pick-ups going southbound							

Source: 2016 Downeaster Rider Survey

Table 22 Trip Purpose by Where Respondents Get Off the Train

		Trip Purpose							Grand Total
		Commuting to or returning from work	Other business purpose (i.e. a meeting, conference, etc.)	Shopping, sightseeing or taking part in another leisure/recreation activity	Sporting, cultural, or entertainment event	Visiting friends or relatives	All other reasons	Unknown/Refused	
Where will you get off the train?	Brunswick	4%	13%	17%	2%	51%	11%	2%	100%
	Freeport	0%	11%	28%	0%	56%	0%	6%	100%
	Portland	5%	7%	35%	8%	28%	13%	4%	100%
	Old Orchard Beach	4%	1%	49%	4%	22%	14%	5%	100%
	Saco	11%	13%	22%	5%	31%	15%	5%	100%
	Wells	12%	3%	27%	6%	40%	9%	4%	100%
	Dover	26%	3%	17%	10%	32%	5%	6%	100%
	Durham-UNH	32%	15%	9%	9%	15%	21%	0%	100%
	Exeter	43%	3%	15%	4%	22%	7%	6%	100%
	Haverhill	75%	0%	4%	0%	21%	0%	0%	100%
	Woburn	*Note: Woburn stop is only for pick-ups, not drop-offs going northbound							

Source: 2016 Downeaster Rider Survey

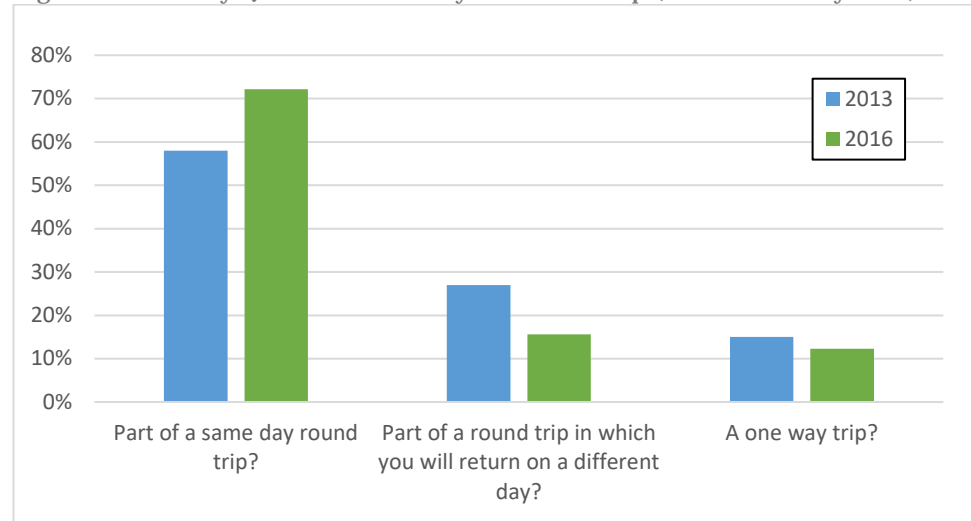
3.9.1.2 Historical Comparison of Northern Study Area

This subsection examines the data from historical Downeaster surveys, focusing specifically on riders from the Northern Study Area. As part of this analysis, the 2011, 2012, 2013, and 2016 surveys were examined.

One important thing to point out is that depending on the question, there may be data gaps, since questions were added or removed with each survey year.

The first question that was compared was whether trips from the Northern Study Area are being taken is part of a round trip or one-way trip. As shown in Figure 52, there has been a slight increase in the portion of trips being same day round trips between 2013 and 2016.

Figure 52 Survey Question: One Way vs Return Trip (Northern Study Area)

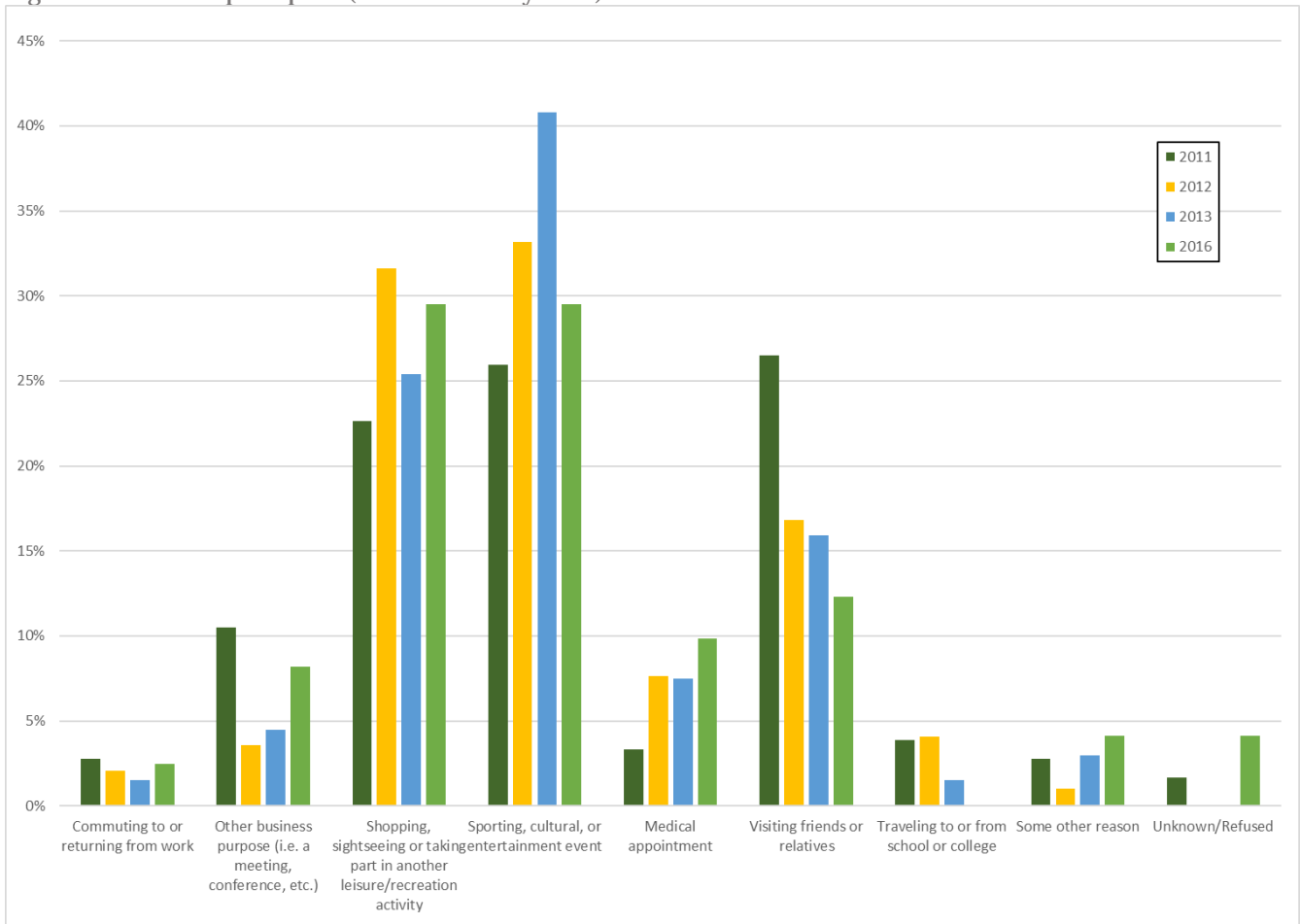


Source: 2013 and 2016 Downeaster Rider Surveys

Note: The question asked to survey respondents was: "Is the train trip you're on right now..."

The next question that was compared across the different surveys was trip purpose. As can be seen in Figure 53, there has been a general increasing trend for leisure travel among riders living in the Northern Study Area (as evidenced by the "shopping, sightseeing or taking part in another leisure/recreation activity" and "sporting, cultural, or entertainment event" categories).

Figure 53 Trip Purpose (Northern Study Area)



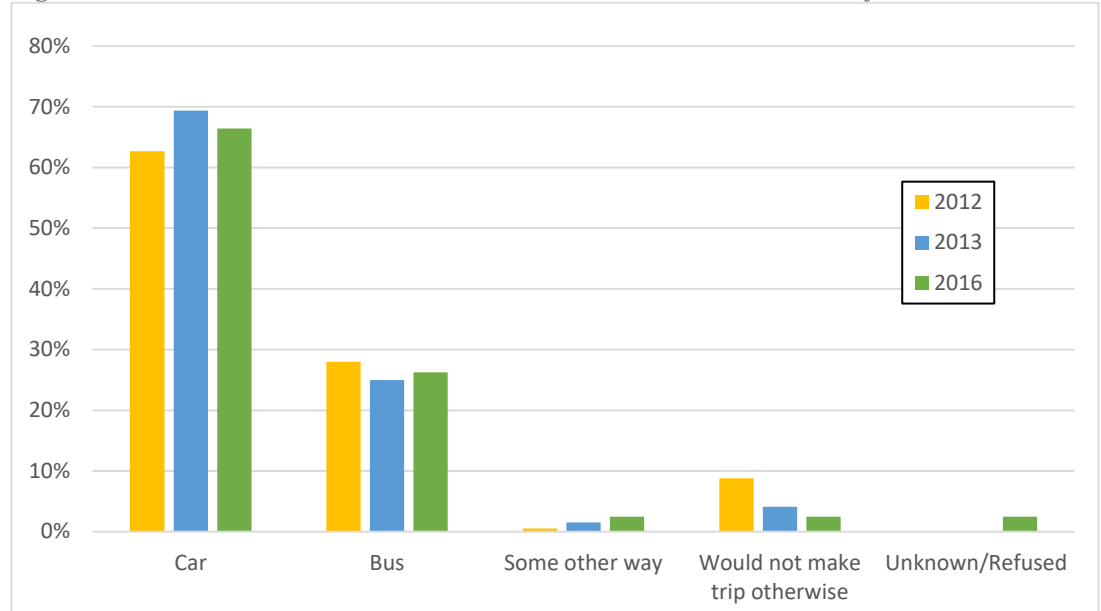
Source: 2011, 2012, 2013, and 2016 Downeaster Rider Surveys

Note: The question asked to survey respondents was: “Which one of the following best describes the overall purpose of your trip today on the Downeaster?”

When comparing the responses of how respondents would travel if the Downeaster were not available, it can be seen in Figure 54 that respondents in the Northern Study Area have consistently stated that the car would be their preferred alternative.

In terms of the frequency of making the same trip that they’re on (Figure 55), respondents in the Northern Study Area have consistently responded that they are leisure travelers, making the same trip fewer than nine times per year.

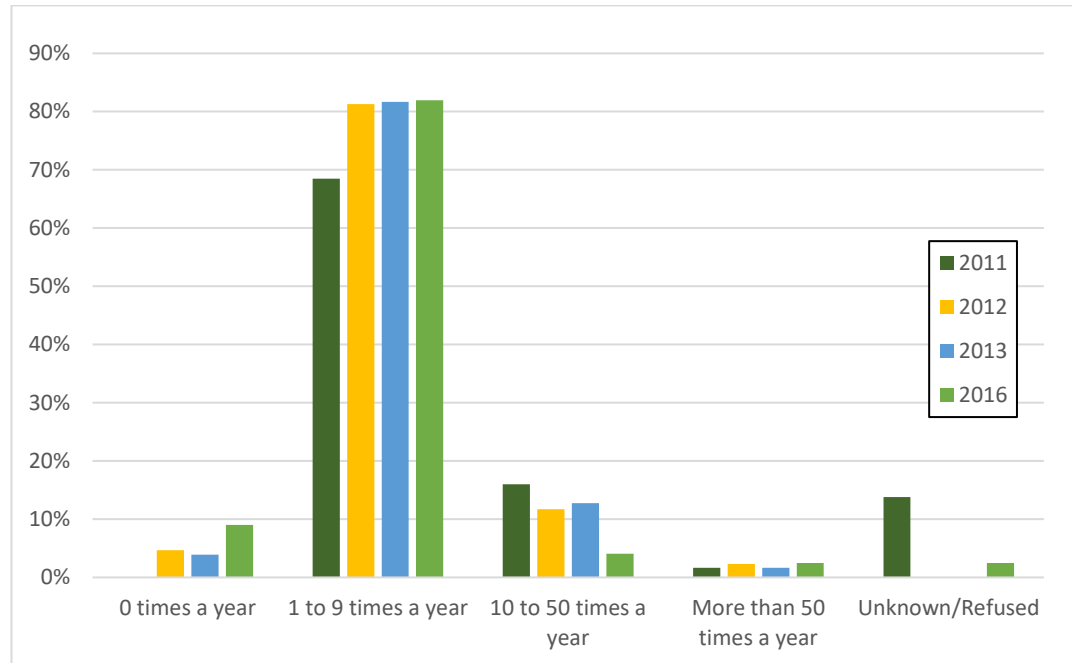
Figure 54 Alternative if Downeaster were not Available (Northern Study Area)



Source: 2012, 2013, and 2016 Downeaster Rider Surveys

Note: The question asked to survey respondents was: "If the Amtrak Downeaster were not an available option, how would you most likely make this trip?"

Figure 55 Frequency of Travel (Northern Study Area)

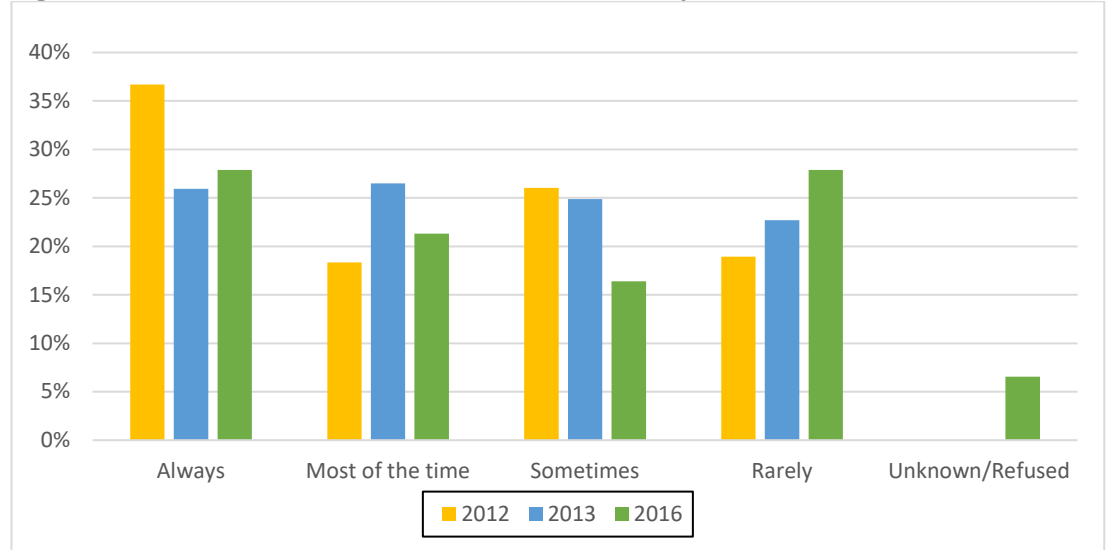


Source: 2011, 2012, 2013, and 2016 Downeaster Rider Surveys

Note: The survey question asked to survey respondents was: "In an average year, how often do you make the trip you're on today, whether it is by train or some other mode of transportation?"

The next question examined how often riders from the Northern Study Area rode the Downeaster for the type of trip that they were on. Based on a comparison of historical datasets (see Figure 56), there is no clear trend on Downeaster loyalty/usage.

Figure 56 How Often Downeaster Used (Northern Study Area)

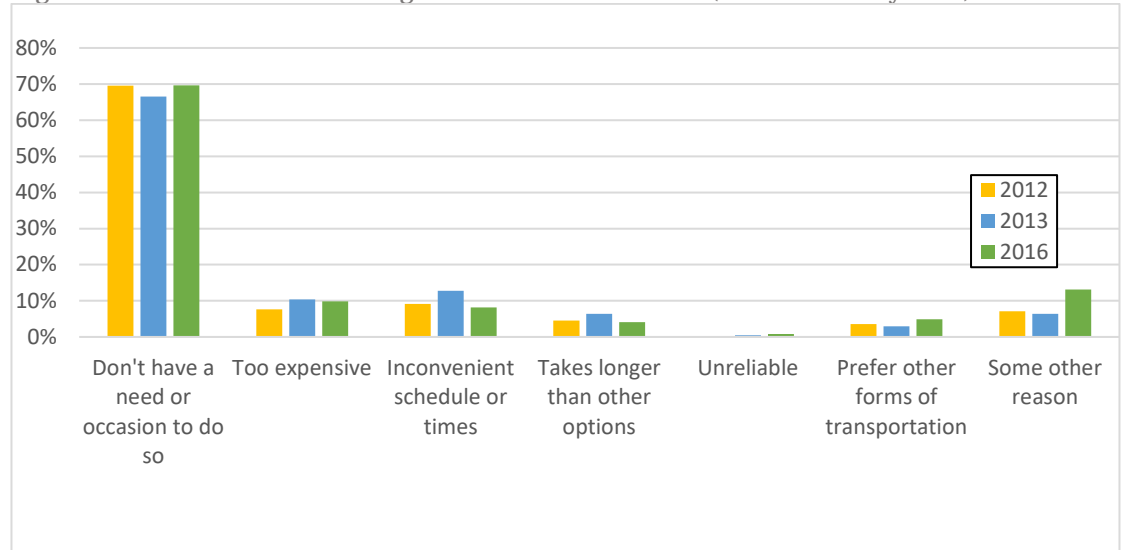


Source: 2012, 2013, and 2016 Downeaster Rider Surveys

Note: The survey question asked to survey respondents was: “How often do you use the Downeaster for these trips?”

In comparing why riders from the Northern Study Area do not ride the Downeaster more often, the predominant answer has been there is not a need or occasion to do so (Figure 57).

Figure 57 Reasons for not Riding Downeaster more Often (Northern Study Area)

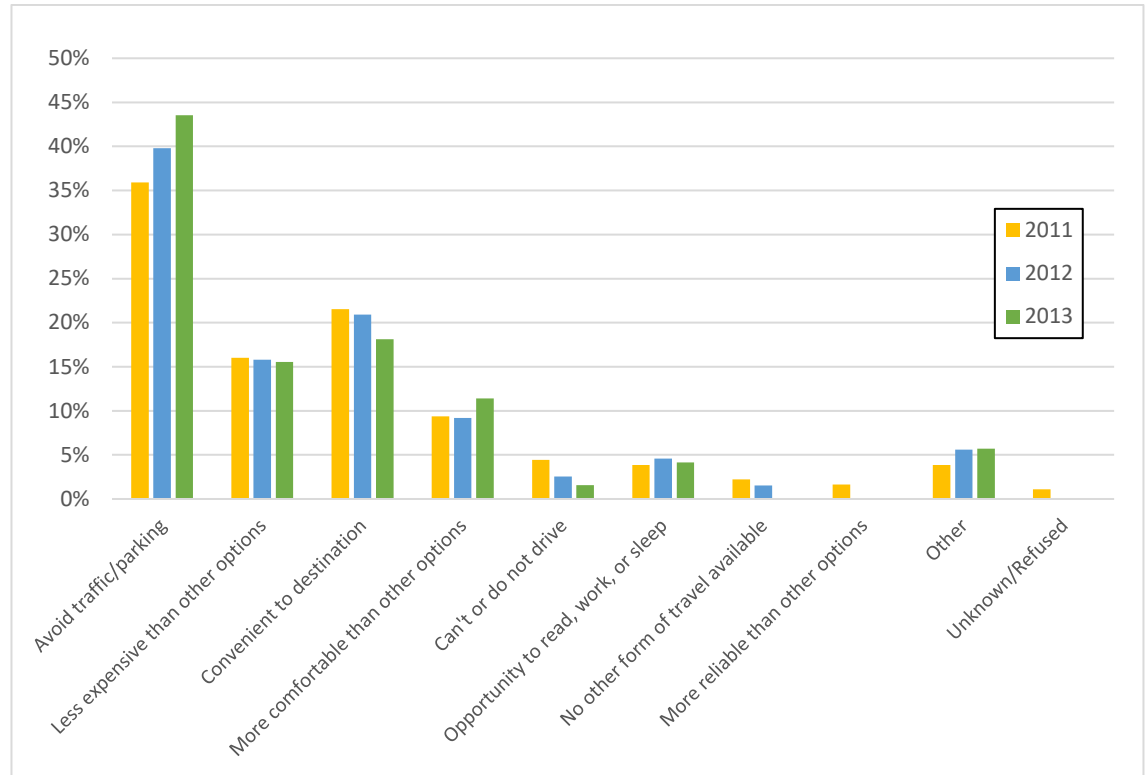


Source: 2012, 2013, and 2016 Downeaster Rider Surveys

Note: Respondents were asked to choose all that apply.

The last question that was examined was a question that was not asked in the 2016 survey, but was asked in the 2011, 2012, and 2013 surveys. This question asked why respondents chose to ride the Downeaster. As can be seen in Figure 58, the predominant reason for riding the Downeaster for respondents in the Northern Study Area was to avoid traffic and parking. It is also worth pointing out that this response had been trending upwards during the three years in which it was asked.

Figure 58 Reason for Riding the Downeaster (Northern Study Area)



Source: 2011, 2012, and 2013 Downeaster Rider Surveys

Note: The survey question asked to survey respondents was: "Which one of the following reasons best describes why you chose to ride the Amtrak Downeaster?"

3.9.2 Historical Ridership Data

This section offers a historical understanding of how the implementation of service improvements and additional stations have led to the robust ridership experienced along the Downeaster corridor today. Based on ridership and ticketing data provided by NNEPRA, average daily ridership for the service is presented in Table 23 and Figure 59.

Implementation of the Amtrak Downeaster service on December 15, 2001 resulted in the reinstatement of rail service along a corridor that had not seen a passenger train since 1965. Between opening day and August 2007, Amtrak offered four daily round trips between Portland, ME and Boston, MA. Strategic trackage improvements that were

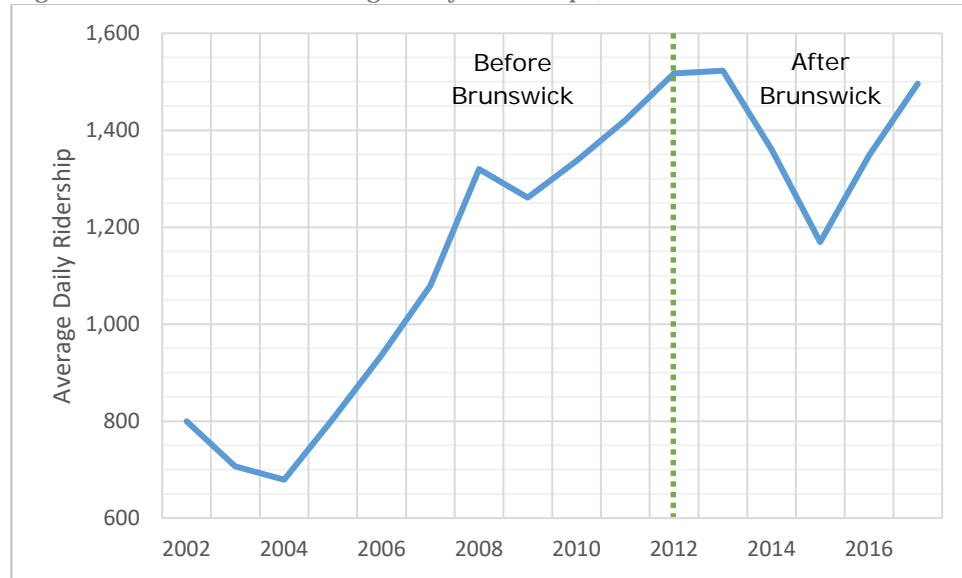
completed in August 2007 enabled faster speeds (change from 60 mph to 79 mph top speed reduced end-to-end travel time by 20 minutes) and the addition of one new round trip. This major change resulted in a 41 percent increase in average daily ridership between 2007 and 2012. Passenger rail service to new stations at Freeport and Brunswick was inaugurated on November 1, 2012 and ridership peaked in 2013 at 1,523 daily passengers. While ridership fell by 23 percent between 2012 and 2015, the service seems to have recovered, with 2017 average daily ridership levels comparable to the 2013 peak.

Table 23 Amtrak Downeaster Average Daily Ridership (2002, 2007, 2012, and 2017)

Year	Average Daily Ridership	Five Year Growth
2002	799	--
2007	1,079	35.0%
2012	1,517	40.5%
2017	1,496	-1.4%

Source: NNEPRA

Figure 59 Downeaster Average Daily Ridership (2002-2017)



Source: NNEPRA

3.9.3 Ridership Data by Train Number

To get a sense of the current service offerings and to understand which trains are most likely to conveniently serve the weekday commuter and weekend leisure traveler markets, the current weekday and weekend timetables for the Amtrak Downeaster are provided in Table 24 and Table 25, respectively.

Table 24 Amtrak Downeaster Weekday Service Schedule

Direction	Train Number	Route	Departure	Arrival
Inbound	680	Portland to Boston	5:20 AM	7:50 AM
	682	Brunswick to Boston	7:30 AM	10:50 AM
	684	Brunswick to Boston	11:05 AM	2:25 PM
	686	Portland to Boston	2:20 PM	4:50 PM
	688	Brunswick to Boston	5:25 PM	8:45 PM
Outbound	681	Boston to Portland	9:05 AM	11:35 AM
	683	Boston to Brunswick	1:05 PM	4:25 PM
	685	Boston to Brunswick	5:00 PM	8:15 PM
	687 (*)	Boston to Portland / Brunswick	6:15 PM	8:55 PM / 9:40 PM
	689 (**)	Boston to Portland / Brunswick	10:30 PM (**)	12:55 AM / 1:45 AM

Source: NNEPRA (May 1, 2018)

(*) Outbound service for these trains on Monday through Thursday terminates in Brunswick while Friday service ends in Portland.

(**) This train departs at 11:25 PM on evenings of Red Sox home games and concerts/events at TD Garden or Fenway Park.

Table 25 Amtrak Downeaster Weekend Service Schedule

Direction	Train Number	Route	Departure	Arrival
Inbound	690	Portland to Boston	6:20 AM	8:45 AM
	692	Brunswick to Boston	7:30 AM	10:50 AM
	694	Brunswick to Boston	11:20 PM	2:45 PM
	696	Portland to Boston	3:30 PM	6:00 PM
	698	Brunswick to Boston	6:05 PM	9:25 PM
Outbound	691	Boston to Brunswick	9:45 AM	1:05 PM
	693	Boston to Portland	12:10 PM	2:45 PM
	695	Boston to Brunswick	4:45 PM	8:05 PM
	697 (*)	Boston to Portland / Brunswick	7:35 PM	10:05 PM / 10:55 PM
	699 (**)	Boston to Portland / Brunswick	10:30 PM (**)	12:55 AM / 1:45 AM

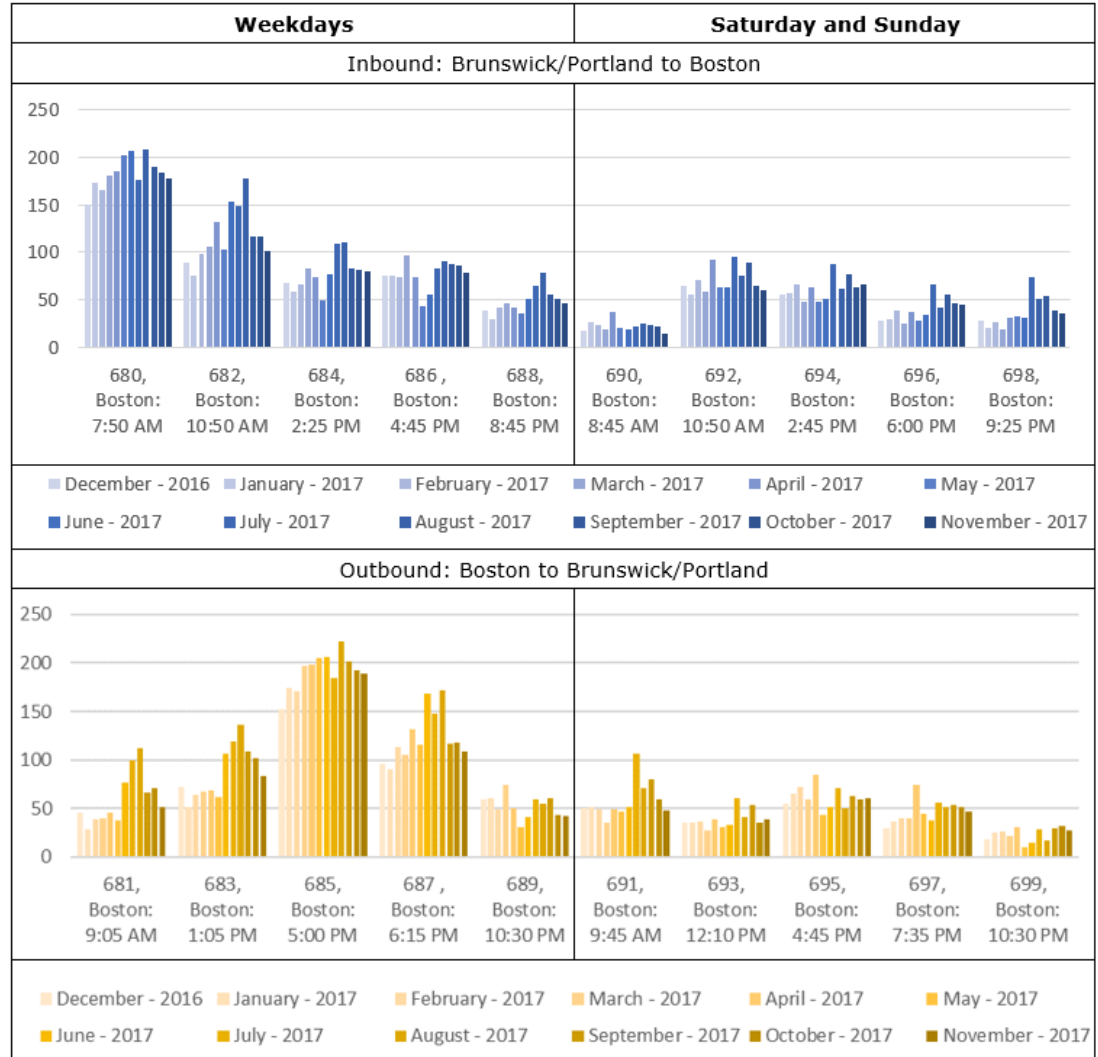
Source: NNEPRA (May 1, 2018)

(*) Outbound service for these trains terminates at Brunswick on Sunday and ends in Portland on Saturday.

(**) This train departs at 11:25 PM on evenings of Red Sox home games and concerts/events at TD Garden or Fenway Park.

Average daily ridership by train number by month for weekday and weekend service operated between December 2016 and November 2017 is provided in Figure 60. Maximum daily ridership of each train observation occurs within the center and gradually slopes downward to the left and right, indicating that the Downeaster experiences significant seasonal variation with ridership peaking during the summer months when tourists, in addition to regular commuters, make use of the service.

Figure 60 Average Daily Ridership by Train Number (December 2016-November 2017)



Source: NNEPRA

On weekdays, the inbound and outbound trains with the highest ridership correspond to Boston-based arrival and departure times that overlap with the standard commute schedule (i.e., the 680 inbound arriving to Boston at 7:50 AM and the return trip on the 685 outbound departing from Boston at 5:00 PM). Similarly, the second highest weekday ridership trains serve commutes that are shifted later in the day (i.e., the 682 inbound arriving to Boston at 10:50 AM and the 687 outbound departing from Boston at 6:15 PM). Aside from these two convenient train pairs, ridership on the other trains is significantly lower with limited evidence of reverse commuting. Thus, to realize a strong level of

weekday commuter-based ridership for a potential passenger rail service from Lewiston-Auburn, the service plan would need to provide inbound arrival and outbound departure times that closely align with traditional AM and PM peak commute times.

On weekends, the demand for rail service in both directions is evenly spread throughout the course of the day; however, the two trains with the highest ridership in both directions signal the presence of recreational/leisure day trips and overnight stays. In the inbound direction, the two trains with the highest ridership signal either the return of Massachusetts-based travelers from overnight stays in Portland or the arrival of Maine-based travelers to Boston for day trips (i.e., the 692 departing Brunswick at 7:30 AM and arriving to Boston at 10:50 AM and the 694 departing Brunswick at 11:20 AM and arriving to Boston at 2:45 PM). In the outbound direction, the two trains with the highest ridership correspond to the return of Maine-based travelers from Boston day trips (i.e., the 695 departing Boston at 4:45 and arriving to Brunswick at 8:05 PM) or the arrival of Massachusetts-based travelers returning from overnight stays in Maine (i.e., the 691 departing Brunswick at 9:45 AM and arriving to Boston at 1:05 PM). Thus, to capitalize on the strong existing weekend recreational/leisure-based markets between Maine and Massachusetts, the service plan for a potential passenger rail service should offer arrival and departure times that conveniently serve day trips and overnight stays.

3.9.4 Ridership Data by Station

Station-by-station average daily boardings (ons) and alightings (offs) for the period between December 2016 and November 2017 is presented in Table 26 and Figure 61, along with each station's share of total line ridership and the share of total non-Boston line ridership. Station-by-station counts of average daily ons and offs for each month during the period is provided in Figure 62.

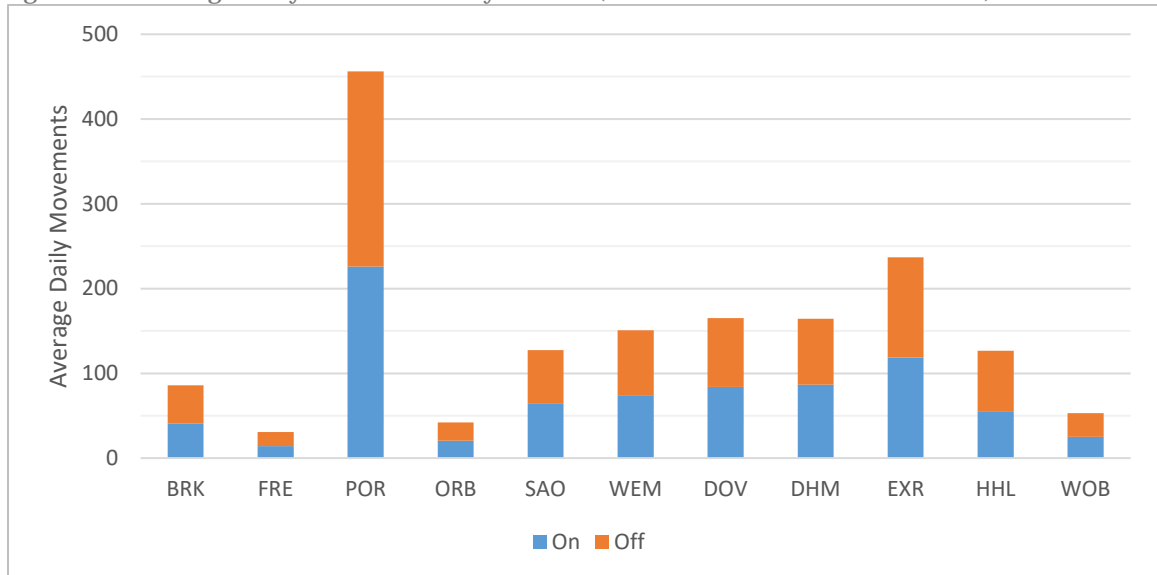
Activity along the Downeaster corridor is dominated by movements in and out of its major travel markets – Boston (43 percent) and Portland (16 percent). Aside from the two major markets, no single station accounts for more than eight percent of total ridership, with Brunswick and Freeport constituting a combined four percent of the line's ridership. Once movements at Boston's North Station are excluded from the analysis, Portland accounts for approximately 28 percent of non-Boston ridership and the three stations within New Hampshire each account for at least 10 percent.

Table 26 Average Daily Ons and Offs by Station (December 2016-November 2017)

Station	On	Off	Both	Share	Non-Boston Share
Brunswick, ME (BRK)	42	45	87	3.0%	5.3%
Freeport, ME (FRE)	15	17	32	1.1%	1.9%
Portland, ME (POR)	226	231	457	15.8%	27.7%
Old Orchard Beach, ME (ORB)	21	22	43	1.5%	2.6%
Saco, ME (SAO)	65	63	128	4.4%	7.8%
Wells, ME (WEM)	74	78	152	5.3%	9.2%
Dover, NH (DOV)	85	82	167	5.8%	10.1%
Durham, NH (DHM)	87	78	165	5.7%	10.0%
Exeter, NH (EXR)	119	119	238	8.3%	14.4%
Haverhill, MA (HHL)	55	73	128	4.4%	7.8%
Woburn, MA (WOB)	26	28	54	1.9%	3.3%
Boston, MA (BON)	627	606	1,233	42.8%	5.3%
ALL	1,442	1,442	2,884	100.0%	N/A

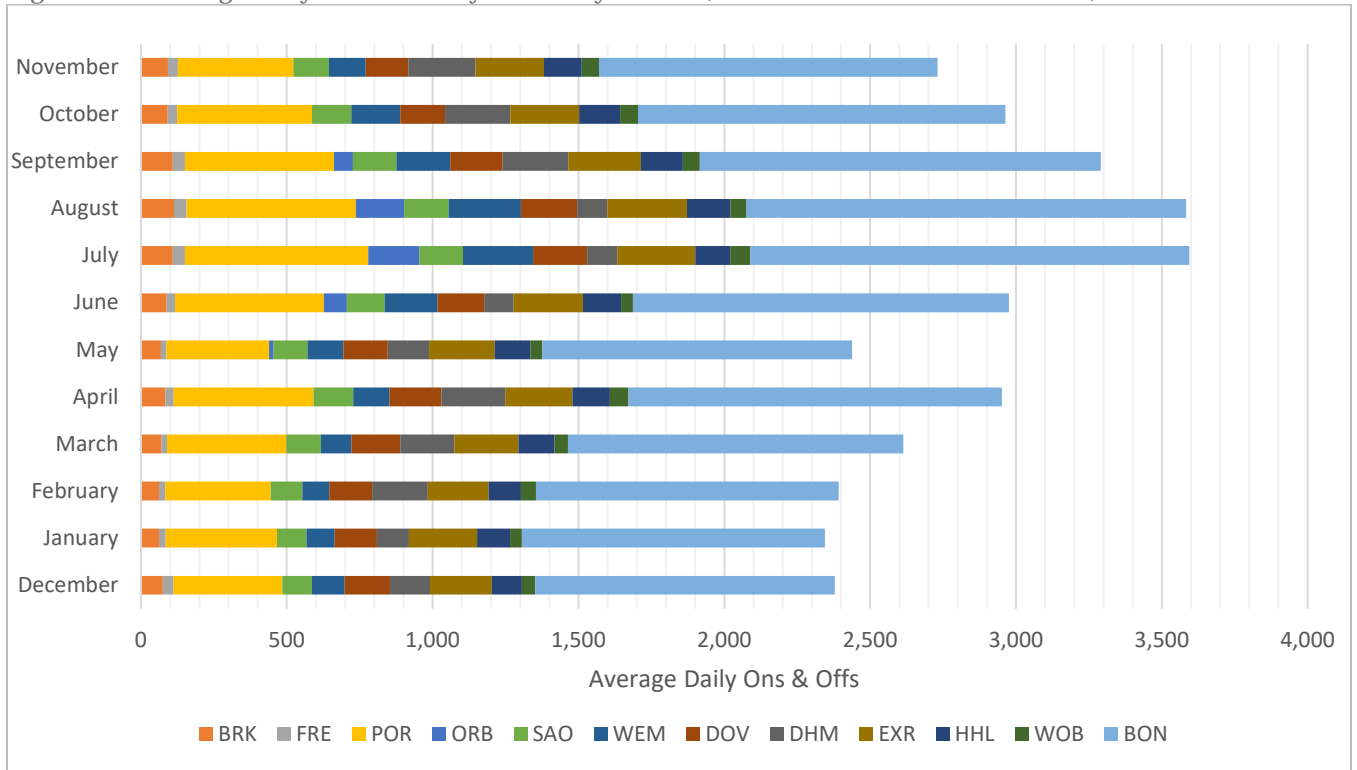
Source: NNEPRA

Figure 61 Average Daily Ons and Offs by Station (December 2016-November 2017)



Source: NNEPRA

Figure 62 Average Daily Ons & Offs by Station by Month (December 2016-November 2017)



Source: NNEPRA

3.9.5 Ridership Data between Station Pairs

Combined average daily boardings and alightings for Brunswick and Portland, as well as the distribution of activity between those stations and other Downeaster communities, is presented in Table 27 and Figure 63.

The majority of the Portland- and Brunswick-based activity (i.e., trips departing from or arriving to these stations) is focused on Boston. While non-Boston activity for Portland-based trips is distributed relatively evenly, non-Boston activity for Brunswick-based trips is heavily oriented towards Portland. Thus, the current Amtrak Downeaster service primarily provides utility for long-haul commute trips to Boston for Portland- or Brunswick-based travelers, but also proves useful for short-haul commute trips to Portland for Brunswick-based travelers.

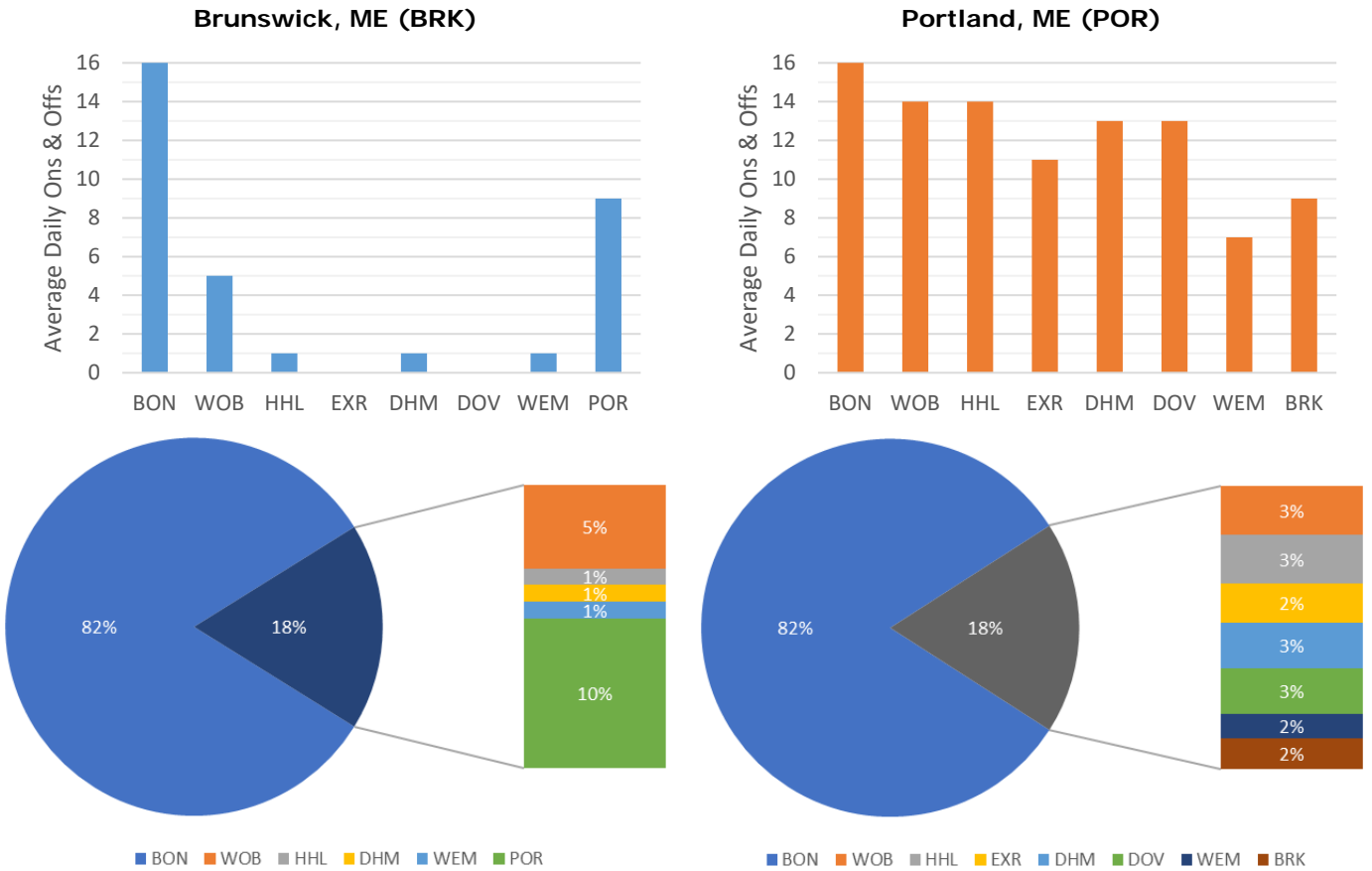
Table 27 Average Daily Ons & Offs by Station Pair (December 2016-November 2017)

	Portland, ME (POR)		Brunswick, ME (BRK)	
	Average Ons +Offs	Share	Average Ons + Offs	Share
Boston, MA (BON)	365	81.8%	79	82.3%
Woburn, MA (WOB)	14	3.1%	5	5.2%
Haverhill, MA (HHL)	14	3.1%	1	1.0%
Exeter, NH (EXR)	11	2.5%	0	0.0%
Durham, NH (DHM)	13	2.9%	1	1.0%
Dover, NH (DOV)	13	2.9%	0	0.0%
Wells, ME (WEM)	7	1.6%	1	1.0%
Portland, ME (POR)	N/A	N/A	9	9.4%
Brunswick, ME (BRK)	9	2.0%	N/A	N/A
ALL	446	100.0%	96	100.0%

Source: NNEPRA

Note: Ridership and ticketing data was not consistently available for Saco, ME (SAO), Old Orchard Beach, ME (ORB), and Freeport, ME (FRE) during this period and has been excluded.

Figure 63 Average Daily Ons & Offs by Station Pair (December 2016-November 2017)



Source: NNEPRA

Note: Ridership and ticketing data was not consistently available for Saco, ME (SAO), Old Orchard Beach, ME (ORB), and Freeport, ME (FRE) during this period and has been excluded.

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4

ECONOMIC DEVELOPMENT POTENTIAL

4.1 Introduction

To understand the potential for increased development within the Northern Study Area, as well as the Portland area, that would be generated as a result of a potential passenger rail service to Lewiston-Auburn, this chapter reviews population and employment growth trends before and after the 2012 extension of the Downeaster to Freeport and Brunswick, details development projects that have occurred adjacent to existing Downeaster stations over the past decade, and presents an alternative growth scenario that contemplates additional travel demand derived from stronger economic connections between the travel markets and new development adjacent to a potential passenger rail station in Lewiston-Auburn.

4.2 Population

To assess the change in population resulting from the 2012 Downeaster extension to Freeport and Brunswick in northeastern Cumberland County, average growth rates for the Southern Study Area, Cumberland County, and the State of Maine covering the periods from 2000 to 2009, 2009 to 2016, and 2000 to 2016 are provided in Table 28 and Figure 64.

The growth profile across the three time periods is quite similar for the Southern Study Area and the State of Maine, with a strong increase from 2000 to 2009 followed by moderate population growth between 2009 and 2016. Given that the trends for the Southern Study Area, Maine city, and Maine statewide trends both reflect less rapid

growth from 2009 to 2016, one would expect a similar pattern to be reflected at the county level. However, the growth profile for Cumberland County shows a greater percentage increase in population from 2009 to 2016 relative to that recorded between 2000 and 2009.

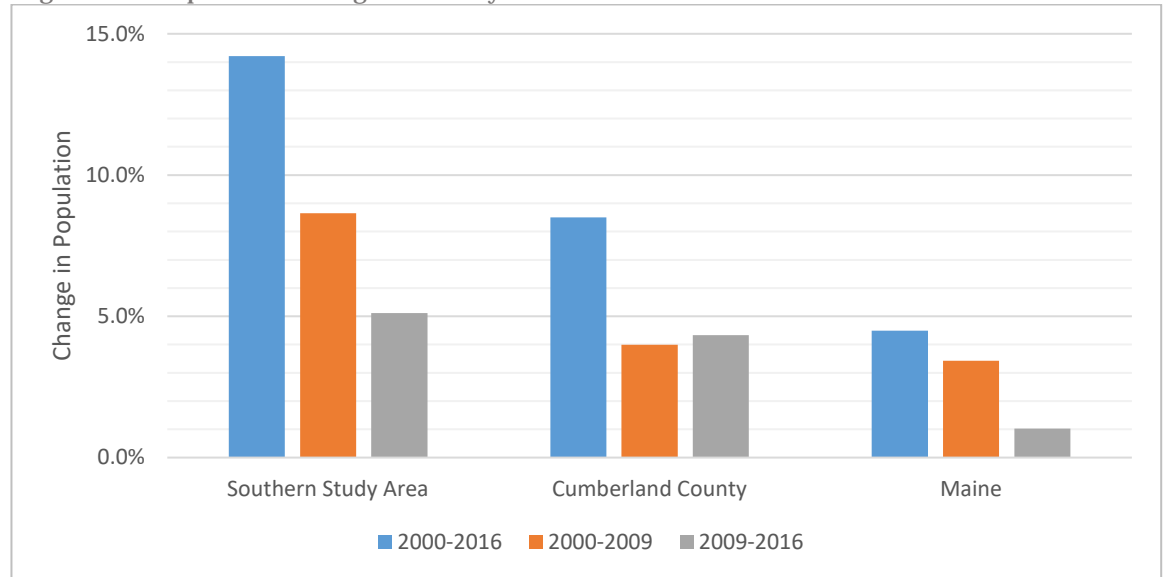
While correlation does not imply causation (i.e., other compounding variables may have been responsible for the county's higher growth rate from 2009 to 2016), the Cumberland County growth rate from 2009 to 2016 relative to that recorded between 2000 and 2009 suggests that the 2012 Downeaster extension to Freeport and Brunswick may have been one of among several factors that helped the portions of Cumberland County located outside of the Portland area grow at a relative rate that exceeded that of the city and state.

Table 28 Population Growth Before and After Brunswick Extension (2000-2016)

	2000-2009	2009-2016	2000-2016
Southern Study Area	8.7%	5.1%	14.2%
Cumberland County	4.0%	4.3%	8.5%
Maine	3.4%	1.0%	4.5%

Source: US Census Bureau – 2000 Decennial Census; 2005-2009 and 2012-2016 American Community Survey 5-Year Estimates

Figure 64 Population Change Driven by Brunswick Extension



Source: US Census Bureau – 2000 Decennial Census; 2005-2009 and 2012-2016 American Community Survey 5-Year Estimates

4.3 Employment

To see whether there could be a potential correlation between observed changes in employment and the introduction of Downeaster rail service between Portland and Brunswick in 2012, annual unemployment rates for the Brunswick Micro, Portland-South Portland Metro, and the State of Maine from 2010 to 2017 are presented in Table 29 and Figure 65.

As indicated by the moving averages within Figure 65 (dotted lines), each of the geographies exhibits a similar downward logistic trend, reflecting moderate reductions in the unemployment rate from 2010 to 2012, followed by a steep decrease between 2012 and 2015, and returning to a gradual decrease from 2015 to 2017. However, a comparison of the year over year change in the unemployment rate across the geographies reveals a different pattern. In 2011 and 2012, the year over year reduction in the unemployment rate was either -0.3 or -0.4 percent for both the Portland-South Portland Metro and the State of Maine while the Brunswick Micro experienced a smaller reduction of -0.1 percent each year. Although the magnitude of the unemployment rates differed, unemployed workers residing in the other two geographies were, nevertheless, securing new jobs at a relatively faster rate than those living in the Brunswick Micro during this two-year period.

In 2013, the unemployment rate for residents of the Brunswick Micro decreased by 1.0 percent compared to -0.6 and -0.9 percent reductions in the Portland-South Portland Metro and the State of Maine respectively. Despite trailing the Portland-South Portland Metro by 0.3 percentage points in 2012, the Brunswick Micro's significant reduction in 2013 was sufficient to bring its overall unemployment rate to 0.1 percent below that of the Portland-South Portland Metro. From 2014 to 2017, the Brunswick Micro continued to experience year over year reductions in the unemployment rate that were either identical to or within 0.2 percentage points of the changes recorded for the Portland-South Portland Metro and the State of Maine.

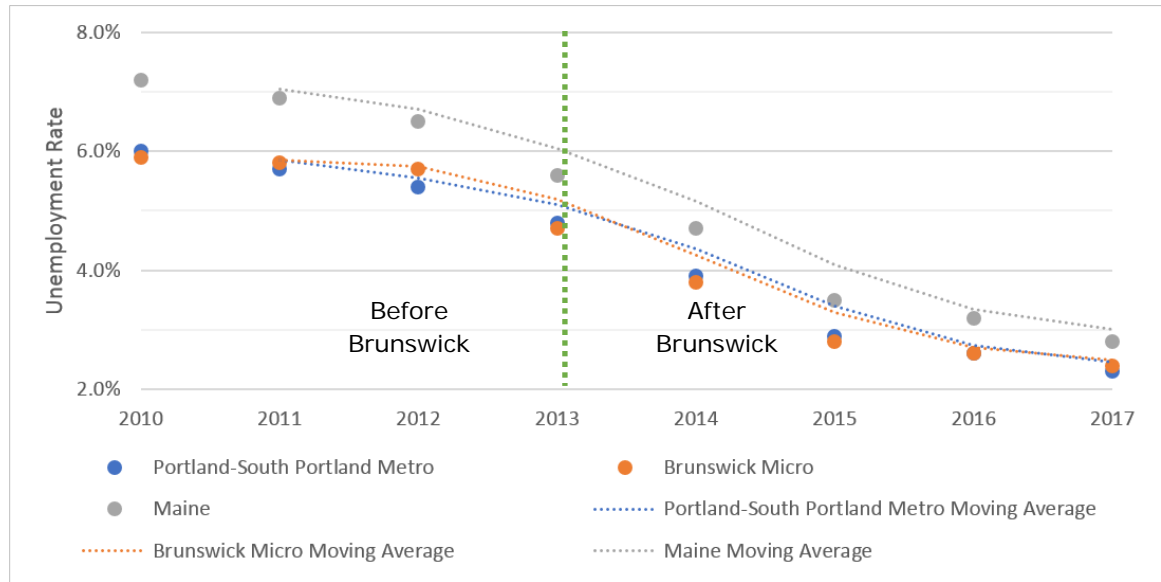
It is possible that the 2012 extension of Downeaster service to Brunswick, coupled with improved bus connections, improved the ease with which employment locations along the Downeaster corridor could be reached and may have been one of multiple factors contributing to the significant reduction in the 2013 unemployment rate for the Brunswick Micro relative to the other two geographies for which data were obtained. Other contributing factors could have been the arrival of significant new employers or industries.

Table 29 Comparison of Year over Year Change in Unemployment Rate Before and After Brunswick Extension (2010-2017)

Year	Unemployment Rate	Year over Year Change in Unemployment Rate		
	Brunswick Micro	Brunswick Micro	Portland- South Portland Metro	State of Maine
2010	5.9%	--	--	--
2011	5.8%	-0.1%	-0.3%	-0.3%
2012	5.7%	-0.1%	-0.3%	-0.4%
2013	4.7%	-1.0%	-0.6%	-0.9%
2014	3.8%	-0.9%	-0.9%	-0.9%
2015	2.8%	-1.0%	-1.0%	-1.2%
2016	2.6%	-0.2%	-0.3%	-0.3%
2017	2.4%	-0.2%	-0.3%	-0.4%

Source: Maine Department of Labor/Center for Workforce Research and Information

Figure 65 Comparison of Unemployment Rate Before and After Brunswick Extension (2010-2017)



Source: Maine Department of Labor/Center for Workforce Research and Information

4.4 New Development

To understand the extent to which a potential passenger rail service to Lewiston-Auburn could result in new real estate development adjacent to train stations, economic development reports commissioned by NNEPRA were consulted and a scan of recent Maine-based publications was conducted. This section presents a high-level summary of how the initial Downeaster service from Portland and the 2012 extension to Brunswick were factors, along with other considerations, in local decisions about economic development in the surrounding areas.

4.4.1 New Development after Initial Service Introduced in 2001

The Center for Neighborhood Technology (CNT) published a report in 2008 that assessed the economic impacts of the Downeaster from 2005 to 2008¹. The study indicated that between 2005 and 2008, proximity to existing or future Downeaster service was at least partially responsible for new economic development at Old Orchard Beach, Saco, Portland, and Brunswick.

At Old Orchard Beach, two hotels were constructed near the station during the three-year period as well as a \$20 million residential and retail complex that was developed two blocks from the station in 2006. In Saco, the transformation of an old mill complex into a \$110 million mixed-use complex called Island Point was attributed, in part, to the site's proximity to the train station. CNT went on to note that potential customers at the

¹ Center for Neighborhood Technology. Amtrak *Downeaster Overview of Projected Economic Impacts*. 2008. Available at https://www.cnt.org/sites/default/files/publications/CNT_Downeaster-Projected-Benefits-FINAL-08.pdf

developer's focus groups "identified [proximity to the station] as a major attraction." Furthermore, CNT mentioned that the developer's advertisements for Island Point "tout the station's proximity." The report also noted that a 30-acre site adjacent to the Portland Transportation Center (currently known as "Thompson's Point") was listed for the relatively high price of \$12 million because of the development community's belief that it would serve as a prime site for a large mixed-use development. The study also noted that, at the time, developers in Brunswick were seeking approval from the Planning Board for a \$30 million hotel, retail, office and residential complex that would leverage future proximity to the Downeaster and the proximity to the Downeaster would be a contributing factor in the generation of 200 jobs.

A 2005 study conducted by the Economic Development Research Group (EDRG) and KKO & Associates modeled the economic development benefits of the Downeaster in 2004². EDRG quantified benefits from direct activities attributable to the Downeaster (increased visitor spending, additional economic development, and transportation cost savings) as well as spin-off activities that were indirectly generated by the rail service. The study estimated that, in 2004, the Downeaster was responsible for \$15.122 million in business sales and the creation of 240 jobs in addition to the \$1.284 million in business sales and 18 jobs that were attributed to Downeaster-related construction activities along the rail alignment and at station sites.

The 2005 EDRG report also quantified the amount of construction activity near existing stations in Old Orchard Beach and Saco that could be partially attributed to the Downeaster, which included the renovation of seven downtown establishments in Saco (valued at \$1.3 million). Personal interviews revealed that approximately 38 percent (\$468,000) of the construction activity was attributed to the owners' desires to enhance the properties given their lucrative proximity to the Saco station. Capital investments for a new downtown Chamber of Commerce building, which stands approximately 10 feet north of the edge of the platforms at Old Orchard Beach Station, totaled \$640,000. Representatives from the chamber stated that the presence of the Downeaster and its potential to increase tourism to the area was partially responsible for their decision to construct a new building. Since roughly 25 percent of the decision to construct a new building could be attributed to the Downeaster, this 25 percent translated into approximately \$160,000 in development spurred by the Downeaster. Thus, of the \$1.94 million in construction activities near the stations in Saco and Old Orchard Beach in 2004, approximately one-third (\$628,000) was influenced by and attributable, at least in part, to the presence of the Downeaster service.

4.4.2 New Development after Brunswick Extension in 2012

The 2008 CNT report also projected future economic benefits in 2030 that were expected to result from the Brunswick extension which was completed in 2012. Based on a \$31.5 million investment to extend the Downeaster from Portland to Brunswick, thereby

² Economic Development Research Group and KKO & Associates. Economic Benefits of Amtrak Downeaster Service. 2005. Available at <https://www.edrgroup.com/pdf/report-downeaster-final.pdf>

connecting the Downeaster with seasonal service along the Rockland Branch, CNT estimated the following economic development impacts in 2030:

- ▶ Cumulative construction investments of \$7.2 billion;
- ▶ Construction/rehabilitation of over 42,000 housing units and 6.8 million square feet of commercial real estate;
- ▶ Creation of 17,800 jobs;
- ▶ \$244 million in annual transportation cost savings for residents;
- ▶ \$2.4 billion annual increase in resident and visitor purchasing power; and
- ▶ \$75 million annual increase in state and local tax revenues.

The 2005 EDRG study also estimated the 2015 economic development impacts that would likely occur as a result of current or planned development proximate to the four existing stations (Saco, Old Orchard Beach, Wells, and Dover) as well as the two stations that are now served via the Brunswick extension (Freeport and Brunswick). While the anticipated economic development impacts near the four existing stations was expected to be substantial (\$17.552 million in total business sales and 343 new jobs), the economic development impacts from activities near the then-planned stations at Freeport (100-key hotel and conference center located within the train station complex) and Brunswick (160,000 square foot retail and office complex) were significantly greater, with an expected \$95.642 million in total business sales and 1,002 new jobs.

In addition to these modeling-based studies, there are numerous less rigorous, anecdotal reports within Maine-based publications that demonstrate positive attitudes among residents and the development community regarding rail transit's ability to generate positive economic impacts in the communities served.

The upcoming \$105 million sports and entertainment complex at Thompson's Point, which is located between the Portland Transportation Center and Fore River, offers the strongest example of the positive influence that proximity to rail transit can have on adjacent parcels. Chris Thompson, owner of the development company undertaking the effort, commented that "the proximity to the transportation center was a huge factor for us in our initial decision to develop here."³ After attending the December 2016 groundbreaking for the development, Portland Mayor Ethan Strimling offered the following positive endorsement of passenger rail's potential to catalyze development adjacent to stations:

"We're starting to see a revitalization here and it's very exciting. We already have a number of small businesses, an ice skating rink and a concert venue on the water. All of this borders on the transportation hub, which is vital to communities and especially important to Portland. What we have seen over time is the economic development that occurs around these hubs as commuters come into town or people learn about our city and start to see how unique it is."³

³ Amtrak – The Great American Stations. "Examining the Economic Impact of the Downeaster." 2017. Available at: <http://www.greatamericanstations.com/examining-the-economic-impact-of-the-downeaster/>

Similar sentiments have been voiced by developers and municipal staff located outside of bustling, urbanized Portland who have seen firsthand how proximity to rail transit has affected positive change in their communities. For example, the transformation of a contaminated brownfield in Brunswick into an economically vibrant area that is anchored by a rail station increased the value of the station site tenfold between 2008 and 2011 according to town property assessors, while also garnering 97 new full-time positions. In fact, the owner of a restaurant and a representative from JHR Development both noted that “our restaurants would cite the rail service as one of the primary reasons for locating at Brunswick Station.”⁴

In Saco, where Chinburg Properties is developing a mixed-use complex featuring 150 apartments in an old tannery mill across the street from the station (Saco Mill No. 4), the developer similarly noted “... the fact that it’s so close to an Amtrak station is a huge plus because we believe that many of our tenants will utilize the services of the train. When we advertise our new property, we talk about the convenience of living so close and being able to drive less.”³ According to the Saco City Administrator, Kevin Sutherland, over \$900 million in economic development activity is underway in Saco and Biddeford, some of which is undoubtedly attributable to the Downeaster. The city administrator went on to say that “having the Amtrak station here in our region is a great way for our residents to commute to Portland and Boston for work. You are finding more and more that people have less of a desire to drive to work or to events.”³

4.5 Analysis of Economic Development Potential

A comparison of the population and employment change for the Brunswick area, Portland area, and the State of Maine before and after the 2012 Downeaster extension to Freeport and Brunswick suggests that at least some of the recent growth experienced northeast of Portland can be attributed to the introduction of new passenger rail service to the area.

A review of new station-area development that took place after the Downeaster was launched in 2001, as well as after the service was extended to Freeport and Brunswick in 2012, demonstrates that private developers view the provision of passenger rail service as a premium amenity and market it as such. For parcels that are proximate to Downeaster stations, private developers appear to be willing to take on financial risks to implement new residential, retail, commercial, and mixed-use development complexes. There is anecdotal evidence that the existence or prospect of good rail transportation access helps mitigate those risks. Based on statements from elected officials and municipal staff, these station-area developments tend to act as catalysts for revitalizing the surrounding areas by transforming industrial sites into new housing units, job opportunities, and tax revenues.

Thus, there is anecdotal evidence that the presence or near-term prospect of rail service will strengthen the existing social and economic connections shared by the Northern and

⁴ Amtrak – Great American Stations. “Economic Development: Brunswick, ME.” 2018. Available at: <http://www.greatamericanstations.com/why-invest/case-studies/economic-development-brunswick-me/>

Southern Study Areas, which can lead to population and employment growth that is greater than what is currently anticipated within the Maine STDM (“General New Development”). Moreover, the evidence presented above suggests that the introduction of a potential passenger rail service at a new station in Lewiston-Auburn will increase the likelihood that private developers will look to construct new housing units, retail and/or commercial office space, proximate to the new station, thereby generating additional new residential and employment opportunities (“Station-Area TOD”).

Therefore, in addition to developing baseline ridership projections driven by the 2040 population end employment forecasts derived from the Maine STDM, this study will also generate ridership projections for a “Growth Scenario” that accounts for the population and employment increases expected to occur as a result of General New Development and Station-Area TOD.

4.6 Estimated Growth

For the Growth Scenario, the number of new residents and employment opportunities within the Northern Study Area and the Southern Study Area that are assumed to be generated by a potential passenger rail service to Lewiston-Auburn is presented in Table 30. This is not a forecast, but rather an estimate of what might be possible, based on a set of optimistic but reasonable assumptions.

Table 30 Assumed 2040 Population and Employment Increase for Growth Scenario

	2040 New Residents			2040 New Employment		
	General New Development	Station-Area TOD	Total	General New Development	Station-Area TOD	Total
Northern Study Area	2,400	500	2,900	1,500	300	1,800
<i>Lewiston-Auburn</i>	<i>2,000</i>	<i>500</i>	<i>2,500</i>	<i>1,100</i>	<i>300</i>	<i>1,400</i>
<i>Remaining Northern Study Area</i>	<i>400</i>	<i>--</i>	<i>400</i>	<i>400</i>	<i>--</i>	<i>400</i>
Southern Study Area	2,800	500	3,300	3,500	300	3,800
Total	5,200	1,000	6,200	5,000	600	5,600

As the Growth Scenario contemplates the addition of 5,200 and 1,000 new residents due to General New Development and Station-Area TOD, respectively, it assumes there will be more people living proximate to the station than in the Base Scenario. Similarly, given that the Growth Scenario includes 5,000 and 600 new jobs as a result of General New Development and Station-Area TOD, respectively, it assumes there will be more people reporting to work sites that are proximate to the station than in the Base Scenario.

In addition to the operating characteristics of a potential passenger rail service (e.g., frequency, speed, etc.), both the magnitude and proximity of residents and jobs to the service function as fundamental inputs into projecting future passenger rail trips. Thus, as the Growth Scenario assumes 6,200 and 5,600 new residents and jobs, respectively, beyond the Base Scenario, it is anticipated that projected ridership for the Growth Scenario will be greater (i.e., more rail trips will occur) than the Base Scenario.

4.6.1 Comparison of Population Growth

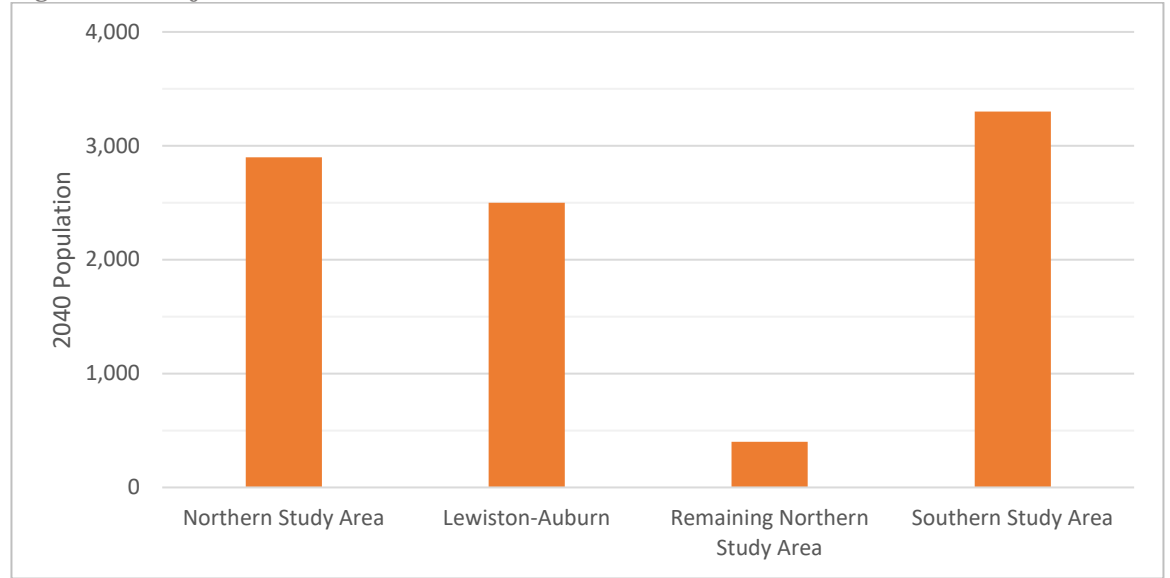
Estimates of new residents within the Northern Study Area and the Southern Study Area under the Growth Scenario, above and beyond baseline growth, are provided in Table 31 and Figure 66.

Relative to the 2040 population forecast provided by the Maine STDM, the Growth Scenario anticipates 6,200 additional new residents, reflecting a two percent increase for a total of 468,986 residents within the Northern Study Area and the Southern Study Area. Within the Growth Scenario, stronger connections between the two travel markets (General New Development) are have the potential to generate 5,200 additional residents (84 percent of growth) while new housing units adjacent to the station (Station-Area TOD) are could attract 1,000 additional residents (16 percent). New TOD within the station-area potentially could contribute an additional 500 residents within the Northern Study Area and another 500 within the Southern Study Area beyond the 2,400 and 2,800 new residents, respectively, anticipated to come as a result of General New Development. This alternative level of population increase from General New Development and Station-Area TOD would result in a one and two percent increase in population within the Northern Study Area and the Southern Study Area, respectively.

Table 31 Projected New Residents – Base Scenario vs. Growth Scenario

	New Residents from Growth Scenario			2040 Updated Population	
	General New Development	Station- Area TOD	Total Increase	Value	Percentage Increase
Northern Study Area	2,400	500	2,900	299,166	1.0%
<i>Lewiston-Auburn</i>	<i>2,000</i>	<i>500</i>	<i>2,500</i>	<i>62,770</i>	<i>4.1%</i>
<i>Remaining Northern Study Area</i>	<i>400</i>	-	<i>400</i>	<i>236,396</i>	<i>0.2%</i>
Southern Study Area	2,800	500	3,300	169,820	2.0%
Total	5,200	1,000	6,200	468,986	2.3%

Figure 66 Projected New Residents – Increase under Growth Scenario



4.6.2 Comparison of Employment Growth

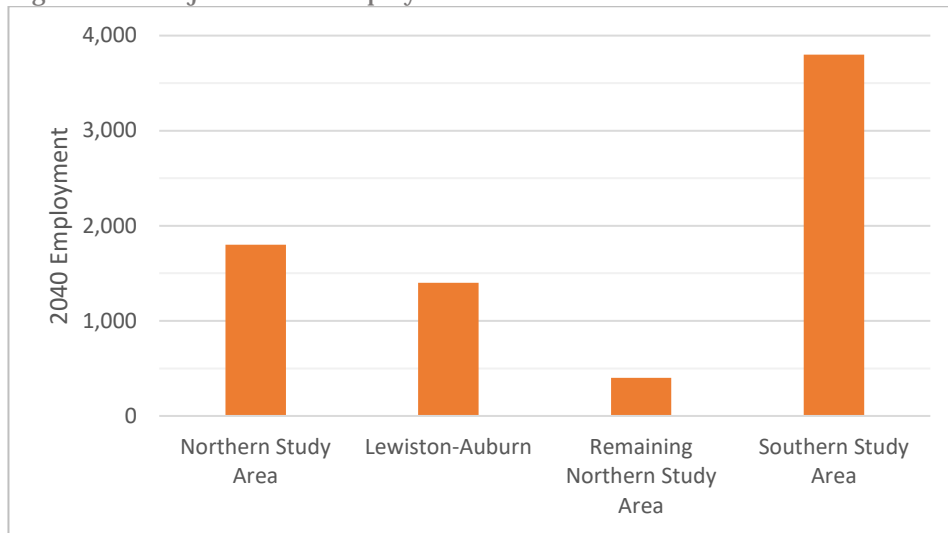
For the Growth Scenario, estimates of incremental employment within the Northern Study Area and the Southern Study Area, over and above the baseline estimates, are provided in Table 32 and Figure 67.

Relative to the baseline 2040 employment forecast provided by the Maine STDM, the Growth Scenario estimates an increment of 5,600 additional new jobs, reflecting a two percent increase for a total of 272,972 jobs within the Northern Study Area and the Southern Study Area. Within the Growth Scenario, stronger connections between the two travel markets (General New Development) could generate 5,000 additional jobs (89 percent of growth), while new retail and office sites adjacent to the station (Station-Area TOD) could attract another 600 jobs (11 percent). New TOD within the immediate station area potentially could generate 300 additional jobs within the Northern Study Area and another 300 within the Southern Study Area, beyond the 1,500 and 3,500 new jobs, respectively, that are anticipated to come as a result of General New Development. This overall estimated increase in employment from General New Development and Station-Area TOD, based on optimistic but reasonable assumptions about the effect of rail service on development and employer location decisions, would result in a one and three percent increase in employment opportunities within the Northern Study Area and the Southern Study Area, respectively, compared with the 2040 baseline employment estimates.

Table 32 Projected New Employment – Base Scenario vs. Growth Scenario

	New Employment from Growth Scenario			2040 Updated Employment	
	General New Development	Station-Area TOD	Total Increase	Value	Percentage Increase
Northern Study Area	1,500	300	1,800	133,195	1.4%
<i>Lewiston-Auburn</i>	<i>1,100</i>	<i>300</i>	<i>1,400</i>	<i>44,674</i>	<i>3.2%</i>
<i>Remaining Northern Study Area</i>	<i>400</i>	<i>-</i>	<i>400</i>	<i>88,521</i>	<i>0.5%</i>
Southern Study Area	3,500	300	3,800	139,777	2.8%
Total	5,000	600	5,600	272,972	2.1%

Figure 67 Projected New Employment – Increase under Growth Scenario



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5

PUBLIC OUTREACH

5.1 Introduction

While data can be collected to understand how people travel today and potentially would use a passenger rail service to Lewiston-Auburn, there is also a human element to travel that must be considered. To better understand and account for this, public outreach was an integral part of this study.

To connect with the people living and working in the Study Area, two open houses (one in Portland and one in Lewiston) were organized. Each open house was structured to provide the public with information on the project and to solicit input from the public on their travel patterns/preferences.

For those that were unable to attend one of the open houses, a project website (<http://www.nnepra.com/projects/lewistonauburn-passenger-rail-service-plan>) was developed, which also included an online survey to solicit input.

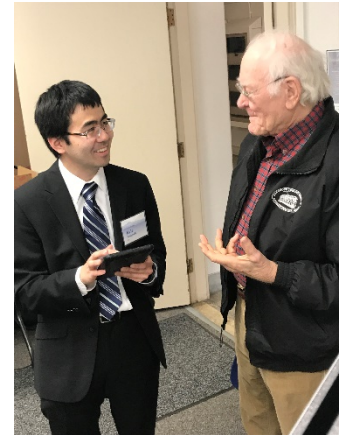
The data obtained from these two open houses and the online survey are discussed in greater detail in subsequent sections.

5.2 Portland Open House

The Portland Open House was held on Tuesday, March 27, 2018 from 4:30 PM to 6:30 PM at Portland City Hall, Room 24 (389 Congress Street, Portland, ME 04101).

This open house was used to provide the public with information on the Lewiston-Auburn Passenger Rail Project and to solicit input from the public on their travel patterns/preferences via dot voting on boards and a tablet survey. Specifically, there were eight stations where attendees were asked the following questions (a detailed summary of attendee responses is included in the “Data/Feedback Received” section):

- ▶ Station 1: Where do you live? What is the most frequent type of trip taken from home? Where is the location of this most frequent trip taken from home?
- ▶ Station 2: How frequently do you travel to Lewiston-Auburn? For what purposes?
- ▶ Station 3: If train service were available between Lewiston-Auburn and Portland, would you ride it? For what purposes would you ride it?
- ▶ Station 4: What is the most you would pay for a one-way train ride between Lewiston-Auburn and Portland?
- ▶ Station 5: What would make you more likely to use the train?
- ▶ Station 6: Once at your desired station stop, how would you arrive at your destination?
- ▶ Station 7: Where else would you like to see a station?
- ▶ Station 8: Do you use the Downeaster? For what purposes?



An on-call interpretive service was available at the open house but there were no requests for interpretive service.

5.2.1 Who Attended?

Eight consultant team members were on hand for the open house, along with four members of the Project Committee (Patricia Quinn, Stephen Houdlette, Dick Grandmaison, and Mary Ann Hayes).

A total of 28 members of the public signed in to the open house. All attendees on the sign-in sheet resided in the greater Portland area.



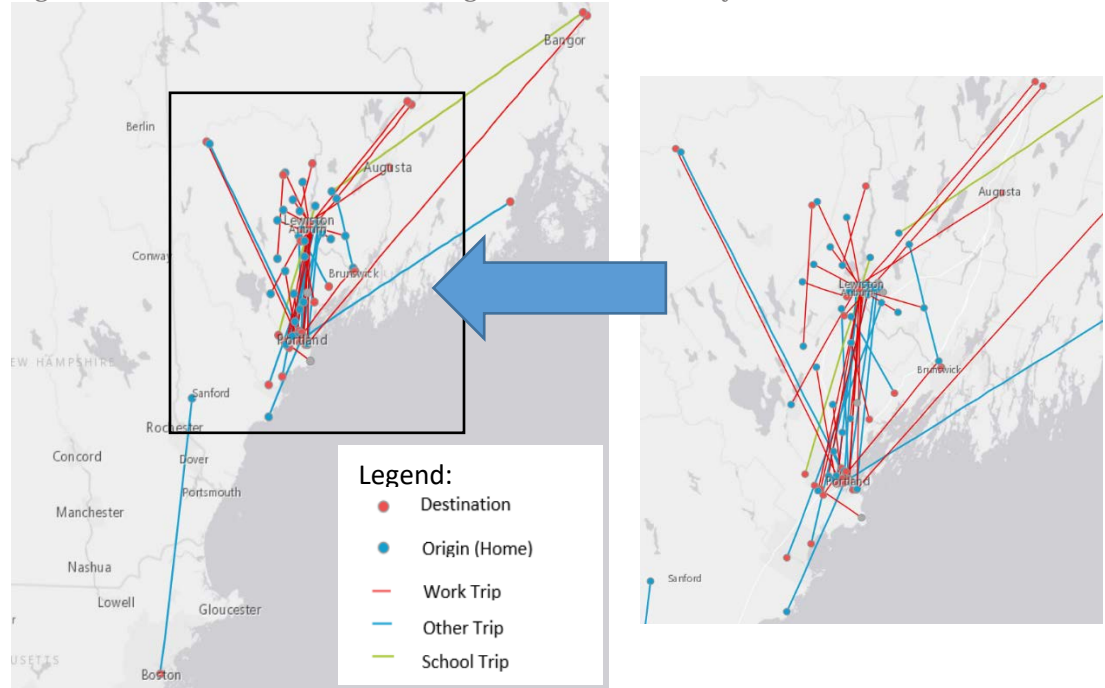
5.2.2 Data/Feedback Received

This section details the data received from Portland area residents at both the Portland and Lewiston open houses (except where noted). The data received from the two open houses was combined because Portland area residents were asked the same questions, regardless of which open house they attended.

Station 1: Where do you live? What is the most frequent type of trip taken from home? Where is the location of this most frequent trip taken from home?

Attendees were asked where they live, the most frequent type of trip taken from home, and the destination of that most frequent trip taken from home. Data was collected via tablets and uploaded into a web application for processing. Figure 68 below represents the data collected from both the Portland and Lewiston open houses by all attendees, regardless of residence location.

Figure 68 Portland and Lewiston Origin-Destination Survey Data



Note: The maps depicted above include data from Portland and Lewiston open houses

Station 2: How frequently do you travel to Lewiston-Auburn? For what purposes?

Attendees were asked how frequently they travel to Lewiston-Auburn and for what purposes using a dot voting exercise on a poster board. The raw number of responses is included as Table 33, while the percentage of responses is included as Table 34. Recreation/Cultural Events were defined as any type of leisure travel, including trips to festivals, concerts, visiting friends/family, and sporting events.

Table 33 Portland Open House: Frequency of Travel to Lewiston-Auburn by Trip Type (Raw Numbers)

	Trip Types				
	Work	School	Medical Appointments	Recreation/Cultural Events	Shopping
Seldom (Less than once a month)	11	2	-	7	3
Infrequently (1 to 3 times per month)	4	-	3	5	2
Often (1 to 2 times per week)	3	-	1	3	1
Frequently (3 to 4 times per week)	2	-	-	-	-
Very frequently (5+ times per week)	4	-	-	2	1
TOTAL	24	2	4	17	7

Table 34 Portland Open House: Frequency of Travel to Lewiston-Auburn by Trip Type (Percent)

	Trip Types				
	Work	School	Medical Appointments	Recreation/Cultural Events	Shopping
Seldom (Less than once a month)	46%	100%	0%	41%	43%
Infrequently (1 to 3 times per month)	17%	0%	75%	29%	29%
Often (1 to 2 times per week)	13%	0%	25%	18%	14%
Frequently (3 to 4 times per week)	8%	0%	0%	0%	0%
Very frequently (5+ times per week)	17%	0%	0%	12%	14%
TOTAL	100%	100%	100%	100%	100%

Comments received from the public included:

- “I would travel a lot more if there were passenger rail” (2 dots added)
- “Right now I’d travel Portland-Lewiston once per week. If the train was running I’d travel 2 times/week round trip.”
- “What multi-modal facilities are going to be available” (1 dot added)

Station 3: If train service were available between Lewiston-Auburn and Portland, would you ride it? For what purposes would you ride it?

Attendees were asked if they would ride a train between Lewiston-Auburn and Portland and for what purposes using a dot voting exercise on a poster board. Yes or no answers to the first question were recorded in Figure 69, and the purposes they would ride it were recorded in Figure 70.

Figure 69 Portland Open House: If train service were available between Lewiston-Auburn and Portland, would you ride it?

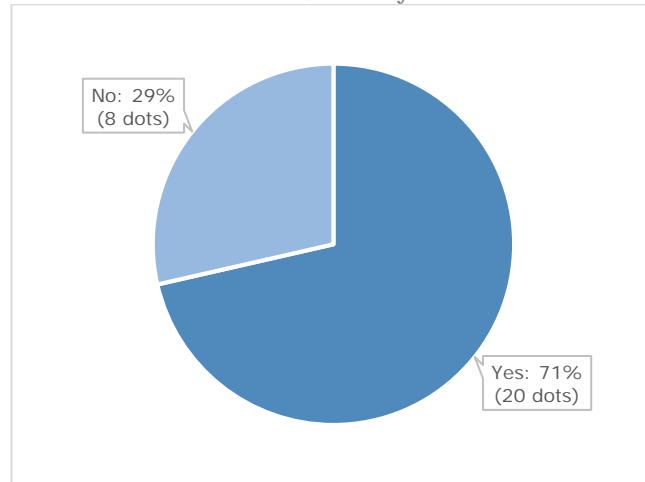
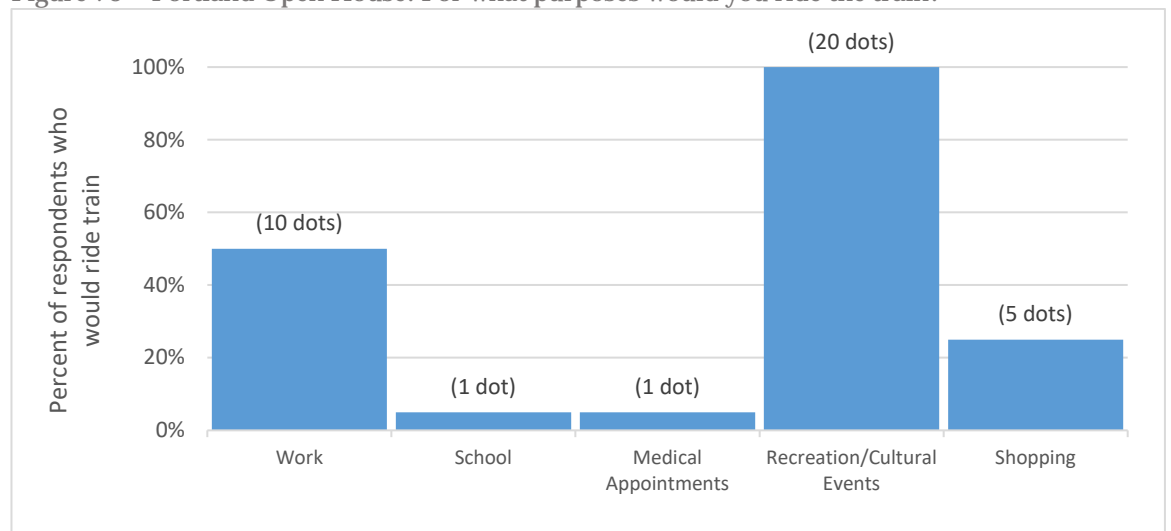


Figure 70 Portland Open House: For what purposes would you ride the train?



Note: Respondents were asked to choose all that apply

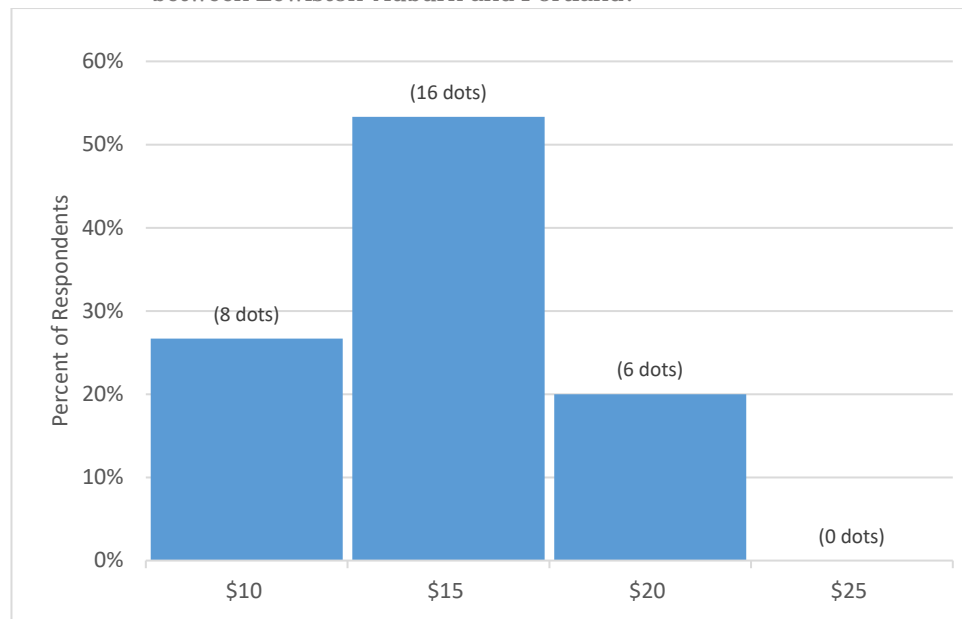
Attendees were also asked if they travel for any other reason. Comments from the public included:

- “I would use rail service to visit CMMC. Rainbow Bikes, Fuel Restaurant, and many other stores and restaurants”
- “I am unlikely to go to LA, but may travel to stops south (Yarmouth, E. Deering)” (someone added a dot)
- “Can’t answer w/o a cost for trips”

Station 4: What is the most you would pay for a one-way train ride between Lewiston-Auburn and Portland?

Attendees were asked what was the most they were willing to pay for a one-way train ride between Lewiston-Auburn and Portland using a dot voting exercise on a poster board. Their responses were recorded in Figure 71.

Figure 71 Portland Open House: What is the most you would pay for a one-way train ride between Lewiston-Auburn and Portland?



Comments from the public included:

- Comments under *Between Lewiston-Auburn and Portland?*
 - “\$10 – Round Trip”

Station 5: What would make you more likely to use the train?

Attendees were asked what would make them more likely to use the train using a dot voting exercise on a poster board. The raw number of responses is included in Table 35, while the percentage of responses is included in Table 36.

Table 35 Portland Open House: Reasons to ride the train (Raw Numbers)

	On-board amenities	Proximity to destination	High frequency of service (Many trains per day)	Amenities at station	Lower cost than driving and parking	Travel time competitive to driving
1st (Most important)	2	14	21	-	6	2
2nd	-	3	5	-	3	9
3rd	2	6	1	3	6	4
4th	3	3	-	2	2	4
5th	8	-	-	3	2	2
6th (Least important)	3	-	-	11	1	1
TOTAL	18	26	27	19	20	22

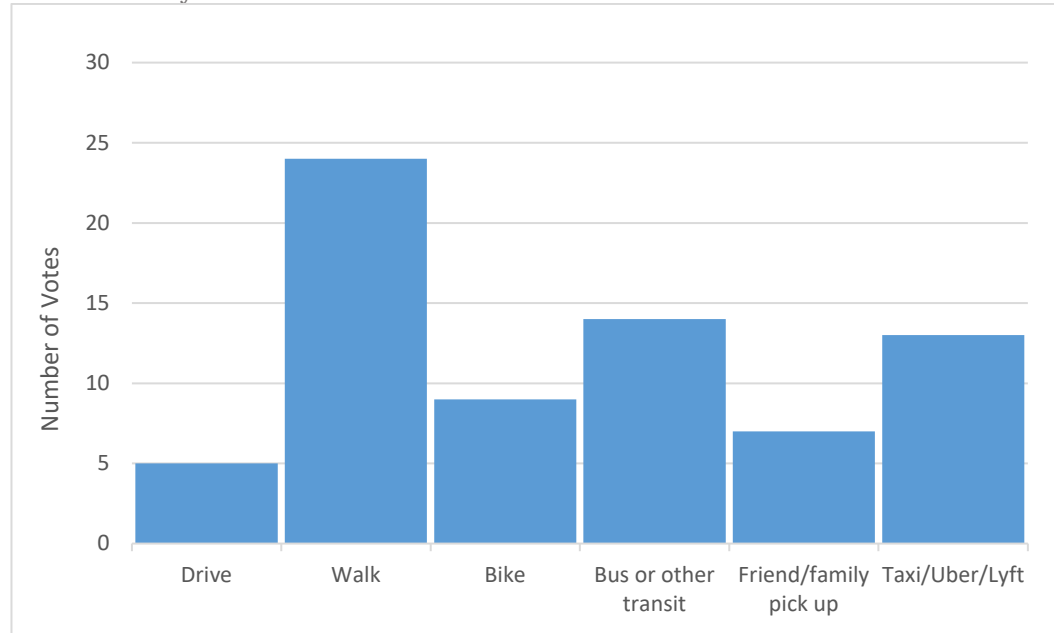
Table 36 Portland Open House: Reasons to ride train (Percent)

	On-board amenities	Proximity to destination	High frequency of service (Many trains per day)	Amenities at station	Lower cost than driving and parking	Travel time competitive to driving
1st (Most important)	11%	54%	78%	0%	30%	9%
2nd	0%	12%	19%	0%	15%	41%
3rd	11%	23%	4%	16%	30%	18%
4th	17%	12%	0%	11%	10%	18%
5th	44%	0%	0%	16%	10%	9%
6th (Least important)	17%	0%	0%	58%	5%	5%
TOTAL	100%	100%	100%	100%	100%	100%

Station 6: Once at your desired station stop, how would you arrive at your destination?

Attendees were asked how they would arrive at their destination after they reached their desired stop using a dot voting exercise on a poster board. Their responses were recorded in Figure 72.

Figure 72 Portland Open House: Once at your desired station stop, how would you arrive at your destination?



Note: Respondents were asked to choose all that apply

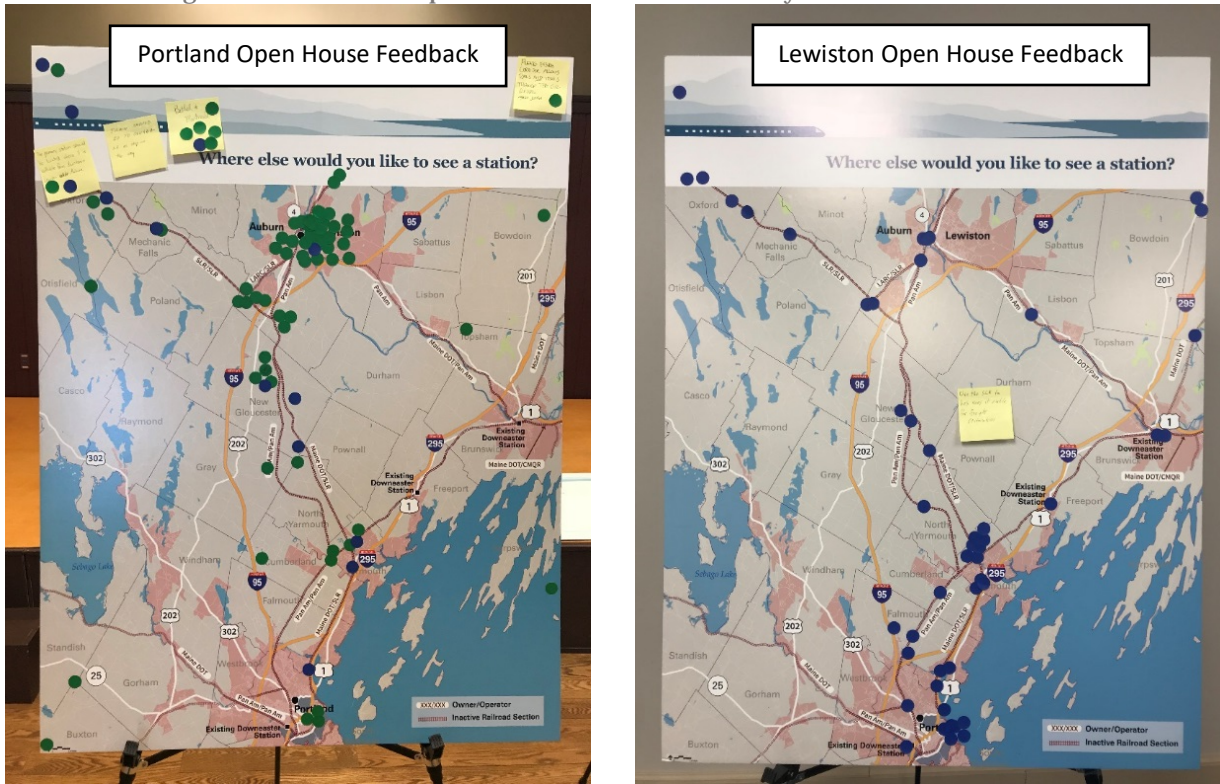
Comments from public included:

- "Assume that there is bike on train" (1 dot added)
- "Car share/bike share, all above"

Station 7: Where else would you like to see a station?

Attendees were asked in addition to stations in Lewiston-Auburn and Portland, where else they would like to see a station. Using a map on a poster board, attendees placed dots to indicate where else they would like to see a station. Since Portland residents attended open houses in both Lewiston and Portland, the results from this exercise are depicted in two boards (a separate board was used at each open house). The blue dots in the photos represent the feedback received from Portland area residents (the green dots in the Lewiston Open House board represent votes from those residing in the Northern Study Area). Pictures of these boards are included in Figure 73.

Figure 73 Portland Open House: Where else would you like to see a station?



- Note:
1. Green dots denote feedback received from Northern Study Area residents
 2. Blue dots denote feedback received from Portland residents

Comments from public included:

- “Use the SLR to help keep it viable for freight restoration”

Station 8: Do you use the Downeaster? For what purposes?

Attendees were asked if they use the Downeaster and for what purposes using a dot voting exercise on a poster board. Yes or no answers to the first question were recorded in Figure 74, and the purposes they ride the Downeaster were recorded in Figure 75.

Figure 74 Portland Open House: Do you use the Downeaster?

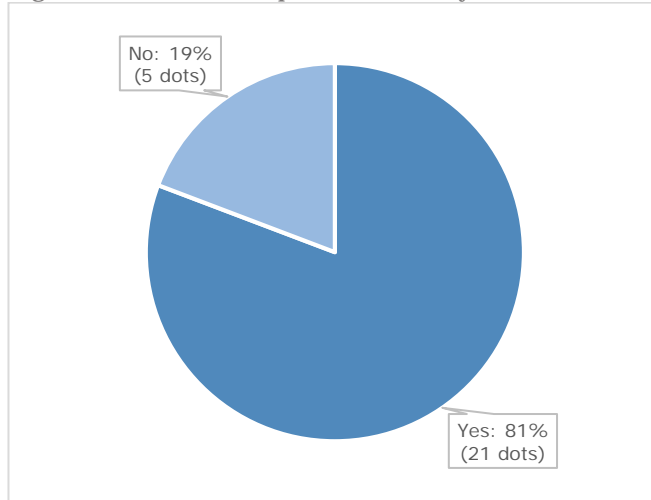
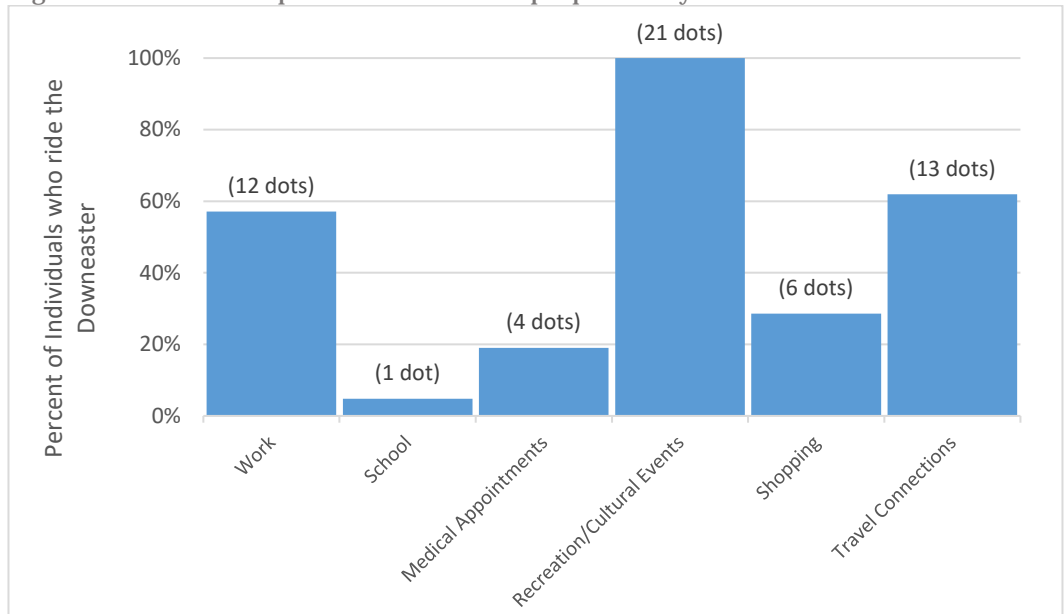


Figure 75 Portland Open House: For what purposes do you use the Downeaster?



Note: Respondents were asked to choose all that apply

Comments from public included:

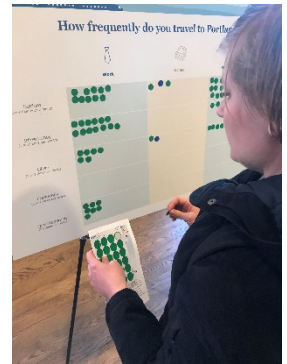
- Comments under *Do you travel for any other reason?*:
 - "meetings in Boston. Also meetings in NYC"
 - "NY or DC meetings always by Amtrak from Boston"
- General comments included:
 - "Trolley Service to Waterfront. ↓ Traffic ↑ Business Win win!"

5.3 Lewiston Open House

The Lewiston Open House was held on Wednesday, March 28, 2018 from 4:30 PM to 6:30 PM at Lewiston Public Library, Callahan Hall (200 Lisbon St, Lewiston, ME 04240).

This open house was used to provide the public with information on the Lewiston-Auburn Passenger Rail Project and to solicit input from the public on their travel patterns/preferences via dot voting on boards and a tablet survey. Specifically, there were ten stations where attendees were asked the following questions (a detailed summary of attendee responses is included in the “Data/Feedback Received” section):

- ▶ Station 1: Where do you live? What is the most frequent type of trip taken from home? Where is the location of this most frequent trip taken from home?
- ▶ Station 2: How frequently do you travel to Portland? For what purposes?
- ▶ Station 3: How frequently do you travel to Boston? For what purposes?
- ▶ Station 4: If train service were available between Lewiston-Auburn and Portland, would you ride it? For what purposes would you ride it?
- ▶ Station 5: If train service were available between Lewiston-Auburn and Boston, would you ride it? For what purposes would you ride it?
- ▶ Station 6: What is the most you would pay for a one-way train ride? (Between Lewiston-Auburn and Portland, Between Lewiston-Auburn and Boston)
- ▶ Station 7: What would make you more likely to use the train?
- ▶ Station 8: Once at your desired station stop, how would you arrive at your destination?
- ▶ Station 9: Where else would you like to see a station?
- ▶ Station 10: Do you use the Downeaster? For what purposes?



An on-call interpretive service was available at the open house but there were no requests for interpretive service.

5.3.1 Who Attended?

Ten consultant team members were on hand for the open house, along with seven Project Committee members (Patricia Quinn, Stephen Houdlette, Rep. Golden, Rep. Sheats, Lincoln Jeffers, Dick Grandmaison, and Bob Stone). A total of 90 members of the public signed in to the open house. The majority of those who signed in (82 people) resided in the Northern Study Area (Lewiston-Auburn and surrounding communities). The remaining people who signed in (8 people) resided in the greater Portland area.



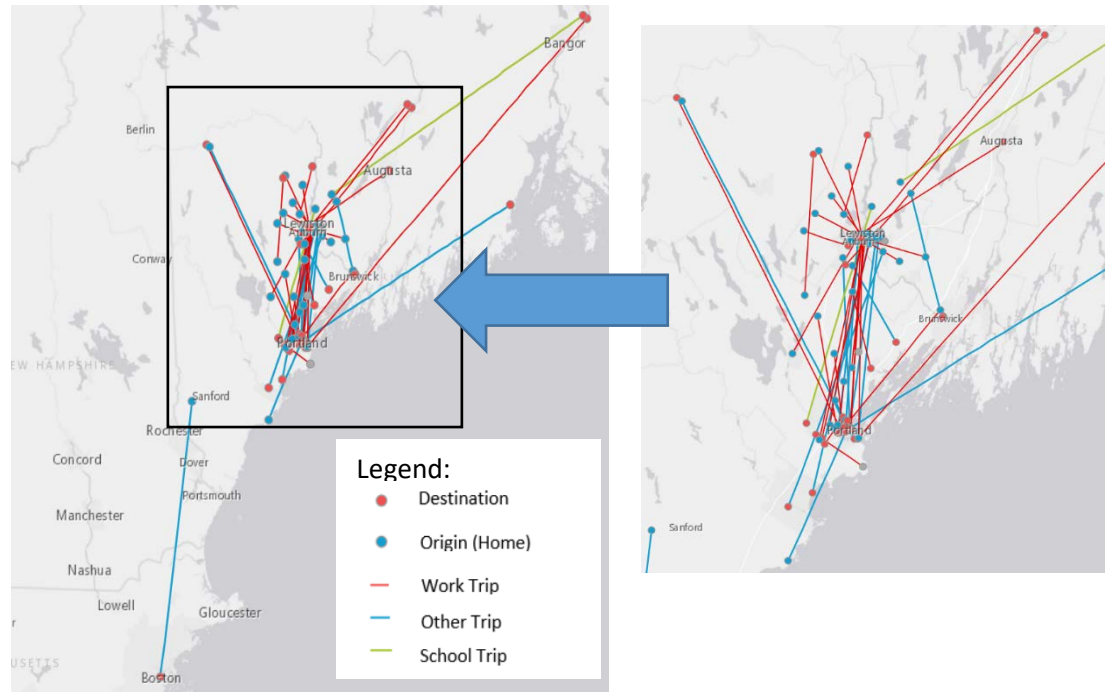
5.3.2 Data/Feedback Received

This section details the data received from the Northern Study Area residents at both the Portland and Lewiston open houses (except where noted). The data received from the two open houses was combined because Northern Study Area residents were asked the same questions, regardless of which open house they attended.

Station 1: Where do you live? What is the most frequent type of trip taken from home? Where is the location of this most frequent trip taken from home?

Attendees were asked where they live, the most frequent type of trip taken from home, and the destination of that most frequent trip taken from home. Data was collected via tablets and uploaded into a web application for processing. Figure 68 represents the data collected from both the Portland and Lewiston open houses by all attendees, regardless of residence location.

Figure 68 Portland and Lewiston Origin-Destination Survey Data Collected



Note: The maps depicted above include data from Portland and Lewiston open houses

Station 2: How frequently do you travel to Portland? For what purposes?

Attendees were asked how frequently they travel to Portland and for what purposes using a dot voting exercise on a poster board. The raw number of responses is included in Table 37, while the percentage of responses is included in Table 38. Recreation/Cultural Events were defined as any type of leisure travel, including trips to festivals, concerts, visiting friends/family, and sporting events. Travel connections were defined as trips taken to connect to another travel mode in Portland (airport, intercity bus, or train).

Table 37 Lewiston Open House: Frequency of Travel to Portland by Trip Type (Raw Numbers)

	Trip Types					
	Work	School	Medical Appointments	Recreation/Cultural Events	Shopping	Travel Connections
Seldom (Less than once a month)	14	3	17	19	23	34
Infrequently (1 to 3 times per month)	17	-	3	30	21	19
Often (1 to 2 times per week)	7	1	5	17	18	7
Frequently (3 to 4 times per week)	-	-	-	4	1	2
Very frequently (5+ times per week)	7	-	-	-	-	-
TOTAL	45	4	25	70	63	62

Table 38 Lewiston Open House: Frequency of Travel to Portland by Trip Type (Percent)

	Trip Types					
	Work	School	Medical Appointments	Recreation/Cultural Events	Shopping	Travel Connections
Seldom (Less than once a month)	31%	75%	68%	27%	37%	55%
Infrequently (1 to 3 times per month)	38%	0%	12%	43%	33%	31%
Often (1 to 2 times per week)	16%	25%	20%	24%	29%	11%
Frequently (3 to 4 times per week)	0%	0%	0%	6%	2%	3%
Very frequently (5+ times per week)	16%	0%	0%	0%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%

Attendees were also asked if they travel for any other reason. Comments received from the public included a typed document (see Figure 76) and the following written on Post it Notes:

- “Bethel – Skiing/White Mtns./Other Recreation”
- “Connection to Brunswick?”
- “Bates College runs a shuttle between campus and Portland – is this considered?”
- “Visit friends and family” (five people added dots for this comment)


Figure 76 Lewiston Open House: Document attached to board at Station 2

The Maine State Department of Transportation, in a study completed in 2011, proposed a passenger train service between Lewiston/Auburn on the State of Maine-owned route to the Portland Waterfront at India Street. (see map below)


This proposal was for twenty-two (22) roundtrips per day, using railcar equipment (Trains) known as DMU’s, (multiple-unit trains powered by on-board electric-diesel engines that requires no separate locomotive, as the engines are incorporated into one or more of the carriages – picture below).

The Trains would stop at India Street, Falmouth, Yarmouth Village, Yarmouth Junction (12 miles from India Street where Amtrak service to Boston and Brunswick/Rockland is available), at Pineland in Pownal and through to downtown Lewiston.

The question is:
HOW OFTEN WOULD YOU USE A PASSENGER TRAIN SERVICE THAT OPERATED IN FREQUENCIES OF EVERY 30 MINUTES, BETWEEN THE HOURS OF 6:00 AM AND 11:00 PM BETWEEN PORTLAND AND LEWISTON DOWNTOWN, WITH STOPS IN FALMOUTH, YARMOUTH, PINELAND AND CONNECTIONS TO AMTRAK SERVICE TO BOSTON?



Portland to Lewiston Passenger Train Route



DMU Train

Station 3: How frequently do you travel to Boston? For what purposes?

Attendees were asked how frequently they travel to Boston and for what purposes using a dot voting exercise on a poster board. The raw number of responses is included in Table 39, while the percentage of responses is included in Table 40. Recreation/Cultural Events were defined as any type of leisure travel, including trips to festivals, concerts, visiting friends/family, and sporting events. Travel connections were defined as trips taken to connect to another travel mode in Boston (airport, intercity bus, or train).

Table 39 Lewiston Open House: Frequency of Travel to Boston by Trip Type (Raw Numbers)

	Trip Types					
	Work	School	Medical Appointments	Recreation/Cultural Events	Shopping	Travel Connections
Seldom (Less than once a month)	14	-	5	49	12	46
Infrequently (1 to 3 times per month)	6	-	2	15	5	10
Often (1 to 2 times per week)	1	-	-	1	1	2
Frequently (3 to 4 times per week)	1	-	-	1	1	-
Very frequently (5+ times per week)	-	-	-	-	-	-
TOTAL	22	-	7	66	19	58

Table 40 Lewiston Open House: Frequency of Travel to Boston by Trip Type (Percent)

	Trip Types					
	Work	School	Medical Appointments	Recreation/Cultural Events	Shopping	Travel Connections
Seldom (Less than once a month)	64%	0%	71%	74%	63%	79%
Infrequently (1 to 3 times per month)	27%	0%	29%	23%	26%	17%
Often (1 to 2 times per week)	5%	0%	0%	2%	5%	3%
Frequently (3 to 4 times per week)	5%	0%	0%	2%	5%	0%
Very frequently (5+ times per week)	0%	0%	0%	0%	0%	0%
TOTAL	100%	0%	100%	100%	100%	100%

Station 4: If train service were available between Lewiston-Auburn and Portland, would you ride it? For what purposes would you ride it?

Attendees were asked if they would ride a train between Lewiston-Auburn and Portland and for what purposes using a dot voting exercise on a poster board. Yes or no answers to the first question were recorded in Figure 77, and the purposes they would ride it were recorded in Figure 78. Recreation/Cultural Events were defined as any type of leisure travel, including trips to festivals, concerts, visiting friends/family, and sporting events. Travel connections were defined as trips taken to connect to another travel mode in Portland (airport, intercity bus, or train).

Figure 77 Lewiston Open House: If train service were available between Lewiston-Auburn and Portland, would you ride it?

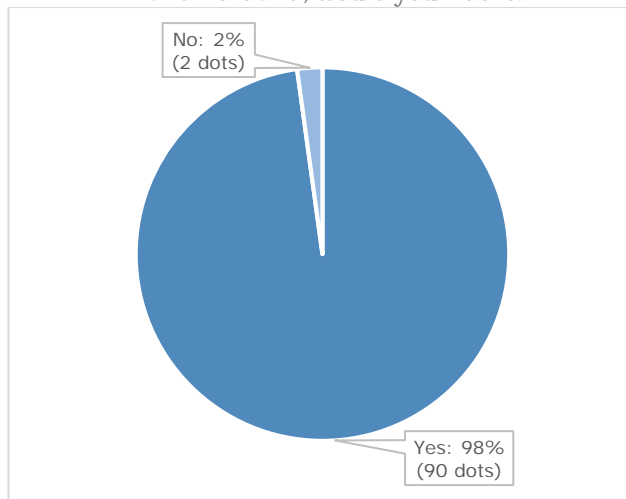
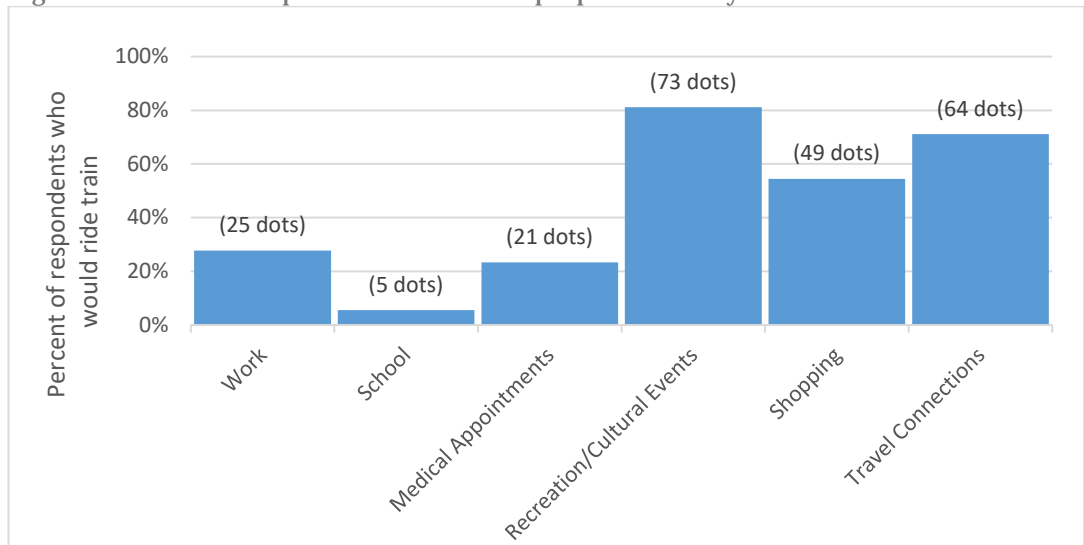


Figure 78 Lewiston Open House: For what purposes would you ride it?



Note: Respondents were asked to choose all that apply

Comments from the public included a typed letter (see Figure 79) and the following written on Post it Notes:

- Comments under *If train service were available between Lewiston-Auburn and Portland, would you ride it?* (in the Yes box):
 - “Some older people want to travel but can’t drive a car” (someone else responded to this comment with “Great point!”)
 - “Portland real estate high: train would allow better connection to work in Portland”
 - “Congressman Poliquin would write a support letter for funding”
- Comments under *For what purposes would you ride it?:*
 - “Being unable to drive for medical reasons, rail service to Lewiston-Auburn would expand my social and economic options. Currently a lack of rail service is limiting on job opportunities and networking.”
 - “Get extra passengers by promoting to rail fans. To them the journey is the destination.”
 - “Train would also help those of us who are bad with directions.”
 - “We employ 40+ people. About 1/3 commute from Portland area to Lewiston. Train would open up huge opportunities.”

Figure 79 Lewiston Open House: Document attached to board at Station 4



South Paris
17-19 Market Sq.
PO Box 278
S. Paris, ME 04281
(207) 743-7716
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Lewiston
240 Bates Street
Lewiston, ME 04240
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284 Main Street
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Fax: 645-2609

Public Transportation Addressing the Needs of Low-Income People

Since 1965 Community Concepts, Inc. has offered a variety of housing, economic development and social services for the communities in Androscoggin, Franklin and Oxford Counties of Maine. Our services support the basic needs of low income families and promote self-sufficiency.

Our mission is to strengthen individuals, families and communities in Western Maine by providing diverse programs, by engaging in strategic partnerships, and through advocacy that addresses the barriers to promote economic opportunities for all.

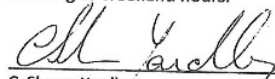
One of the services that CCI provides is free transportation for medical appointments, cancer treatment, kidney dialysis and for everyday needs, such as groceries, laundromat, bank, and more. Our transportation services are available to anyone who is 60+ years of age, low income, a cancer patient and/or a veteran. Others can use the program for a modest fee.

We provide 600-1000 trips per day to a range of destinations. We rely on volunteers who use their vehicles to provide this service and we reimburse them for their mileage. For many of our clients, their transportation needs are greater than what we can offer them, especially if they need daily transportation to work and for children to childcare, for example.

A Community Needs Assessment CCI commissioned in 2016 indicates that 1 in 11 households in our primary service area (7,170 people), and 1 in 6 in Lewiston-Auburn (4,211 people), do not own a car. The proportions are highest among young households and older households.

Furthermore, the Maine Department of Transportation estimates that current transportation programs only met 14% of the need in 2012.

Public transit can be a ride out of poverty. A Harvard University study (Raj Chetty and Nathaniel Hendren, 2015) has identified access to public transportation as one of the most important factors that provide a person with the opportunity and the highest chances of moving from the bottom fifth to the top fifth of income across generations. Providing residents in the L/A area who do not own a car with the option of riding the train to Portland and beyond expands their options for employment, education and medical treatment. Furthermore, we need public transportation, like the train, that stops in the center city and offers a schedule of trips to accommodate jobs that require working evening or weekend hours.


C. Shawn Yardley
Chief Executive Officer

Station 5: If train service were available between Lewiston-Auburn and Boston, would you ride it? For what purposes would you ride it?

Attendees were asked if they would ride a train between Lewiston-Auburn and Boston and for what purposes using a dot voting exercise on a poster board. Yes or no answers to the first question were recorded in Figure 80, and the purposes they would ride it were recorded in Figure 81. Recreation/Cultural Events were defined as any type of leisure travel, including trips to festivals, concerts, visiting friends/family, and sporting events. Travel connections were defined as trips taken to connect to another travel mode in Boston (airport, intercity bus, or train).

Figure 80 Lewiston Open House: If train service were available between Lewiston-Auburn and Boston, would you ride it?

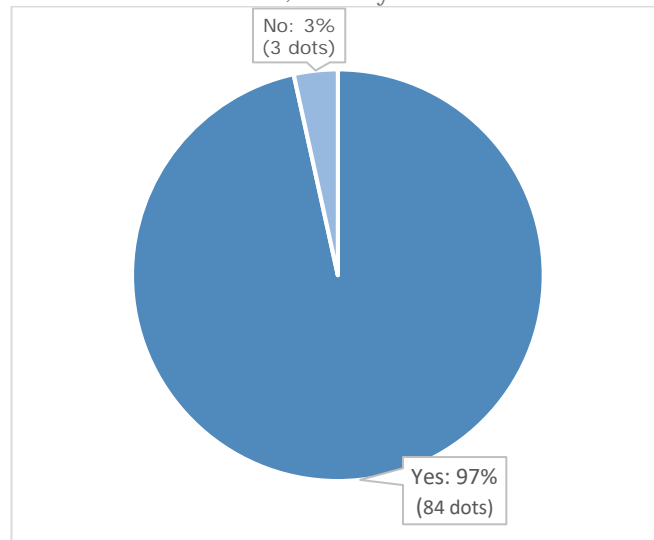
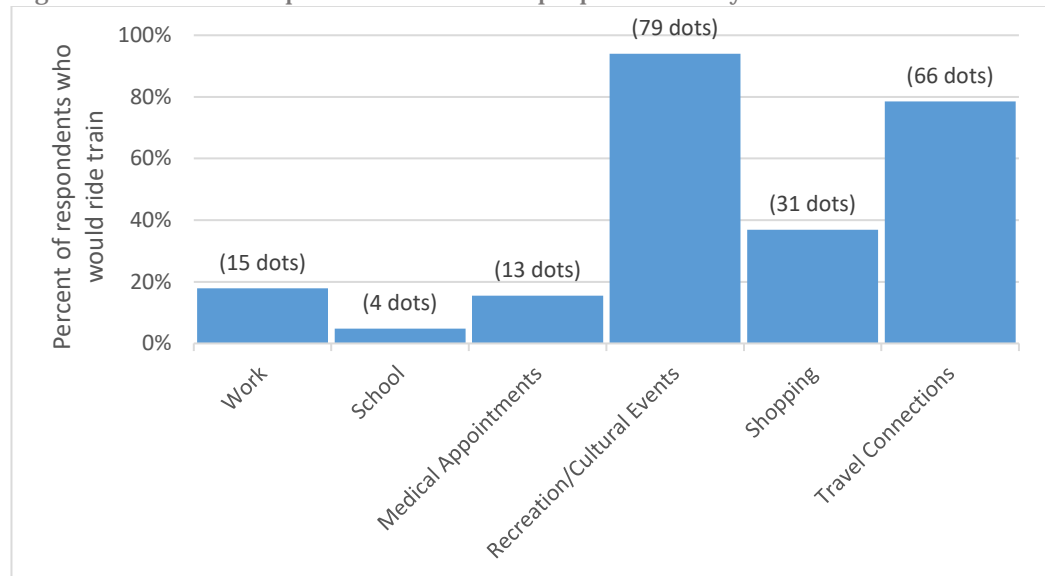


Figure 81 Lewiston Open House: For what purposes would you ride it?



Note: Respondents were asked to choose all that apply

Attendees were also asked if they travel for any other reason. Comments from the public included:

- “Events ranging from sporting to comic/geek culture. Going both directions, people going south as well as others coming north.” (2 dots added)
- “Family and friends” (5 dots added)
- “Academic or professional conference” (1 dot added)

Station 6: What is the most you would pay for a one-way train ride? (Between Lewiston-Auburn and Portland, Between Lewiston-Auburn and Boston)

Attendees were asked what was the most they were willing to pay for one-way train rides between Lewiston-Auburn and Portland or Boston using a dot voting exercise on a poster board. Their responses were recorded in Figure 82 and Figure 83, respectively.

Figure 82 Lewiston Open House: What is the most you would pay for a one-way train ride between Lewiston-Auburn and Portland?

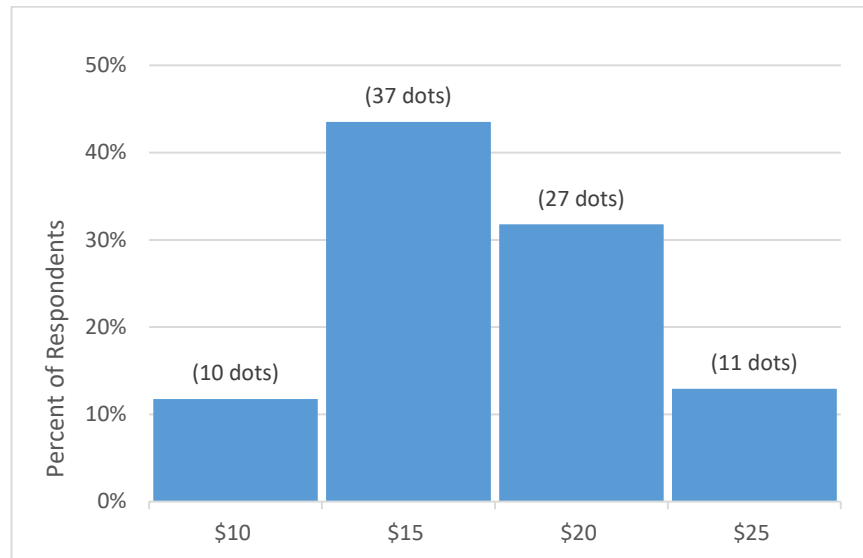


Figure 83 Lewiston Open House: What is the most you would pay for a one-way train ride between Lewiston-Auburn and Boston?



Comments from the public included:

- Comments under *\$15 between Lewiston-Auburn and Portland*
 - "from/to Yarmouth"
- Comments under *\$20 between Lewiston-Auburn and Portland*
 - "Too much money for a one-way ticket"
 - "\$20 for a round trip ok"
- General comments included:
 - "Some sort of frequent rider prices essential" (2 people added dots)

Station 7: What would make you more likely to use the train?

Attendees were asked what would make them more likely to use the train using a dot voting exercise on a poster board. The raw number of responses is included in Table 41, while the percentage of responses is included in Table 42.

Table 41 Lewiston Open House: Reasons to Ride the Train (Raw Numbers)

	On-board amenities	Proximity to destination	High frequency of service (Many trains per day)	Amenities at station	Lower cost than driving and parking	Travel time competitive to driving	Direct train to Boston
1st (Most important)	1	26	30	1	23	5	21
2nd	3	24	22	1	17	14	8
3rd	18	3	13	1	12	14	6
4th	11	5	8	-	9	10	13
5th	6	2	3	3	5	8	10
6th	17	3	1	6	4	6	5
7th (Least important)	8	1	-	31	-	2	1
TOTAL	64	64	77	43	70	59	64

Table 42 Lewiston Open House: Reasons to Ride the Train (Percent)

	On-board amenities	Proximity to destination	High frequency of service (Many trains per day)	Amenities at station	Lower cost than driving and parking	Travel time competitive to driving	Direct train to Boston
1st (Most important)	2%	41%	39%	2%	33%	8%	33%
2nd	5%	38%	29%	2%	24%	24%	13%
3rd	28%	5%	17%	2%	17%	24%	9%
4th	17%	8%	10%	0%	13%	17%	20%
5th	9%	3%	4%	7%	7%	14%	16%
6th	27%	5%	1%	14%	6%	10%	8%
7th (Least important)	13%	2%	0%	72%	0%	3%	2%
TOTAL	100%	100%	100%	100%	100%	100%	100%

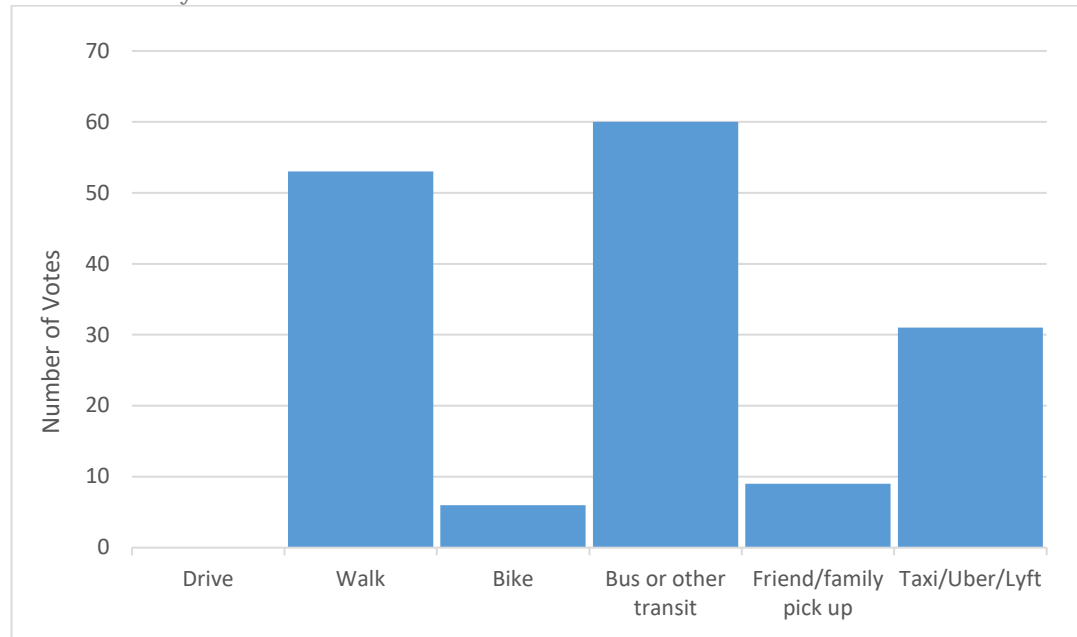
Comments from the public included:

- Comments under *Proximity to destination*
 - “Proximity to origin as well”
- Comments under *Lower cost than driving and parking*
 - “Convenience more than cost” (2 dots added)
- Comments under *Travel time competitive to driving*
 - “A reliable service that’s at least comparable to how fast I could drive” (1 dot added)
- Comments under *Direct train to Boston*
 - “multi-modal ? facilities” (1 dot added)
 - “If round trip – must be able to get one after the event” (2 dots added)
- General comments included:
 - “Vehicle Parking: Safe, Close by, Low Cost, = High Importance”

Station 8: Once at your desired station stop, how would you arrive at your destination?

Attendees were asked how they would arrive at their destination after they reached their desired stop using a dot voting exercise on a poster board. Their responses were recorded in Figure 84.

Figure 84 Lewiston Open House: Once at your desired station stop, how would you arrive at your destination?



Note: Respondents were asked to choose all that apply

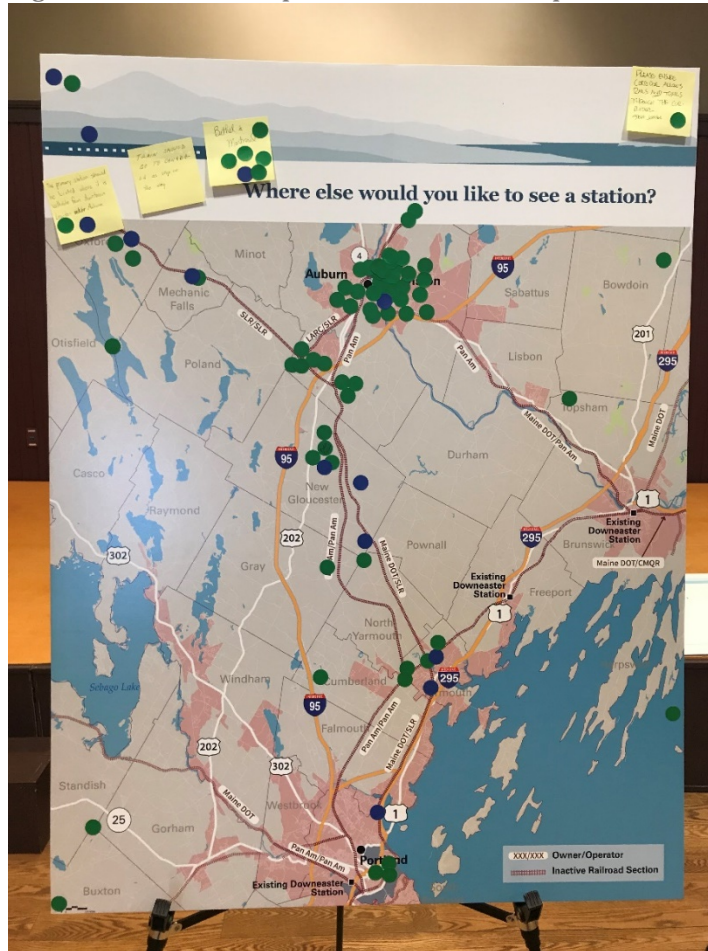
Comments from the public included:

- "Need bikes on board guarantee" (2 dots added)
- "Want to preserve trail w/ rail opportunity" (1 dot added)

Station 9: Where else would you like to see a station?

Attendees were asked in addition to stations in Lewiston-Auburn and Portland, where else they would like to see a station. Using a map on a poster board, attendees placed dots to indicate where else they would like to see a station. Green dots were placed by attendees that resided in the Northern Study Area while blue dots were placed by attendees that resided in the greater Portland area. A picture of this board was included in Figure 85.

Figure 85 Lewiston Open House: Station Map Exercise



- Note:
1. Green dots denote feedback received from Northern Study Area residents
 2. Blue dots denote feedback received from Portland residents

Comments from the public included:

- “Please ensure corridor allows rails and trails through the corridor” (1 dot added)
- “The primary station should be located where it is walkable from downtown Lewiston and/or Auburn” (2 dots added)
- “Train should go to Canada – LA as stop on the way”
- “Bethel and Montreal” (4 dots added)

Station 10: Do you use the Downeaster? For what purposes?

Attendees were asked if they use the Downeaster and for what purposes using a dot voting exercise on a poster board. Yes or no answers to the first question were recorded in Figure 86, and the purposes they ride the Downeaster were recorded in Figure 87. Recreation/Cultural Events were defined as any type of leisure travel, including trips to festivals, concerts, visiting friends/family, and sporting events. Travel connections were defined as trips taken to connect to another travel mode (airport, intercity bus, or Amtrak Northeast Corridor).

Figure 86 Lewiston Open House: Do you use the Downeaster?

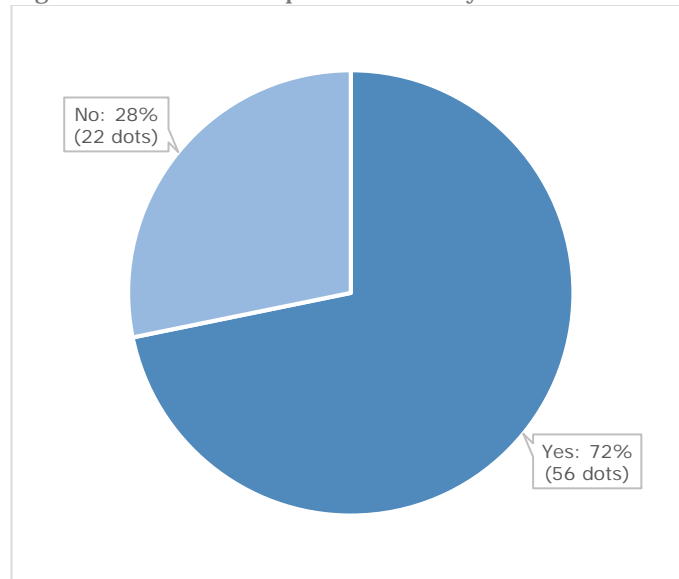
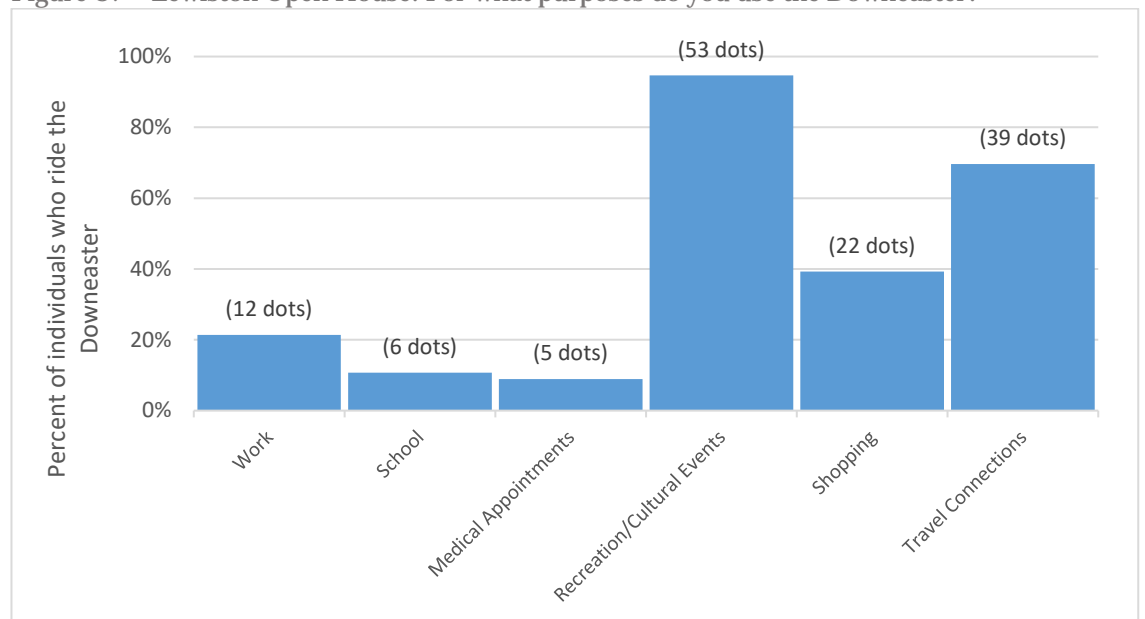


Figure 87 Lewiston Open House: For what purposes do you use the Downeaster?



Note: Respondents were asked to choose all that apply

Comments from the public included:

- Comments under *Do you use the Downeaster?* (in the *No* box):
 - “Train way too slow to Boston. Now I take the bus or I drive.” (1 dot added)
 - “North-South Rail Link missing. A Link would make this better connection.” (1 dot added)
 - “2x – inconvenient to come into North Station” (1 dot added)
- Comments under *Do you travel for any other reason?:*
 - “Used it a couple years ago to help a client learn to travel to work on his own.”
 - “For an academic conference”
- General comments included:
 - “Glad to see this as a real possibility. We need this.”
 - “Am a: Big advocate of passenger rail: travel, economic, environmental, nostalgia, convenience, transport connection to CT (family)”

5.4 Online Survey

In addition to the two open houses, an online survey was established to solicit input from individuals who were unable to attend one of the open houses. This survey was administered using Survey Monkey and asked questions similar to the ones asked at the open houses. The survey was opened on Thursday, March 29, 2018, the day after the last open house. It was closed on Friday, April 20, 2018. Altogether, a total of 502 people responded to the survey.

This section summarizes the results obtained from the survey for both respondents residing in Portland and the Northern Study Area.

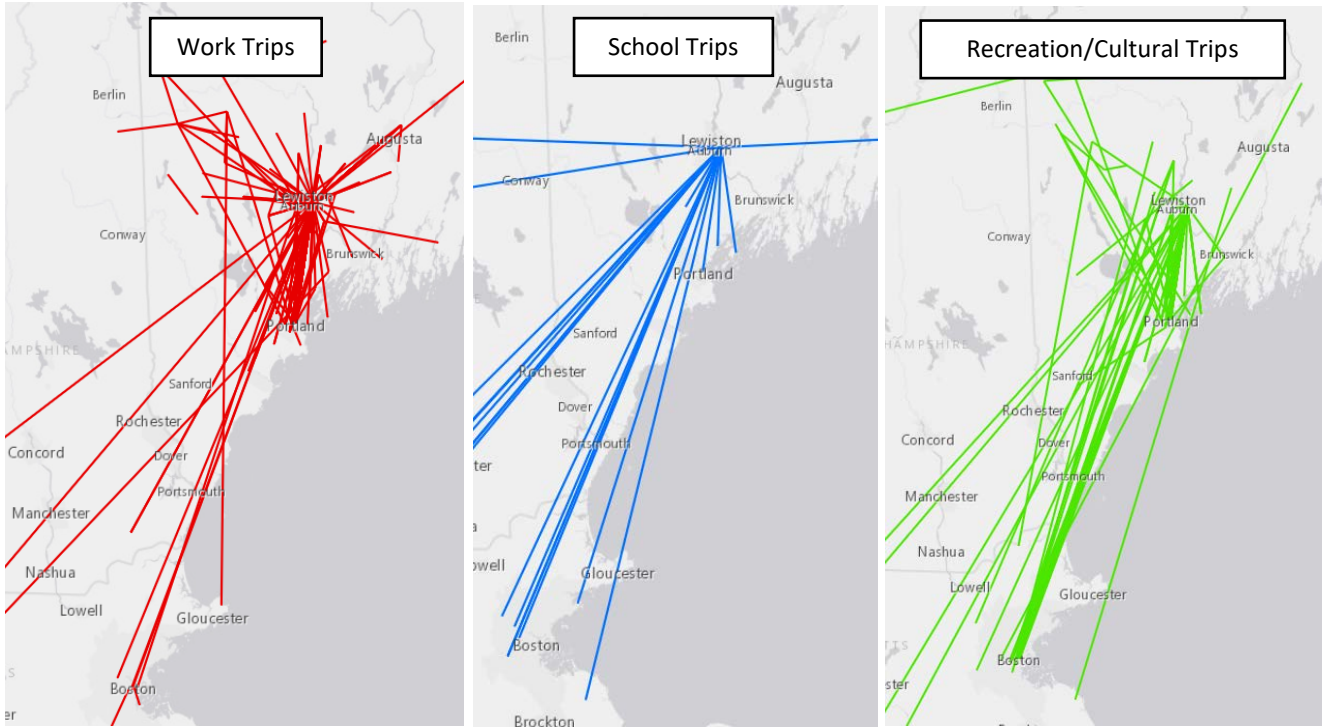
5.4.1 Data/Feedback Received from Portland Residents

This section details the online survey data received from Portland residents (except where noted). Results are separated by questions, indicated by the bold text.

**Where do you live? What is the most frequent type of trip taken from home?
Where is the location of this most frequent trip taken from home?**

Survey respondents were asked where they live, the most frequent type of trip taken from home, and the destination of that most frequent trip taken from home. Data from the survey was uploaded into a web application for processing. Figure 88 represents the data collected from both Portland and Northern Study Area residents.

Figure 88 Online Survey: Work, School, and Recreation/Cultural Trips



Note: The maps depicted above include data from Portland and Northern Study Area residents

How frequently do you travel to Lewiston-Auburn? For what purposes?

Survey respondents were asked how frequently they travel to Lewiston-Auburn and for what purposes. The results are included as Table 43. Recreation/Cultural Events were defined as any type of leisure travel, including trips to festivals, concerts, visiting friends/family, and sporting events.

Table 43 Online Survey (Portland): Frequency of Travel to Lewiston-Auburn by Trip Type

	Trip Type				
	Work	School	Medical Appointments	Recreation/Cultural Events	Shopping
No Response	27.9%	51.2%	39.5%	30.2%	27.9%
Seldom (Less than once a month)	9.3%	41.9%	44.2%	23.3%	46.5%
Infrequently (1 to 3 times per month)	14.0%	0.0%	16.3%	37.2%	18.6%
Often (1 to 2 times per week)	4.7%	0.0%	0.0%	7.0%	4.7%
Frequently (3 to 4 times per week)	11.6%	7.0%	0.0%	2.3%	2.3%
Very frequently (5+ times per week)	32.6%	0.0%	0.0%	0.0%	0.0%
TOTAL	100%	100%	100%	100%	100%

If train service were available between Lewiston-Auburn and Portland, would you ride it? For what purposes would you ride it?

Survey respondents were asked if they would ride a train between Lewiston-Auburn and Portland. Yes or no answers to the first question were recorded in Figure 89, and the purposes they would ride it were recorded in Figure 90.

Figure 89 Online Survey (Portland): If train service were available between Lewiston-Auburn and Portland, would you ride it?

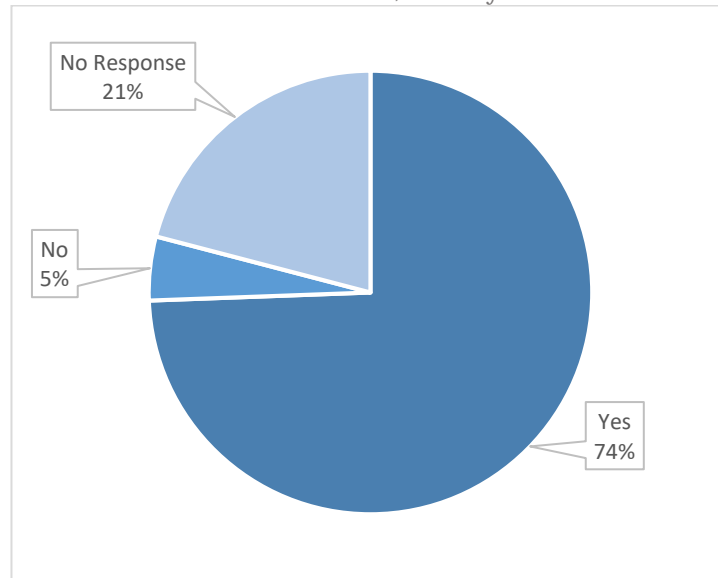
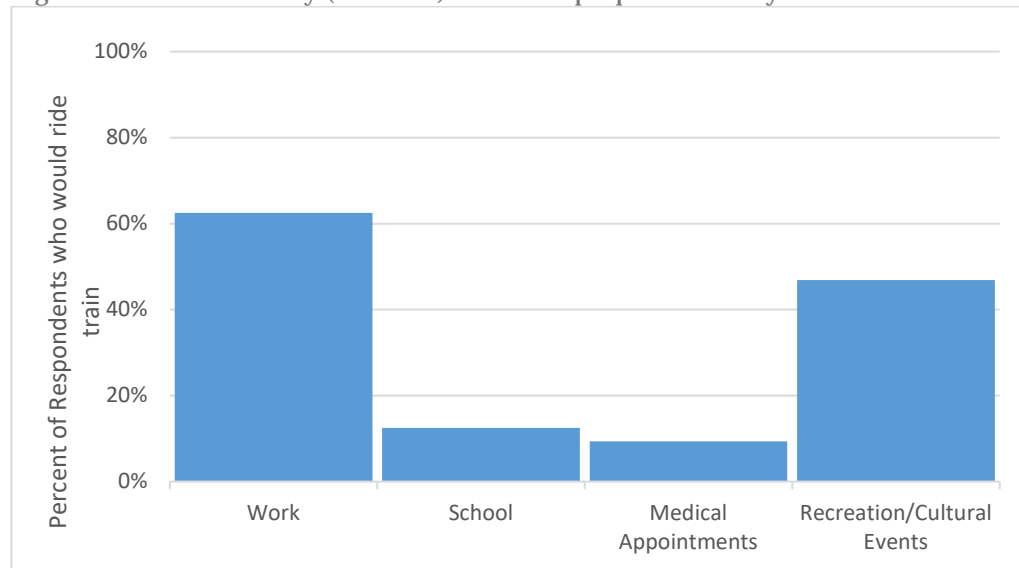


Figure 90 Online Survey (Portland): For what purposes would you ride the train?

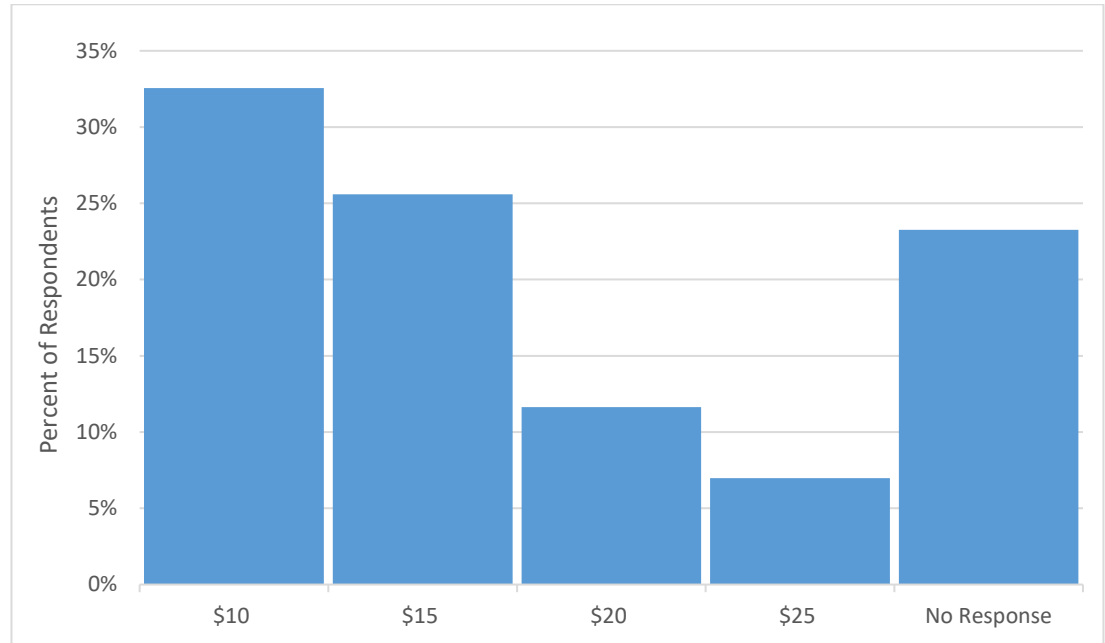


Note: Respondents were asked to choose all that apply

What is the most you would pay for a one-way train ride between Lewiston-Auburn and Portland?

Survey respondents were asked what was the most they were willing to pay for a one-way train ride between Lewiston-Auburn and Portland. Their responses were recorded in Figure 91.

Figure 91 Online Survey (Portland): What is the most you would pay for a one-way train ride between Lewiston-Auburn and Portland?



What would make you more likely to use the train?

Survey respondents were asked what would make them more likely to use the train. Their responses are included in Table 44.

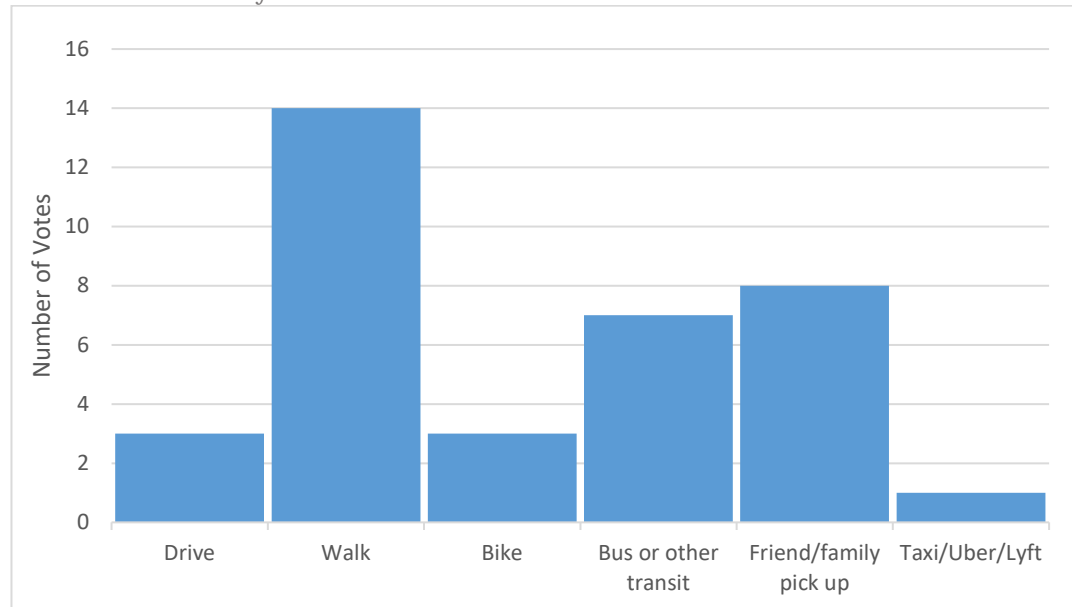
Table 44 Online Survey (Portland): Reasons to ride the train

	On-board amenities	Proximity to destination	High frequency of service (Many trains per day)	Amenities at station	Lower cost than driving and parking	Travel time competitive to driving
1st (Most important)	3%	31%	38%	3%	22%	6%
2nd	13%	34%	16%	3%	19%	15%
3rd	9%	9%	19%	6%	16%	39%
4th	3%	9%	9%	19%	28%	30%
5th	50%	16%	6%	16%	9%	3%
6th (Least important)	22%	0%	13%	52%	6%	6%
TOTAL	100%	100%	100%	100%	100%	100%

Once at your desired station stop, how would you arrive at your destination?

Survey respondents were asked how they would arrive at their destination after they reached their desired stop. Their responses were recorded in Figure 92.

Figure 92 Online survey (Portland): Once at your desired station stop, how would you arrive at your destination?



Note: Respondents were asked to choose all that apply

Where else would you like to see a station?

Survey respondents were asked in addition to stations in Lewiston-Auburn and Portland, where else they would like to see a station. Responses included:

- ▶ Augusta
- ▶ Bangor
- ▶ Bethel
- ▶ Cumberland
- ▶ Falmouth
- ▶ Gray
- ▶ Montreal
- ▶ Mechanic Falls
- ▶ North Yarmouth
- ▶ Oxford
- ▶ Pineland
- ▶ Poland
- ▶ Yarmouth

Do you use the Downeaster? For what purposes?

Survey respondents were asked if they use the Downeaster and for what purposes using a dot voting exercise on a poster board. Yes or no answers to the first question were recorded in Figure 74, and the purposes they ride the Downeaster were recorded in Figure 75.

Figure 93 Online Survey (Portland): Do you use the Downeaster?

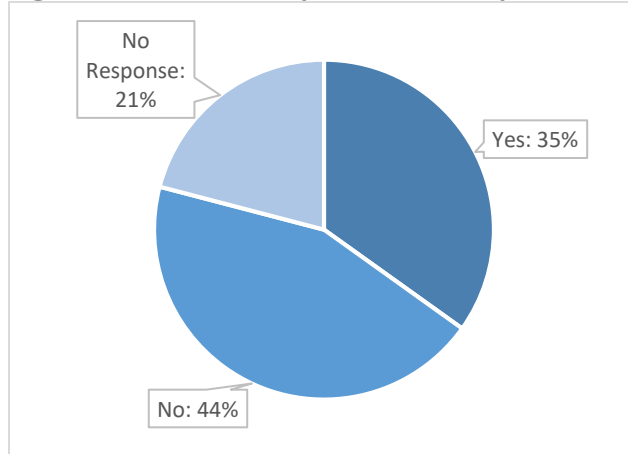
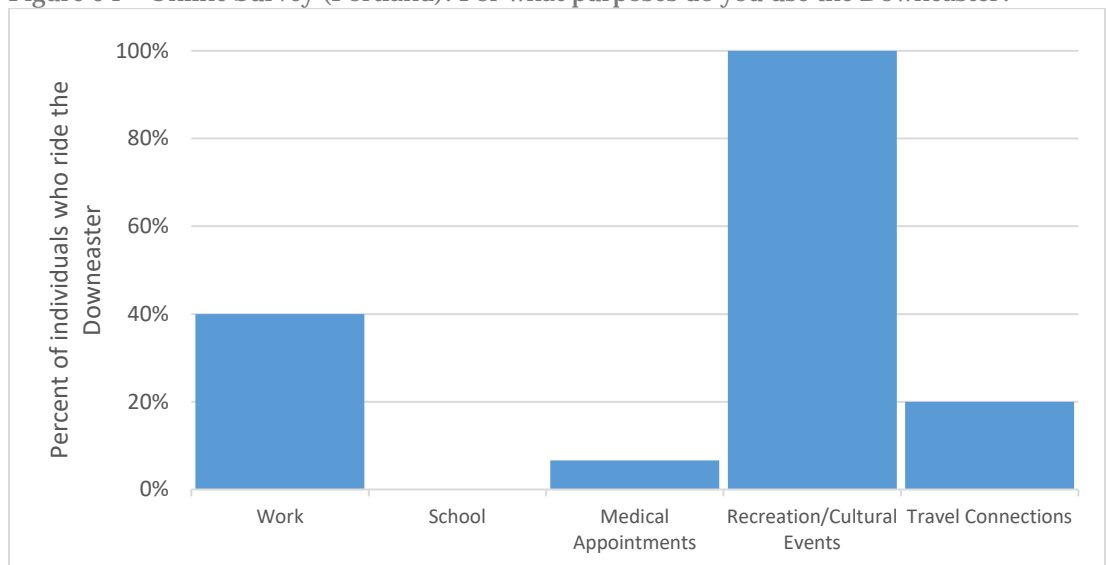


Figure 94 Online Survey (Portland): For what purposes do you use the Downeaster?



Note: Respondents were asked to choose all that apply

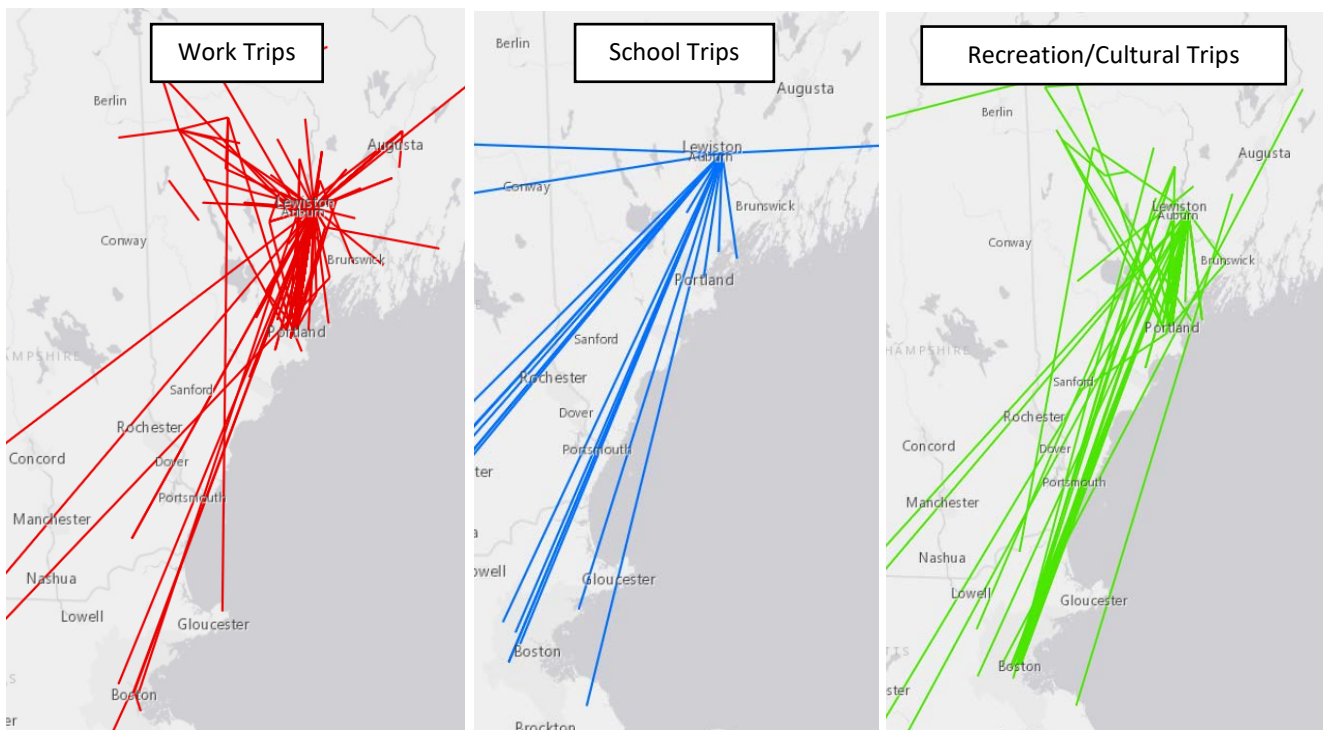
5.4.2 Data/Feedback Received from Northern Study Area Residents

This section details the online survey data received from Northern Study Area residents (except where noted). Results are separated by questions, indicated by the bold text.

Where do you live? What is the most frequent type of trip taken from home? Where is the location of this most frequent trip taken from home?

Survey respondents were asked where they live, the most frequent type of trip taken from home, and the destination of that most frequent trip taken from home. Data from the survey was uploaded into a web application for processing. Figure 88 represents the data collected from both Portland and Northern Study Area residents.

Figure 88 Online Survey: Work, School, and Recreation/Cultural Trips



Note: The maps depicted above include data from Portland and Northern Study Area residents

How frequently do you travel to Portland? For what purposes?

Survey respondents were asked how frequently they travel to Portland and for what purposes. The results are included as Table 45. Recreation/Cultural Events were defined as any type of leisure travel, including trips to festivals, concerts, visiting friends/family, and sporting events. Travel connections were defined as trips taken to connect to another travel mode in Portland (airport, intercity bus, or train).

Table 45 Online Survey (N Study Area): Frequency of Travel to Portland by Trip Type

	Trip Types					
	Work	School	Medical Appointments	Recreation/Cultural Events	Shopping	Travel Connections
No Response	27.9%	38.8%	21.9%	14.3%	14.1%	15.0%
Seldom (Less than once a month)	35.0%	50.0%	52.9%	14.1%	17.9%	45.5%
Infrequently (1 to 3 times per month)	18.8%	8.0%	22.1%	48.7%	50.7%	34.2%
Often (1 to 2 times per week)	8.9%	1.3%	2.5%	18.1%	12.9%	3.6%
Frequently (3 to 4 times per week)	2.7%	1.1%	0.7%	3.6%	3.8%	1.1%
Very frequently (5+ times per week)	6.7%	0.7%	0.0%	1.3%	0.7%	0.7%
TOTAL	100%	100%	100%	100%	100%	100%

How frequently do you travel to Boston? For what purposes?

Survey respondents were asked how frequently they travel to Boston and for what purposes. The results are included in Table 46. Recreation/Cultural Events were defined as any type of leisure travel, including trips to festivals, concerts, visiting friends/family, and sporting events. Travel connections were defined as trips taken to connect to another travel mode in Boston (airport, intercity bus, or train).

Table 46 Online Survey (N Study Area): Frequency of Travel to Boston by Trip Type

	Trip Types					
	Work	School	Medical Appointments	Recreation/Cultural Events	Shopping	Travel Connections
No Response	32.6%	37.5%	31.0%	17.6%	21.2%	18.8%
Seldom (Less than once a month)	54.5%	56.3%	63.4%	48.0%	52.9%	56.0%
Infrequently (1 to 3 times per month)	10.9%	5.1%	4.5%	31.0%	23.0%	22.5%
Often (1 to 2 times per week)	1.3%	0.7%	0.9%	2.7%	2.0%	1.8%
Frequently (3 to 4 times per week)	0.4%	0.2%	0.2%	0.4%	0.7%	0.4%
Very frequently (5+ times per week)	0.2%	0.2%	0.0%	0.2%	0.2%	0.4%
TOTAL	100%	100%	100%	100%	100%	100%

If train service were available between Lewiston-Auburn and Portland, would you ride it? For what purposes would you ride it?

Survey respondents were asked if they would ride a train between Lewiston-Auburn and Portland and for what purposes. Yes or no answers to the first question were recorded in Figure 95, and the purposes they would ride it were recorded in Figure 96.

Recreation/Cultural Events were defined as any type of leisure travel, including trips to festivals, concerts, visiting friends/family, and sporting events. Travel connections were defined as trips taken to connect to another travel mode in Portland (airport, intercity bus, or train).

Figure 95 Online Survey (N Study Area): If train service were available between Lewiston-Auburn and Portland, would you ride it?

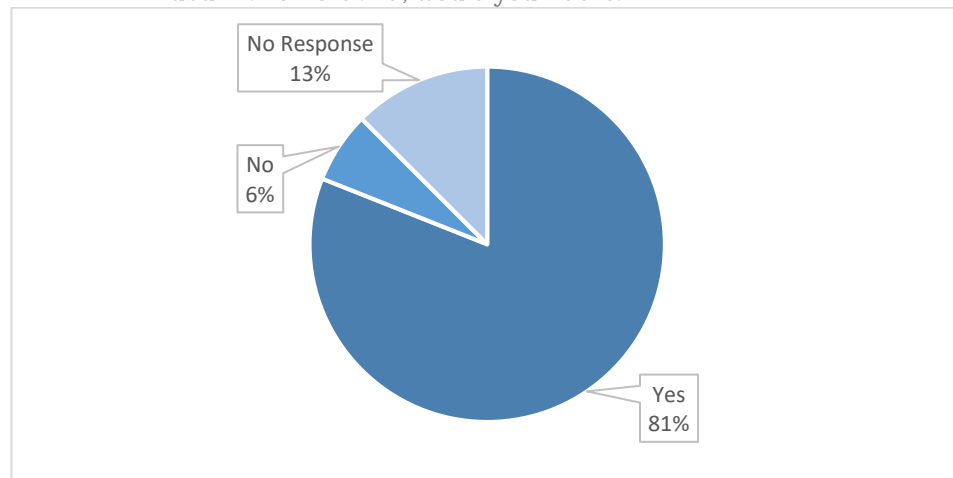
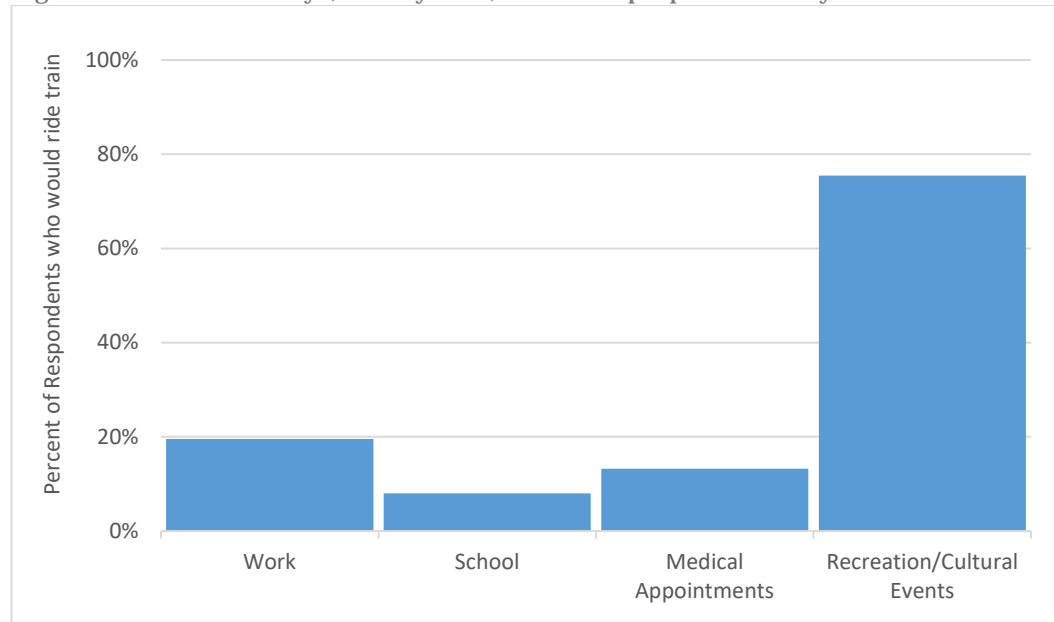


Figure 96 Online Survey (N Study Area): For what purposes would you ride it to Portland?



Note: Respondents were asked to choose all that apply

If train service were available between Lewiston-Auburn and Boston, would you ride it? For what purposes would you ride it?

Survey respondents were asked if they would ride a train between Lewiston-Auburn and Boston and for what purposes. Yes or no answers to the first question were recorded in Figure 97, and the purposes they would ride it were recorded in Figure 98.

Recreation/Cultural Events were defined as any type of leisure travel, including trips to festivals, concerts, visiting friends/family, and sporting events. Travel connections were defined as trips taken to connect to another travel mode in Boston (airport, intercity bus, or train).

Figure 97 Online Survey (N Study Area): If train service were available between Lewiston-Auburn and Boston, would you ride it?

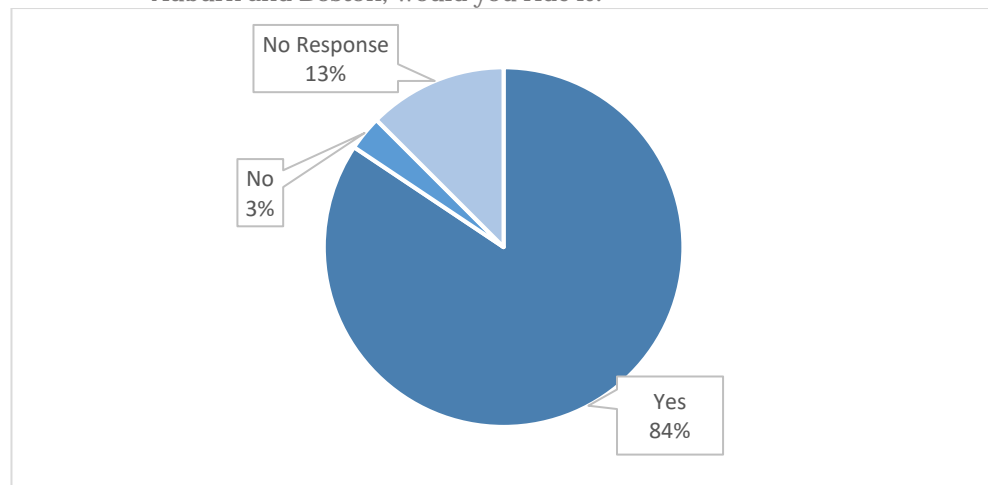
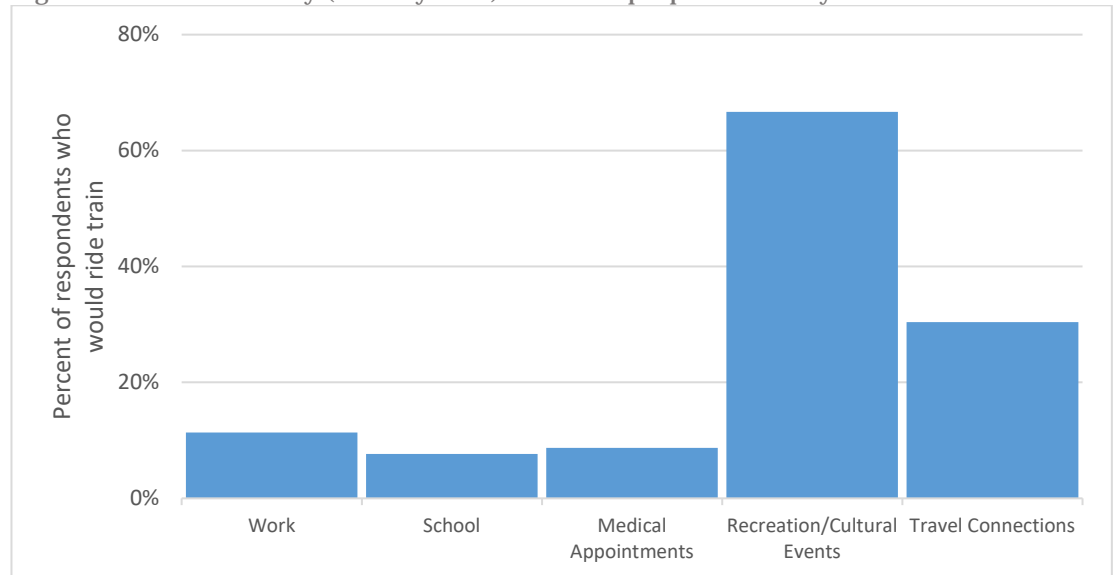


Figure 98 Online Survey (N Study Area): For what purposes would you ride it to Boston?



Note: Respondents were asked to choose all that apply

What is the most you would pay for a one-way train ride? (Between Lewiston-Auburn and Portland, Between Lewiston-Auburn and Boston)

Survey respondents were asked what was the most they were willing to pay for one-way train rides between Lewiston-Auburn and Portland or Boston. Their responses were recorded in Figure 99 and Figure 100, respectively.

Figure 99 Online Survey (N Study Area): What is the most you would pay for a one-way train ride between Lewiston-Auburn and Portland?

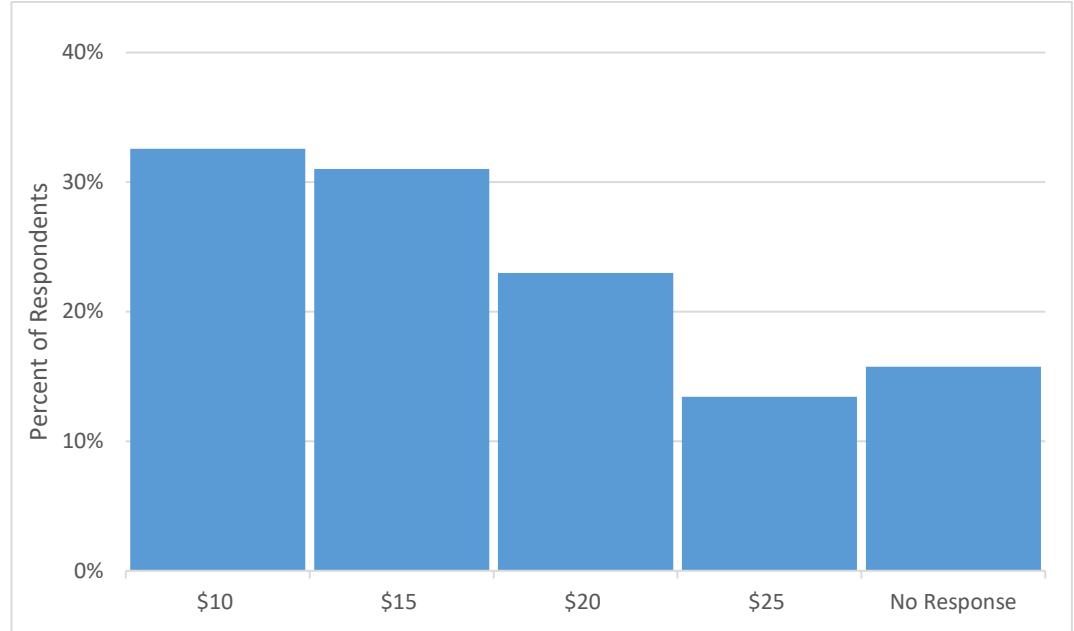
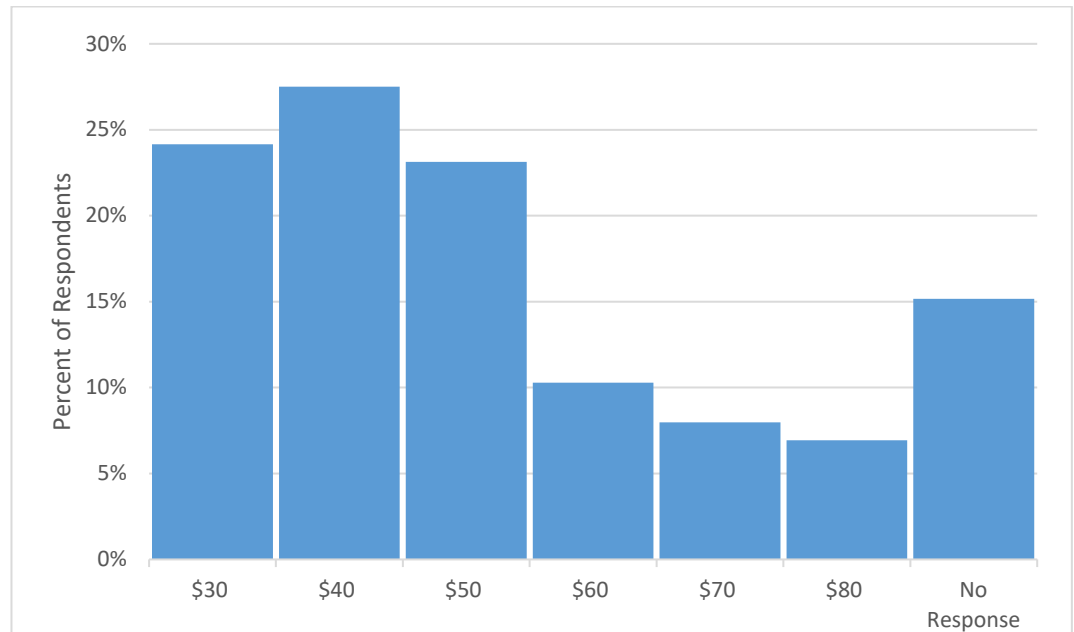


Figure 100 Online Survey (N Study Area): What is the most you would pay for a one-way train ride between Lewiston-Auburn and Boston?



What would make you more likely to use the train?

Survey respondents were asked what would make them more likely to use the train. Their responses are included in Table 47.

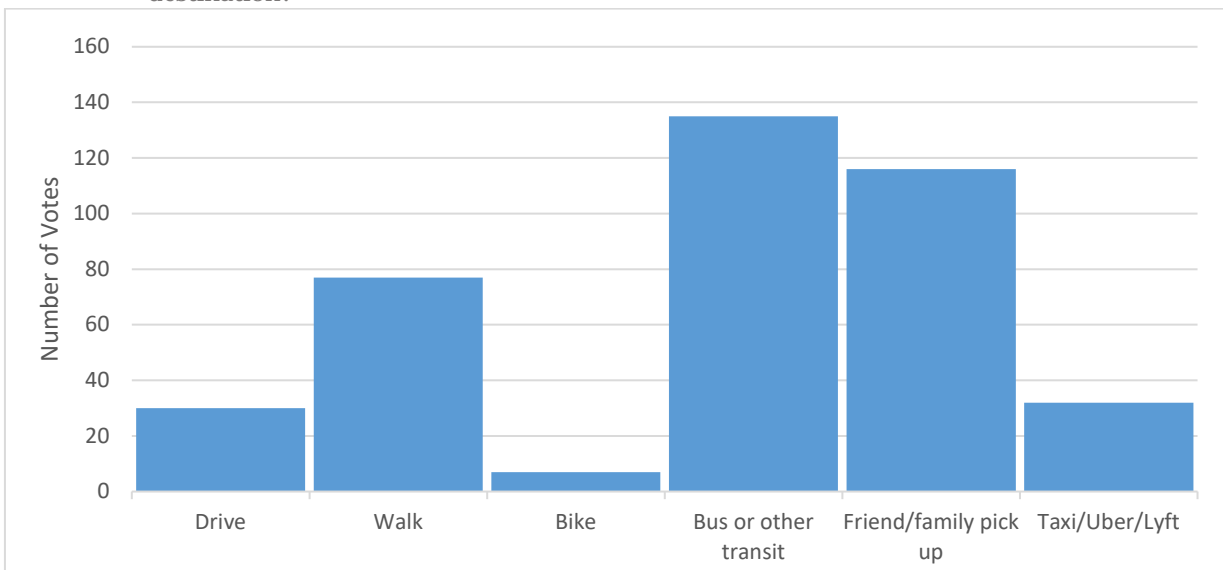
Table 47 Online Survey (N Study Area): Reasons to Ride the Train

	On-board amenities	Proximity to destination	High frequency of service (Many trains per day)	Amenities at station	Lower cost than driving and parking	Travel time competitive to driving	Direct train to Boston
1st (Most important)	6%	14%	26%	3%	25%	10%	20%
2nd	8%	18%	18%	3%	20%	25%	11%
3rd	10%	15%	14%	7%	19%	20%	13%
4th	11%	22%	16%	4%	15%	15%	16%
5th	17%	15%	16%	9%	14%	12%	16%
6th	35%	8%	5%	25%	2%	15%	7%
7th (Least important)	13%	7%	5%	50%	4%	4%	17%
TOTAL	100%	100%	100%	100%	100%	100%	100%

Once at your desired station stop, how would you arrive at your destination?

Survey respondents were asked how they would arrive at their destination after they reached their desired stop. Their responses were recorded in Figure 101.

Figure 101 Online Survey (N Study Area): Once at your desired station stop, how would you arrive at your destination?



Note: Respondents were asked to choose all that apply

Where else would you like to see a station?

Survey respondents were asked in addition to stations in Lewiston-Auburn and Portland, where else they would like to see a station. Responses included:

- ▶ Bangor
- ▶ Bethel
- ▶ Cumberland
- ▶ Falmouth
- ▶ Freeport
- ▶ Gorham
- ▶ Gray
- ▶ Mechanic Falls
- ▶ Montreal
- ▶ New Gloucester
- ▶ Orono
- ▶ Oxford
- ▶ Poland
- ▶ Portsmouth
- ▶ Pineland
- ▶ Rockland
- ▶ South Paris
- ▶ Topsham
- ▶ Waterville
- ▶ Westbrook
- ▶ Windham
- ▶ Yarmouth

Do you use the Downeaster? For what purposes?

Survey respondents were asked if they use the Downeaster and for what purposes. Yes or no answers to the first question were recorded in [Figure 102](#), and the purposes they ride the Downeaster were recorded in [Figure 103](#). Recreation/Cultural Events were defined as any type of leisure travel, including trips to festivals, concerts, visiting friends/family, and sporting events. Travel connections were defined as trips taken to connect to another travel mode (airport, intercity bus, or Amtrak Northeast Corridor).

Figure 102 Online Survey (N Study Area): Do you use the Downeaster?

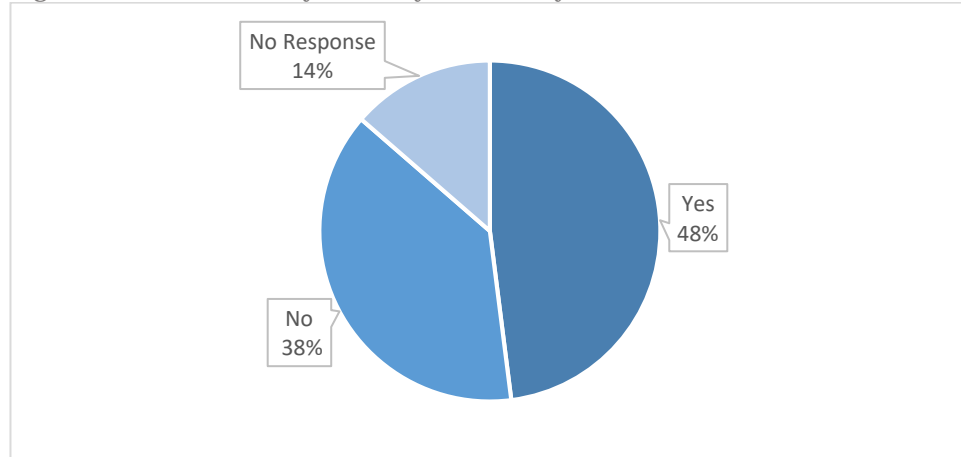
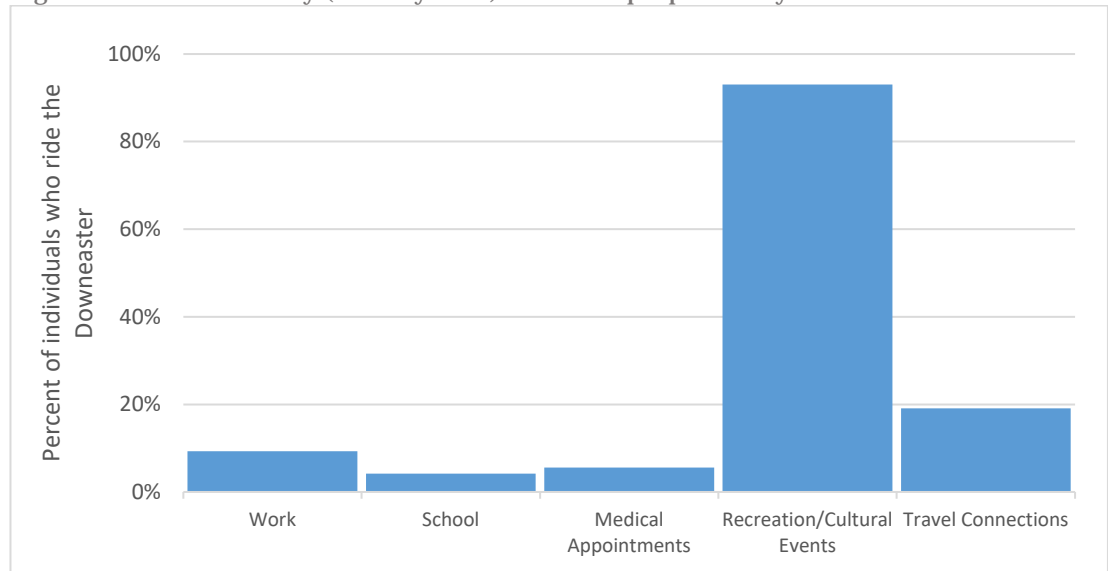


Figure 103 Online Survey (N Study Area): For what purposes do you use the Downeaster?



Note: Respondents were asked to choose all that apply

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6

RIDERSHIP POTENTIAL

6.1 Introduction

The goal of the transit propensity assessment is to establish an understanding of the demand and desire for transit service using available data and public input. This effort establishes an understanding of who travels between the Northern Study Area and the Southern Study Area today; who would potentially use a passenger rail service tomorrow; and who, with the right regional master plan, may consider changing their travel choices.

Portland and Lewiston-Auburn are about 30 miles apart and connected primarily by the Maine Turnpike (I-95). The potential for transit demand in this corridor could be drawn from two markets; first, the diversion of existing trips in the corridor from the highways to the rail service, and second, new trips that would be induced by the service, either that are currently not being made or from increased economic development in the corridor.

Several factors could contribute to incremental future rail ridership associated with a new passenger rail service in the Portland to Lewiston-Auburn corridor:

- ▶ Modal shift or diversion of existing (or future baseline) trips to rail from other modes, principally automobile and intercity bus;
- ▶ Ridership associated with alternative growth scenarios resulting from more concentrated demographic growth and new development attracted by the presence of a passenger rail service;
- ▶ For trips with a regional destination beyond Portland, ridership association with the convenience of a one-seat ride versus the need to transfer at Portland;

- ▶ Trips that currently are taken locally and mostly by automobile but are now more attractive to be taken on passenger rail to further destinations due to reduced impedance (e.g., not needing to drive/park, increased productivity while on the train).

Using the data presented in chapters 2 through 5, the propensity of rail passenger demand was prepared for new service between the Northern and Southern Study Areas. The potential range of rail modal shares from the existing rail and transit data in the region has been estimated and compared against corridors considered comparable to Portland and Lewiston-Auburn. A range of rail modal shares to total estimated trips was applied by purpose, in the corridor to derive a range of average daily ridership levels. The results are presented as a range rather than a single ridership estimate, covering a range of assumptions with respect to service frequency and perceived trip time, but also reflecting the variability inherent in high-level planning estimates.

An alternative Growth Scenario was also developed. The Growth Scenario was based on the potential for new economic activity in the corridor. For trips between Lewiston-Auburn and points south of Portland, factors were developed that adjust the rail modal share upward or downward based on the relative convenience, perceived trip time and impedance associated with travel by rail.

The estimate of increased propensity for total travel in the corridor results from estimates of potential new residential and employment development in the corridor, particularly in proximity to rail stations, as well as potential increased trip-making in the rail corridor that better ties together the two distinct urban areas. To the extent that new passenger rail service can better tie these urban areas together and better link their economies, or even to create the perception that the urban areas are closer together and more easily accessible than before, increased trip-making between the urban areas is expected with a share of these incremental trips expected to use passenger rail. Essentially, what currently is a mostly intercity travel market begins to take on the characteristics of an extended urban metropolitan area, in terms of the type and frequency of trips that are made. The potential for this market depends upon the extent to which residents, businesses and institutions in Portland consider Lewiston-Auburn within the orbit of greater Portland, and the extent to which the inverse is true.

The potential for this kind of shift in trip-making needs to be tempered by the distances and by the trip time difference using passenger rail rather than traveling by car, given the relatively good existing highway access. However, time spent on the train can be more productive, less stressful, and less prone to delay than time spent driving.

It is recognized that there is a relatively high level of confidence in the size of the first incremental market – associated with modal shift. The ridership associated with the incremental markets is more speculative. The following results of the passenger rail service analysis between Portland and Lewiston-Auburn summarizes these potential incremental ridership markets and ridership range.

A range of estimated daily ridership was prepared for the year 2040, the horizon year used for demographic projections, and a long enough timeframe within which the beneficial effects of rail service on growth, development, and trip-making patterns could

be fully realized. In addition, an estimate was prepared of the potential level of daily ridership shortly after opening of the new service, circa 2025.

6.2 Methodology

The principal source of data for estimating rail ridership potential was the Maine statewide travel demand database, which includes daily automobile trip and person-trip data for the entire state, for current conditions and a future horizon year of 2040. Daily trips are stratified by four trip purposes: home-based work trips, home-based shopping trips, home-based other trips, and non-home-based trips. The latter three trip purposes were grouped together for reporting purposes as non-work trips.

Travel zones were aggregated within the two Study Areas, surrounding Lewiston-Auburn and Portland. The aggregation was intended to create zones or sub-regions with similar trip-making characteristics, particularly with respect to the propensity of using rail, which is a function of distance from stations. Therefore, sub-regions were created for the areas immediately adjacent to existing and potential stations, along with sub-regions that fall within concentric geographic rings of varying distances from the stations.

Trip tables, for each of the four trip purposes, were created at the level of the aggregated sub-regions, focused on the Northern Study Area. Summary trip tables organized study are trip-making into four geographic travel markets, for each of the trip purposes:

- ▶ Trips productions (origins) within the Northern Study Area with attractions (destinations) within the Southern Study Area
- ▶ Trips productions (origins) within the Southern Study Area with attractions (destinations) within the Northern Study Area
- ▶ Trips productions (origins) within the Northern Study Area with attractions (destinations) along the Downeaster corridor in New Hampshire and Massachusetts, including central Boston
- ▶ Trips productions (origins) within the Downeaster corridor catchment areas in New Hampshire and Massachusetts, with attractions (destinations) within the Northern Study Area

These trip tables include person trips by automobile, which is the set of trips that may potentially divert to rail. Separate estimates of rail and transit usage in selected corridors were used to develop data on overall travel volumes by mode. The aggregated state trip tables for 2040 were compared with projected population and employment within each study area sub-region to provide a basis for estimating trip generation rates for residential and employment development.

Figure 104 illustrates the process that was used to generate ridership estimates for the baseline scenario. A straightforward direct demand estimating tool was developed, enabling rail mode shares to be applied to sub-region total trips to estimate rail ridership. The ridership data were then aggregated into the four geographic markets and two primary trip purposes (work and non-work). Ridership estimates are then presented in terms of daily trips. Demand during peak travel periods (daily and seasonal), and the

associated requirements for service and infrastructure to support the peaks, are not explicitly considered in this analysis and are potential subjects for subsequent future study.

Figure 105 and Figure 106 show the additional steps in the process followed to generate estimates for the alternative high-end scenario, with Figure 105 describing the process used to analyze the Lewiston-Auburn-to-Portland markets and Figure 106 showing the adjustments that were made to develop estimates for the travel markets from Lewiston-Auburn extending beyond the Maine state line into New Hampshire and Massachusetts.

Figure 104 Travel Propensity Estimation Methodology – Baseline – All Markets

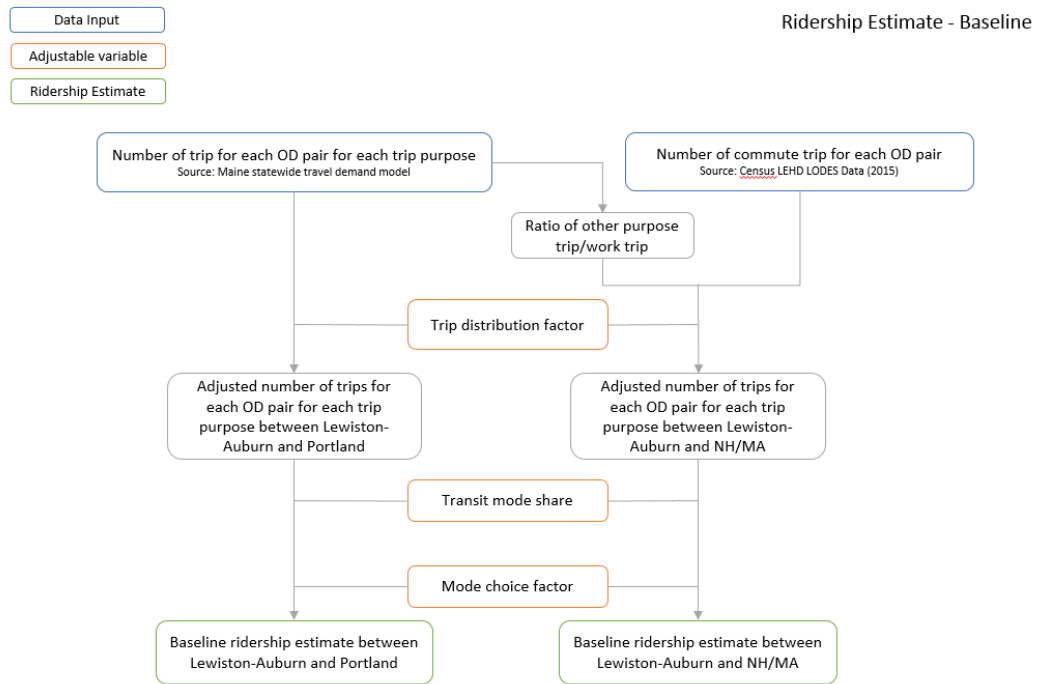


Figure 105 Travel Propensity Estimation Methodology – Growth Scenario Estimate – Market between Lewiston-Auburn and Portland

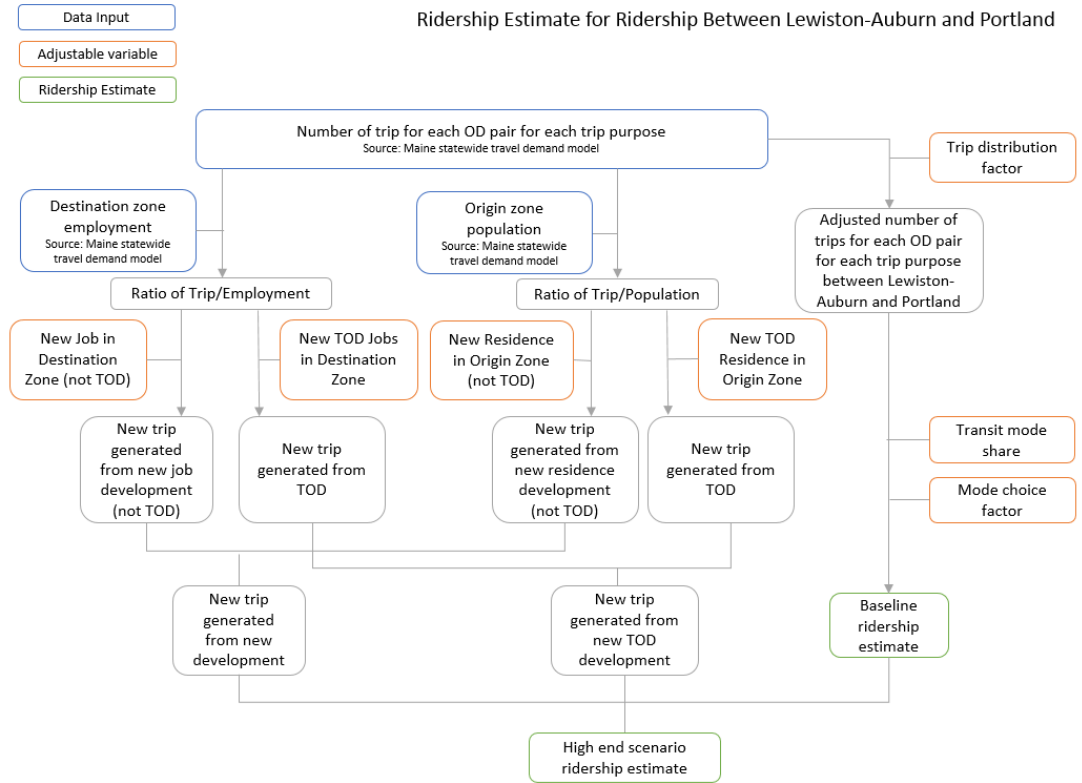
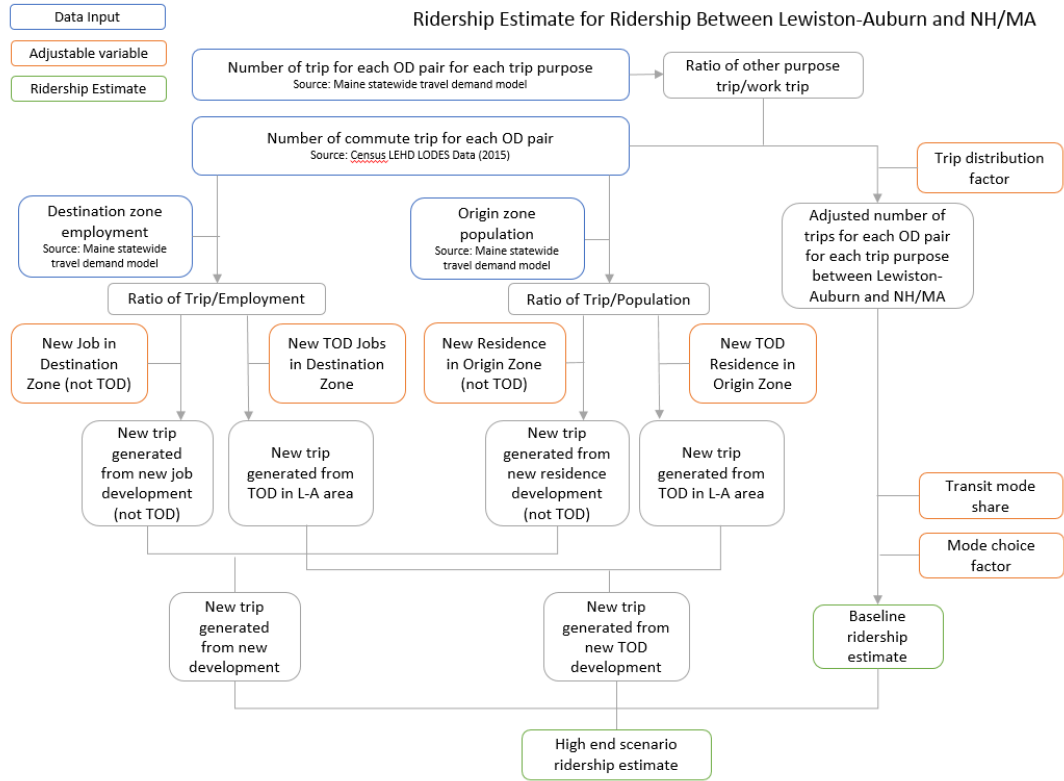


Figure 106 Travel Propensity Estimation Methodology – Growth Scenario Estimate – Market between Lewiston-Auburn and New Hampshire and Massachusetts



The direct demand tool was enhanced to perform additional calculations to support the analysis of an alternative growth scenario that was used to generate estimated ridership. Four processes were added. The first process enables adjusting mode shares upward or downward based on the expected performance of the rail service, including frequency and other variables. Mode shares can be adjusted at the individual sub-region level, or they can be adjusted globally by applying a factor to all sub-regions participating in a particular market, which preserves the relative share potential of sub-regions based on distance and accessibility to rail stations.

The second process enables additional population and employment to be introduced within any of the sub-regions that comprise the Northern Study Area. The number of new residents and workers is translated into daily trips using the trip generation rates calculated from the Maine state data. These trips then are distributed geographically in the same manner as the baseline trips, and mode shares applied to estimate incremental ridership.

The third process introduces the potential for adding population and employment in the sub-regions that correspond to the train stations in Lewiston-Auburn and Portland. This feature is only applicable to the station area sub-regions. The trip distribution and mode choice assumptions can be entered independently for these trips, enabling assumptions that are more responsive to the availability of rail service.

The fourth process permits adjustment to the share of total trips being made between the Northern and Southern Study Areas. It changes the geographic distribution of trips to favor trip-making in the markets along the rail corridor. It applies a factor to the trip table for trips that have one endpoint in the Northern Study Area and the other endpoint either in the Southern Study Area or along the Downeaster corridor in sub-regions attached to Downeaster stations.

Ridership estimates and associated modal shares are reported for each geographic market and trip purpose sub-market.

6.3 Travel Markets

Four geographic travel markets were identified in Chapter 3 for the corridor between Lewiston-Auburn and Portland:

- ▶ Northern Study Area to Southern Study Area
- ▶ Southern Study Area to Northern Study Area
- ▶ Northern Study Area to points south of Portland along the Downeaster service corridor, including the New Hampshire coastal communities and greater Boston
- ▶ Points south of Portland along the Downeaster service corridor, including the New Hampshire coastal communities and greater Boston to the Northern Study Area

In addition, these travel markets can be divided into two sub-markets by trip purpose – commute trips to and from places of employment (work trips) and all other trips (non-work trips). Table 48 presents the estimated magnitude of these travel markets in 2040, based on the Maine statewide travel demand data, with the distribution of trips across the Maine state line to specific areas within New Hampshire and Massachusetts synthesized from data obtained from the U.S. Census. Figure 107 shows the relative magnitude of the work trip and non-work trip markets within these geographic travel markets. Figure 108, Figure 109, Figure 110, and Figure 111 show the proportion of total trip-making that occurs with one end in the Northern Study Area and the other end point somewhere along this potential rail corridor. These data also indicate that travel within these markets constitutes a significant but minority share of total trip-making in the region. Not surprisingly, travel within the Northern and Southern Study Areas dominates total travel.

Table 48 Daily Trips by Travel Market

		Daily Trips		
		Work	Non-Work	Total
Lewiston-Auburn	Portland	14,946	24,669	39,615
Portland	Lewiston-Auburn	1,259	7,002	8,261
Lewiston-Auburn	NH and MA	2,239	35,312	37,551
NH and MA	Lewiston-Auburn	712	13,073	13,785
Total		19,155	80,056	99,212

Figure 107 Number of Commute and Non-Work Trips by Market

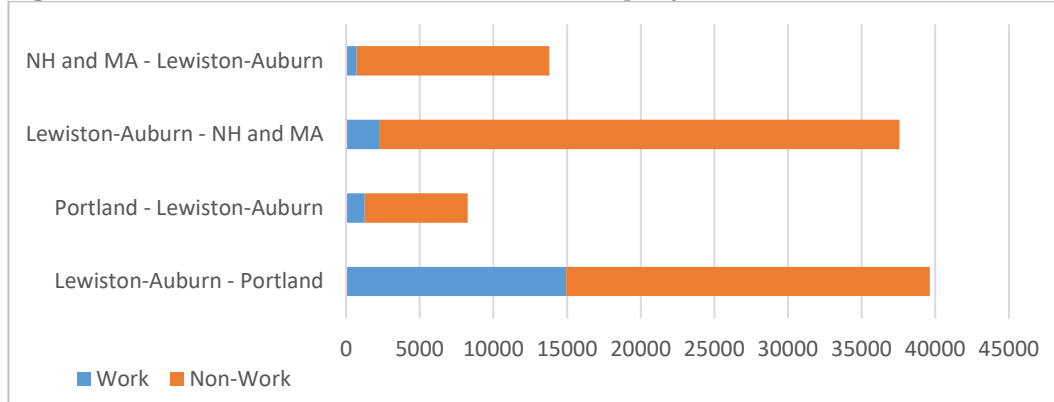


Figure 108 Trips from Lewiston-Auburn

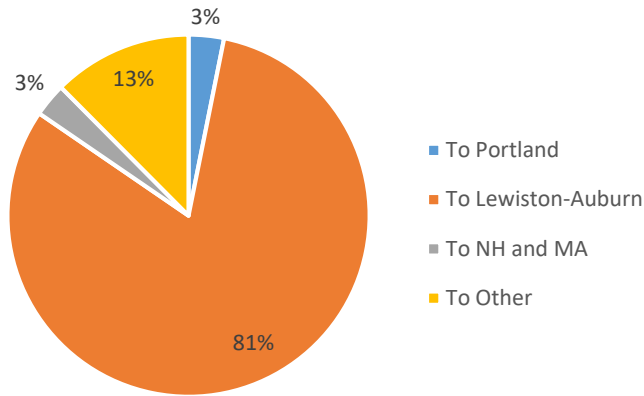


Figure 109 Trips to Lewiston-Auburn

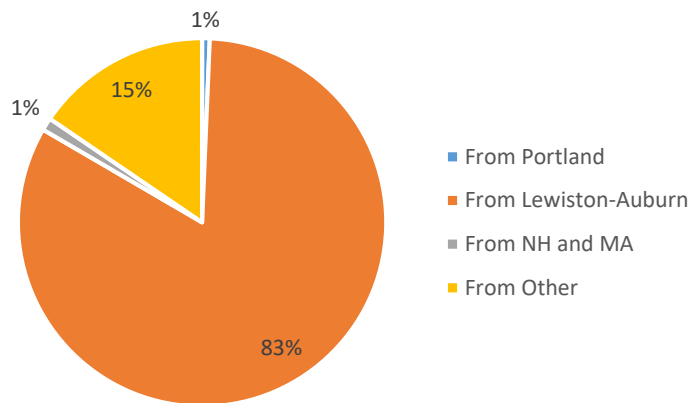


Figure 110 Trips from Portland

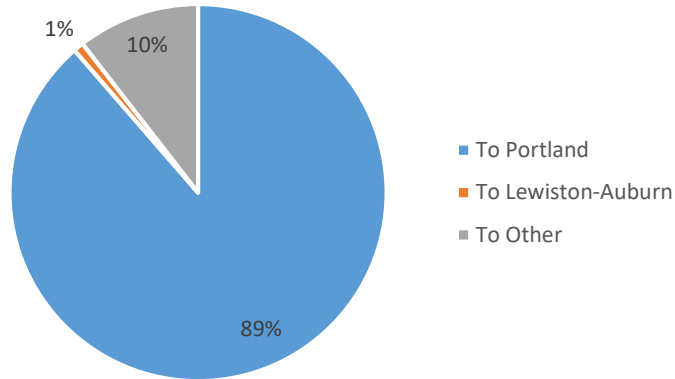
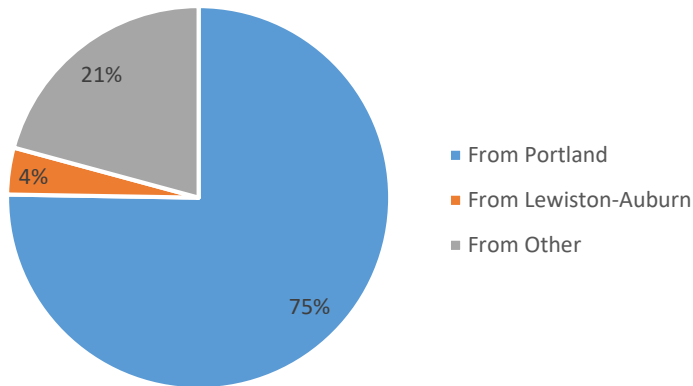


Figure 111 Trips to Portland



6.4 Factors Influencing Propensity to Travel by Rail

There are multiple factors affecting both the size of the travel markets in the corridor and the propensity of travelers to utilize rail. A share of existing automobile trips can be diverted to rail with the provision of a rail service that is time-competitive with auto travel and very convenient to use. Typical characteristics of a convenient and well-performing rail service, which were echoed by the public at the open house events, include:

- ▶ Frequent and predictable service
- ▶ Reasonable cost of travel (including rail fare and parking/access cost) compared with driving
- ▶ Comfortable and accessible rail cars
- ▶ Easily accessible stations, including ample available parking, connecting local transit service, convenient bicycle and pedestrian access, and station amenities.

Additional factors that potentially would support and enhance future rail ridership include technological advances such as electronic ticketing and fare payment integrated with other local transit services, readily-available real-time information about train service and availability of wi-fi in stations and on-board trains.

Conversely, a rail service that is infrequent, operates at speeds significantly lower than speed limits on parallel highways, significantly more expensive than driving, or without coordinated transfers or convenient station access would result in lower ridership levels. The 30-mile distance between Lewiston-Auburn and Portland places the corridor in a zone that is relatively long for journey-to-work commuting and short for intercity travel. A rail service for this corridor would need to have the frequency and fare characteristics of a good local transit service, as well as the comfort and convenience of good intercity rail or motor coach service.

The market for trips from the Northern Study Area beyond Portland to Boston and other destinations along the Downeaster corridor will be affected by the type of service and how it operates at Portland. High-performing service with relatively high ridership potential could take one of several forms:

- ▶ Through-running service at Portland with reasonably short dwell times
- ▶ Coordinated timed-transfers at Portland between a stand-alone Lewiston-Auburn to Portland rail service and existing Downeaster service
- ▶ A combination of through service and transfers

Poor coordination of transfers at Portland, however, will limit the potential of rail to serve longer-distance intercity trips between the Northern Study Area and the Downeaster corridor, including Boston.

Two scenarios were developed to permit a range of future ridership levels to be estimated. Both scenarios begin with the 2040 trip tables, which identify the universe of potential auto trips in the Northern Study Area that potentially could be diverted to rail.

6.4.1 Baseline Scenario

The low end of the range is defined by the baseline scenario, which includes rail modal choice percentages that are relatively conservative but assume the elements of good service described above. Constraints on driving in the corridor are limited, compared to more congested urban corridors. Also, only one station is planned within the Northern Study Area. Rail can be attractive when access distances and times to stations are relatively short, but the rail share of total trip making tends to decline with distance from the station.

6.4.2 Growth Scenario

An alternative scenario was developed to probe the high-end of the potential range of ridership levels, making assumptions about future growth, development and travel behavior that are more optimistic and ambitious in terms of supporting rail travel – but still within the realm of reasonableness.

There are many factors that could contribute to a larger role for rail, which can translate into higher rail mode shares. Improving the availability and convenience of “first mile

and last mile” options to and from train stations has the potential to remove a significant impediment to traveling by rail and boost rail ridership above levels typically experienced on passenger rail systems. Aside from locating a station within close proximity to major origins/destinations, ride-hailing and ride-sharing services can help meet the need for a first mile and last mile connection, though rail shares would still be likely to decline as distances from a rail station increase. Both Lewiston/Auburn and Portland have a network of existing bus routes, locating the rail line and train stations adjacent to or near some of these bus routes would significantly improve the first mile / last mile options. However, overall shares can be expected to be higher in areas that can be accessed through relatively seamless first and last mile connection options.

In addition to a higher level of rail modal choice for trips in the Lewiston-Auburn corridor, three other factors are assumed to influence travel behavior and enable higher rail ridership levels in the alternative scenario. These include:

- ▶ Increased propensity to travel within the corridor as opposed to elsewhere
- ▶ Growth in population and employment within the Northern Study Area beyond the levels projected for 2040 in the State of Maine database
- ▶ Additional concentrated transit-oriented development (TOD) activity near the train stations in Lewiston-Auburn and Portland.

The increased propensity to travel in the corridor would result from closer economic ties between the Northern and Southern Study Areas, enabled by the presence of a good rail connection, as well as an increased perception among residents and workers that the two areas work more as a single region than as two distinct and separate urban areas – resulting in an increased affinity between the two places and a higher level of trip-making between them. This effect is estimated by adjusting the geographic distribution of trips originating and ending in the two Study Areas – while keeping the total volume of trip-making constant. The percentage of total trips with one endpoint in the Northern Study Area and the other endpoint in the Southern Study Area would be increased, as would the percentage of total trips between the Northern Study Area and locations in New Hampshire and Massachusetts along the Downeaster corridor. The increases would not dramatically shift the allocation of total trips across the full study area, but a relatively small re-allocation could result in a significant increase in travel activity in the corridor between Lewiston-Auburn and Portland, a portion of which would be carried by rail.

The additional population and employment would be spread within the Northern Study Area sub-regions and would generate trips that would be distributed geographically and allocated among the auto and rail modes in the same way as the baseline trips are analyzed.

The TOD population and employment growth would be concentrated in the immediate vicinity of the two rail stations. This development would tend to attract a disproportionate share of people and employers who would make use of the rail service, resulting in a greater affinity for travel within the corridor served by rail and a greater rail modal share of all trips in the corridor.

Taken together, these factors result in an estimate of potential rail ridership significantly higher than the baseline scenario.

6.5 Rail Service Assumptions

As a basis for estimating the potential extent to which rail can capture trips that otherwise would be made by automobile, the characteristics of a potential rail service in the Lewiston-Auburn corridor were defined. Trip times by rail between Lewiston-Auburn and Portland (and between Lewiston-Auburn and Boston) were not available at this stage of the study. Trip times are assumed in this analysis to be competitive with travel by auto. Two potential types of rail service are contemplated within the corridor:

- ▶ Transit-style commuter service, providing reasonably frequent service during weekday morning and evening rush hours and service at regular intervals throughout the day
- ▶ Intercity service – extensions of or connections to the Downeaster service at Portland, with a relatively limited number of daily service frequencies

Table 49 summarizes the assumed characteristics of these two types of service and highlights their differences.

Table 49 Rail Service Assumptions for Rail Travel Propensity Analysis

	Transit-Style Service	Intercity-Style Service
Peak Headway	30-45 mins	N/A
Off-Peak Headway	60-120 mins	N/A
<u>Trains by Time Period</u>		
AM Peak	4-5	1
Mid-day	3-6	1
PM Peak	4-5	1
Evening	1-4	1
Total Daily Trains	12-20	4

Both kinds of service are assumed to have good connections to and from the Downeaster Corridor between Portland and Boston, either as a through-running service or with coordinated timed transfer connections.

Access to and egress from the train stations is assumed to be convenient, both by automobile and by alternative means of transportation, including bus transit, bicycling, walking, and ride sharing/ride hailing services.

6.6 Potential 2040 Market Response to Transit-Style Service

The potential level of ridership was estimated for a transit-style rail service (i.e., relatively frequent and regular service) operating between Lewiston-Auburn and Portland, with convenient connections or through-running service to the Downeaster corridor. The 2040 daily trip tables presented in Section 6.3 for the four geographic markets and two trip purpose sub-markets were used as the basis for these estimates. Estimated rail mode choice percentages were applied to the cells in these trip table matrices to arrive at estimated daily ridership. A range of values was generated by analyzing two different scenarios for future growth and travel propensity.

6.6.1 Baseline

The baseline scenario assumes the estimated 2040 size of the travel markets in the corridor remains as estimated in the Maine statewide travel demand database. A key consideration in understanding the travel markets in the Northern Study Area is the share of total trips that fall within the corridor being studied, which is quantified in Table 50. Of the 147,000 daily work trips produced within the Northern Study Area, 11.7 percent have the other end of the trip either within the Southern Study Area or along the Downeaster corridor. This includes almost 15,000 trips to the Southern Study Area and another 2,200 trips to New Hampshire and Massachusetts along the Downeaster Corridor. Of all trips attracted to the Southern Study Area, 8.8 percent are produced within the Northern Study Area. Non-work trips are more dispersed, with 5.4 percent of trips produced by the Northern Study Area falling within the corridor, and 2.6 percent of trips attracted by the Southern Study Area originating in the Northern Study Area. In the opposite direction of travel, the affinity of the two Study Areas is less strong, with slightly more than 1 percent of all trips occurring between the two Study Areas.

Table 50 Share of Total Daily Trips Within the Lewiston-Auburn-Portland Rail Corridor – Baseline Case

Work Trips	Total Trips	Trips in Corridor			Pct. In Corridor
		L A-Portland	L A-NH-MA	Total	
From Lewiston-Auburn	146,917	14,946	2,239	17,185	11.70%
To Lewiston-Auburn	147,629	1,259	712	1,971	1.33%
From Portland	109,443	1,259	N/A	1,259	1.15%
To Portland	169,212	14,946	N/A	14,946	8.83%
Non-Work Trips					
From Lewiston-Auburn	1,107,978	24,669	35,312	59,981	5.41%
To Lewiston-Auburn	1,087,110	7,002	13,073	20,075	1.85%
From Portland	853,522	7,002	N/A	7,002	0.82%
To Portland	964,652	24,669	N/A	24,669	2.56%

The universe of daily trips potentially served by rail includes:

- ▶ 14,900 work trips and 24,700 non-work trips from Lewiston-Auburn to Portland
- ▶ 1,260 work trips and 7,000 non-work trips from Portland to Lewiston-Auburn
- ▶ 2,200 work trips and 35,300 non-work trips from Lewiston-Auburn to sub-regions along the Downeaster corridor in New Hampshire and Massachusetts
- ▶ 700 work trips and 13,000 non-work trips from sub-regions along the Downeaster corridor in New Hampshire and Massachusetts to Lewiston-Auburn

Potential rail mode shares were estimated for each of these markets, based on reasonable assumptions drawn from experience on other comparable rail corridors. Mode shares are assumed to be higher for the sub-regions closest to the presumed Lewiston-Auburn station near the central business districts of both cities, and near the existing Portland Transportation Center. Slightly lower mode splits are assumed for sub-regions where convenient transit or first and last mile connections are possible – including downtown Portland, the Portland Airport, and the ring of neighborhoods surrounding Lewiston, Auburn and downtown Portland. Relatively lower mode choice percentages are

assumed for sub-regions that are further away from the stations, reflecting the increasing time, cost and impedance associated with accessing the station from a further distance away.

For the work trip market between Lewiston-Auburn and Portland, rail mode shares range from 12 percent, for the sub-regions immediately adjacent to the train stations, down to 0.5 percent for portions of the Study Areas furthest away from the stations. Non-work mode shares are assumed to be lower, ranging from 6 percent to 0.2 percent. A sample of mode share assumptions at the sub-region to sub-region scale is presented in Table 51.

Aggregating the sub-region to sub-region rail mode choice percentages yields the composite mode choice estimates shown in Table 52.

Table 51 Sample Rail Modal Choice Percentages – Baseline Scenario, Transit-Style Service

Origin (Production) Sub-Region	Destination (Attraction) Sub-Region	Work Trips	Non-Work Trips
<u>Lewiston-Auburn to Portland</u>			
Lewiston-Auburn Central Station Area	Portland Station Area	12.0%	6.0%
Lewiston-Auburn Central Station Area	Downtown Portland, Airport Area, S. Portland	10.0%	4.0%
Lewiston-Auburn Outer Ring	Downtown Portland, Airport Area, S. Portland	6.0%	1.5%
Androscoggin Outer Area	Downtown Portland, Airport Area, S. Portland	2.0%	0.5%
Other Counties in Lewiston-Auburn study area	Downtown Portland, Airport Area, S. Portland	0.5%	0.2%
<u>Portland to Lewiston-Auburn</u>			
Portland Station Area	Lewiston-Auburn Central Station Area	12.0%	6.0%
Downtown Portland	Lewiston-Auburn Central Station Area	10.0%	4.0%
Downtown Portland	Androscoggin Outer Area	2.0%	0.5%
Downtown Portland, Airport Area, S. Portland	Other Counties in Lewiston-Auburn Study Area	0.5%	0.2%
<u>Lewiston-Auburn to NH, MA</u>			
Lewiston-Auburn Central Station Area	Central Boston	33.0%	10.0%
Lewiston-Auburn Central Station Area	Dover-Rochester	8.0%	3.0%
Lewiston-Auburn Outer Ring	Central Boston	20.0%	5.0%
Lewiston-Auburn Outer Ring	Burlington-Woburn	6.0%	1.0%
Androscoggin Outer Area	Central Boston	5.0%	1.0%
<u>NH, MA to Lewiston-Auburn</u>			
Central Boston	Lewiston-Auburn Central Station Area	25.0%	5.0%
Central Boston	Lewiston-Auburn Outer Ring	8.0%	3.0%
Central Boston	Androscoggin Outer Area	5.0%	2.0%
Burlington-Woburn	Lewiston-Auburn Central Station Area	6.0%	1.0%
Dover-Rochester	Lewiston-Auburn Outer Ring	5.0%	2.0%

Table 52 Aggregate Rail Modal Choice Estimates for Baseline Scenario

	Work Trips	Non-Work Trips
Lewiston-Auburn to Portland	1.8%	0.3%
Portland to Lewiston-Auburn	2.1%	0.3%
Lewiston-Auburn to New Hampshire and Massachusetts	2.1%	0.5%
New Hampshire and Massachusetts to Lewiston-Auburn	3.8%	0.7%

The baseline scenario is assumed to generate an estimated 600 daily trips in 2040, diverted from the auto mode. An additional 90 Downeaster passengers are assumed to find boarding the train in Lewiston-Auburn more convenient than at Portland or other existing Downeaster stations. Thus, total daily ridership on the new rail segment between Lewiston-Auburn and Portland is estimated to be approximately 700. The breakdown of estimated ridership by each of the four geographic markets and two trip purposes is shown in Table 53. Work trips from Lewiston-Auburn to Portland primarily in the morning peak and returning in the evening peak, comprise the largest market segment, accounting for about half of total daily ridership. The next largest group of riders are non-work travelers between Lewiston-Auburn and the Downeaster corridor, at just over 130 daily trips.

Table 53 Estimated Rail Ridership – Baseline Scenario, Transit-Style Service

Market	Daily Work Trips	Daily Non-Work Trips	Total
Lewiston-Auburn to Portland	267	57	324
Portland to Lewiston-Auburn	26	21	47
Lewiston-Auburn to NH, MA	47	132	180
NH, MA to Lewiston-Auburn	11	33	43
Total – Diverted from Auto	350	244	594
Downeaster Ridership*			90
TOTAL RIDERSHIP			684

*Diverted from existing Downeaster stations.

6.6.2 High End of Range

The high-end scenario makes assumptions more conducive to travel by rail in the corridor. These include higher rail mode shares than the baseline case, a greater propensity for trip-making between the Lewiston-Auburn and Portland Study Areas, higher population and employment growth than in the baseline case, and specific transit-oriented development in proximity to rail stations in Lewiston-Auburn and Portland.

Rail mode choice is assumed to be higher in the alternative scenario, representing the high end of a reasonable range. Baseline mode choice estimates for each pair of sub-regions were multiplied by the factors shown in Table 54 to produce the high end of the range.

Table 54 Mode Choice Factors for Alternative High-End Scenario

Market	Work Trips	Non-Work Trips
Lewiston-Auburn to Portland	2.0	1.5
Portland to Lewiston-Auburn	2.0	1.5
Lewiston-Auburn to NH, MA	1.5	1.5
NH, MA to Lewiston-Auburn	1.5	1.5

A sample of mode share assumptions at the sub-region to sub-region scale is presented in Table 55. For the work trip market between Lewiston-Auburn and Portland, rail mode shares range from 24 percent, for the sub-regions immediately adjacent to the train stations, down to 1 percent for portions of the Northern Study Area furthest away from the stations. Non-work mode shares are assumed to range from 9 percent to 0.3 percent.

Table 55 Sample Rail Modal Choice Percentages – Alternative High-End Scenario, Transit-Style Service

Origin (Production) Sub-Region	Destination (Attraction) Sub-Region	Work Trips	Non-Work Trips
<u>Lewiston-Auburn to Portland</u>			
Lewiston-Auburn Central Station Area	Portland Station Area	24.0%	9.0%
Lewiston-Auburn Central Station Area	Downtown Portland, Airport Area, S. Portland	20.0%	6.0%
Lewiston-Auburn Outer Ring	Downtown Portland, Airport Area, S. Portland	12.0%	2.3%
Androscoggin Outer Area	Downtown Portland, Airport Area, S. Portland	4.0%	0.8%
Other Counties in Lewiston-Auburn Study Area	Downtown Portland, Airport Area, S. Portland	1.0%	0.3%
<u>Portland to Lewiston-Auburn</u>			
Portland Station Area	Lewiston-Auburn Central Station Area	24.0%	9.0%
Downtown Portland	Lewiston-Auburn Central Station Area	20.0%	6.0%
Downtown Portland	Androscoggin Outer Area	4.0%	0.8%
Downtown Portland, Airport Area, S. Portland	Other Counties in Lewiston-Auburn Study Area	1.0%	0.3%
<u>Lewiston-Auburn to NH, MA</u>			
Lewiston-Auburn Central Station Area	Central Boston	49.5%	15.0%
Lewiston-Auburn Central Station Area	Dover-Rochester	12.0%	4.5%
Lewiston-Auburn Outer Ring	Central Boston	30.0%	7.5%
Lewiston-Auburn Outer Ring	Burlington-Woburn	9.0%	1.5%
Androscoggin Outer Area	Central Boston	4.5%	0.8%
<u>NH, MA to Lewiston-Auburn</u>			
Central Boston	Lewiston-Auburn Central Station Area	37.5%	7.5%
Central Boston	Lewiston-Auburn Outer Ring	12.0%	4.5%
Central Boston	Androscoggin Outer Area	7.5%	3.0%
Burlington-Woburn	Lewiston-Auburn Central Station Area	9.0%	1.5%
Dover-Rochester	Lewiston-Auburn Outer Ring	7.5%	3.0%

Table 56 compares the aggregate rail modal choice percentages, by market, for the Baseline and alternative High-End scenarios, based on total trips within each market. The overall percentages remain small, but they represent a significant relative increase over the baseline assumptions.

Table 56 Aggregate Rail Modal Choice Estimates for Baseline and Alternative Scenarios

Market	Work Trips		Non-Work Trips	
	Baseline	High End	Baseline	High End
Lewiston-Auburn to Portland	1.8%	3.6%	0.3%	0.4%
Portland to Lewiston-Auburn	2.1%	4.1%	0.3%	0.4%
Lewiston-Auburn to NH, MA	2.1%	3.2%	0.5%	0.7%
NH, MA to Lewiston-Auburn	3.8%	5.7%	0.7%	1.0%

The resulting impact of these increases in rail mode share on potential rail ridership would be on the order of 440 daily passenger trips, an increase of 75 percent above the baseline estimate.

A second factor affecting rail ridership potential in the high-end scenario is the geographic distribution of trips that begin or end within the Northern Study Area. The highest proportion of trips is local, remaining within the same sub-region or zone. A high proportion also travel between sub-regions that are adjacent or located within the same general area (i.e., within the Lewiston-Auburn study area or within the Portland study area). A significant share of trips has one endpoint outside the Northern Study Area altogether. A relatively small share of trips have one endpoint in the Lewiston-Auburn portion of the Study Area and the other endpoint within the Portland portion of the Study Area. For work trips, about 11 percent of trips produced within the Lewiston-Auburn Study Area go to the Portland area. Approximately 9 percent of trips produced in Portland go to Lewiston-Auburn.

The alternative high-end scenario assumes that these percentages increase because of an increased affinity between the two urbanized areas that results in greater levels of trip-making between them. These trips are assumed to be redistributed from other locations rather than generated as new induced trips. This change in travel patterns could be driven by economic factors and location decisions by employers, businesses and residents, and it could be influenced over time by the presence of a good rail service linking the two urbanized areas.

Table 57 presents the factors that were applied to the 2040 volume of total daily trips in the four markets that exist along the rail corridor to reflect an increased propensity to travel along the corridor. Table 58 applies the factors to produce an estimate of total daily trips in the rail corridor.

Table 57 Trip Distribution Factors for Alternative High-End Scenario

Market	Factor
Lewiston-Auburn to Portland	1.75
Portland to Lewiston-Auburn	2.00
Lewiston-Auburn to NH, MA	1.50
NH, MA to Lewiston-Auburn	1.50

Table 58 Share of Total Daily Trips Within the Lewiston-Auburn-Portland Rail Corridor – High-End Scenario

Work Trips	Total Trips	Trips in Corridor			Pct. In Corridor
		L A-Portland	L A-NH-MA	Total	
From Lewiston-Auburn	146,917	26,155	3,359	29,513	20.09%
To Lewiston-Auburn	147,629	2,517	1,068	3,585	2.43%
From Portland	109,443	2,517	N/A	2,517	2.30%
To Portland	169,212	26,155	N/A	26,155	15.46%
Non-Work Trips					
From Lewiston-Auburn	1,107,978	43,171	52,968	59,981	5.41%
To Lewiston-Auburn	1,087,110	14,004	19,609	20,075	1.85%
From Portland	853,522	14,004	N/A	7,002	0.82%
To Portland	964,652	43,171	N/A	24,669	2.56%

Based on these factors, in the Lewiston-Auburn to Portland market, the percentage of all trips originating in the Northern Study Area going to the Southern Study Area is assumed to increase from 10.2 percent to 17.8 percent, and the percentage of trips heading to points in New Hampshire and Massachusetts along the Downeaster corridor is assumed to increase from 2.1 percent to 3.1 percent. In the opposite direction, the percentage of all trips with destinations in Lewiston-Auburn coming from Portland is assumed to increase from 1.1 percent to 2.3 percent. The percentage of trips coming from along the Downeaster corridor in New Hampshire and Massachusetts is assumed to increase from 0.3 percent to 0.4 percent.

Looking at trips originating in the Portland Study area, the percentage of trips going to Lewiston-Auburn is assumed to increase from 8.8 percent to 15.5 percent, and the percentage of trips coming in to destinations in Portland from Lewiston-Auburn would increase from 0.9 percent to 1.8 percent.

The resulting impact on potential rail ridership would be on the order of 640 daily trips, based on the enhanced rail mode splits in the alternative high-end scenario, representing a 61 percent increase in ridership over and above the effects of increased rail mode share.

The third factor influencing ridership potential in the high-end scenario is the magnitude of population and employment growth within the Northern Study Area by 2040. The

high-end scenario assumes growth over and above the levels included in the Maine state travel database. Additional population and employment are spread across the Northern Study Area, with the focus of development within Lewiston, Auburn and Portland, as indicated in Table 59. This growth amounts to 5,200 residents and 5,000 jobs. These are assumptions for planning purposes and not projections based on actual land use and economic development plans. Adjustments should be made in subsequent planning efforts to reflect specific local plans and development opportunities.

Table 59 Additional Study Area Population and Employment Assumed in High End Scenario

Market	Additional Population	Additional Employment
Lewiston and Auburn	2,000	1,100
Northern Study Area – other	400	400
Portland area	2,800	3,500
Total	5,200	5,000

This additional development was assumed to generate trips at rates similar to existing population and employment in the Study Area. The trips are distributed according to the alternative scenario, where there is assumed to be a greater affinity for travel between Lewiston-Auburn and Portland than currently exists. Approximately 15 percent of trips originating from Lewiston-Auburn are assumed to have destinations in the Southern Study Area, for example. This results in a total of 97 additional daily rail trips between the two Study Areas, and 16 daily rail trips between the Northern Study Area and the Downeaster corridor areas of New Hampshire and Massachusetts.

The fourth factor contributing to increased ridership potential in the high-end scenario is the effect of concentrated transit-oriented development (TOD) near the potential new rail station in Lewiston-Auburn and the existing station in Portland. Residents and workers within TOD developments are assumed to be more inclined to utilize the transit service and travel along the corridor(s) served by transit. A placeholder assumption was made about the potential extent of such development at Lewiston-Auburn and Portland. These estimates are not the result of detailed site planning at either location and would need to be updated as more specific plans are made. Table 60 presents the level of development assumed in this analysis.

Table 60 Additional Population and Employment Associated with Transit-Oriented Development at Lewiston-Auburn and Portland Stations Assumed in High End Scenario

Market	Additional Population	Additional Employment
Lewiston-Auburn Station Area	500	300
Portland Station Area	500	300
Total	1,000	600

This level of transit-oriented development would generate a total of approximately 45 additional daily rail trips between the two Study Areas, and 9 daily rail trips between the Northern Study Area and the Downeaster corridor areas of New Hampshire and Massachusetts.

The resulting estimated ridership level for the alternative high-end scenario is presented in Table 61, amounting to approximately 1,900 daily trips. The relative contribution to increased ridership of each of the four factors – increased mode share, trip distribution (increased propensity to travel between the two regions comprising the Northern Study Area), additional Study Area population and employment, and TOD at rail stations – is presented in Table 62.

Table 61 Estimated Rail Ridership – Alternative High-End Scenario, Transit-Style Service

Market	Daily Work Trips	Daily Non-Work Trips	Total
Lewiston-Auburn to Portland	1,010	159	1,169
Portland to Lewiston-Auburn	110	37	146
Lewiston-Auburn to NH, MA	111	314	426
NH, MA to Lewiston-Auburn	25	76	101
Total – Diverted from Auto	1,256	586	1,842
Downeaster Ridership*			90
TOTAL RIDERSHIP			1,932

*Diverted from existing Downeaster stations.

Table 62 Contribution of Alternative Scenario Assumptions to Incremental Rail Ridership Potential

	Work Trips	Non-Work Trips	Total
Mode Share Adjustment			
Lewiston-Auburn to Portland	293	39	332
Lewiston-Auburn to NH, MA	29	83	111
Total	322	122	443
Trips Distribution Adjustment			
Lewiston-Auburn to Portland	452	18	470
Lewiston-Auburn to NH, MA	43	124	167
Total	495	142	637
Additional Study Area Population and Employment Adjustment			
Lewiston-Auburn to Portland	47	51	97
Lewiston-Auburn to NH, MA	4	12	16
Total	51	62	113
Transit-Oriented Development at Rail Stations			
Lewiston-Auburn to Portland	36	9	45
Lewiston-Auburn to NH, MA	2	7	9
Total	38	17	54

6.7 Potential 2040 Market Response to Intercity-Style Service

The ridership market for intercity-style service is expected to be smaller than for transit-style commuter service, because of more limited service frequency. Based on the 2040 baseline trip table, estimates of the potential rail share of trips in the four geographic markets and two trip purpose sub-markets were estimated with intercity rail service at the level of four daily round trips.

This level of rail service in the corridor is estimated to generate in the range of 240 to 320 daily rail trips, comprising approximately 90 rail trips diverted from existing Downeaster stations (primarily Portland), plus 150-230 new daily rail trips diverted from the automobile mode.

A sample of mode share assumptions at the sub-region to sub-region scale is presented in Table 63. For the work trip market between Lewiston-Auburn and Portland, rail mode shares range from 24 percent for the sub-regions immediately adjacent to the train stations, down to 1 percent for portions of the Study Areas furthest away from the stations. Non-work mode shares are assumed to range from 9 percent to 0.3 percent.

Table 63 Sample Rail Modal Choice Percentages – Baseline Scenario, Intercity-Style Service

Origin (Production) Sub-Region	Destination (Attraction) Sub-Region	Work Trips	Non-Work Trips
<u>Lewiston-Auburn to Portland</u>			
Lewiston-Auburn Central Station Area	Portland Station Area	3.0%	1.5%
Lewiston-Auburn Central Station Area	Downtown Portland, Airport Area, S. Portland	2.5%	1.0%
Lewiston-Auburn Outer Ring	Downtown Portland, Airport Area, S. Portland	1.5%	0.4%
Androscoggin Outer Area	Downtown Portland, Airport Area, S. Portland	0.5%	0.1%
Other Counties in Lewiston-Auburn Study Area	Downtown Portland, Airport Area, S. Portland	0.1%	0.1%
<u>Portland to Lewiston-Auburn</u>			
Portland Station Area	Lewiston-Auburn Central Station Area	3.0%	1.5%
Downtown Portland	Lewiston-Auburn Central Station Area	2.5%	1.0%
Downtown Portland	Androscoggin Outer Area	0.5%	0.1%
Downtown Portland, Airport Area, S. Portland	Other Counties in Lewiston-Auburn Study Area	0.1%	0.1%
<u>Lewiston-Auburn to NH, MA</u>			
Lewiston-Auburn Central Station Area	Central Boston	8.3%	3.3%
Lewiston-Auburn Central Station Area	Dover-Rochester	2.0%	1.0%
Lewiston-Auburn Outer Ring	Central Boston	5.0%	1.7%
Lewiston-Auburn Outer Ring	Burlington-Woburn	1.5%	0.3%
Androscoggin Outer Area	Central Boston	2.0%	0.3%
<u>NH, MA to Lewiston-Auburn</u>			
Central Boston	Lewiston-Auburn Central Station Area	7.5%	1.7%
Central Boston	Lewiston-Auburn Outer Ring	2.5%	1.0%
Central Boston	Androscoggin Outer Area	1.5%	0.7%
Burlington-Woburn	Lewiston-Auburn Central Station Area	2.0%	0.3%
Dover-Rochester	Lewiston-Auburn Outer Ring	1.3%	0.7%

The aggregate rail modal choice for trips in the four geographic markets and two trip purpose sub-markets are shown in Table 64. These are lower than in the baseline case for transit-style service because the frequency of intercity service is lower. The short-haul markets between Lewiston-Auburn and Portland are expected to be relatively lightly utilized. Rail will not be a convenient option for many work or non-work trips over the

30-mile trip distance. With only one train in each direction during the peak periods, the service would not be well-aligned for most commuters traveling to and from work. Mode shares in the half-percent range are generally consistent with what light-density commuter rail lines achieve in non-central business district markets.

This type of service would perform relatively better for longer-haul intercity markets, which are somewhat less sensitive to service frequency than commuter and urban transit trips. The performance of the service should approximate the level of market penetration and ridership achieved by the current Downeaster service in the markets it serves directly.

Table 64 Baseline Intercity Service Rail Mode Choice

	Work Trips	Non-Work Trips
Lewiston-Auburn to Portland	0.47%	0.07%
Portland to Lewiston-Auburn	0.52%	0.07%
Lewiston-Auburn to New Hampshire and Massachusetts Market	1.38%	0.36%
New Hampshire and Massachusetts to Lewiston-Auburn Market	0.41%	0.17%

The resulting daily ridership estimates are presented in Table 65 for intercity-style service. The low end of the range represents the baseline scenario with projected 2040 population and employment within the Northern Study Area. The high-end of the range includes trips associated with the additional population and employment growth and TOD development assumed in the alternative growth scenario. Both estimates include the baseline assumptions with respect to rail modal choice and the distribution of trip origins and destinations.

Table 65 Estimated Range of Rail Ridership – Intercity Service Scenario

Baseline Scenario: 2040 Population and Employment

Market	Work Trips	Non-Work Trips	Total
Lewiston-Auburn to Portland	67	14	81
Portland to Lewiston-Auburn	6	5	12
Lewiston-Auburn to NH, MA	13	43	56
NH, MA to Lewiston-Auburn	1	8	10
Total – Diverted from Auto	87	72	159
Downeaster Ridership*			90
TOTAL RIDERSHIP			249

Alternative Scenario: With Pop./Empl. Growth and TOD

Market	Work Trips	Non-Work Trips	Total
Lewiston-Auburn to Portland	108	34	142
Portland to Lewiston-Auburn	9	7	15
Lewiston-Auburn to NH, MA	16	54	70
NH, MA to Lewiston-Auburn	2	10	12
Total – Diverted from Auto	134	105	239
Downeaster Ridership*			90
TOTAL RIDERSHIP			329

*Diverted from existing Downeaster stations.

6.8 Potential Early-Year Market Response to Rail Service

To get a sense of the level of ridership that might be attracted to rail service in the Lewiston-Auburn to Portland corridor in the year 2025, shortly after a new service might be up and running, a similar range of estimates was developed, utilizing the same methodology and adjusting key input assumptions to reflect the nearer-term timeframe. As in the analysis for 2040, a range of estimates was developed for both the transit-style service and the intercity-style service scenarios. In both cases, the service levels and numbers of daily trains were assumed to be the same as in the 2040 estimates.

Projected future population and employment in the year 2025 were estimated based on a straight-line interpolation between 2010 figures and the 2040 estimates. Making this adjustment has the effect of reducing the total volume of trip-making in the region and, by extension, the volume of trips by rail. Since population and employment in the study areas is relatively stable through the forecast period, the effect of looking at an earlier forecast year is relatively modest.

Two other adjustments to underlying assumptions were made to reflect the relative immaturity of the rail travel market in the early years after service initiation, when the trip distribution and modal choice effects of rail service would likely be less pronounced than would be the case after the service is up and running for an extended period of time. At the low end the range, the assumption is made that rail modal choice percentages are lower than would be the case in 2040, reflecting the likelihood that the propensity of travelers to choose rail will tend to grow over time as travel in the corridor reaches a new equilibrium among the available modes of travel. In the early years, the impediments to automobile usage that could help support rail ridership in 2040, such as traffic congestion and higher prices for parking in downtown Portland, can be expected to be less pronounced in 2025. As a result, the assumed rail modal choice percentages for each group of sub-regions within the study areas is reduced by 15% to 20% in the 2025 low end estimate – for both transit-style and intercity-style service.

The high end of the range also assumes relatively lower rail modal choice percentages for travel between sub-regions in the two study areas, and to/and from the New Hampshire and Massachusetts markets. The high-end estimates for 2025 also do not include assumed changes to the geographic distribution of trips (which favored trip-making in the Lewiston-Auburn to Portland corridor in the 2040 estimates) and do not assume additional residential and employment development above the baseline growth projections, either proximate to the rail stations (i.e., TOD) or within the study area generally. These effects would take some time to materialize and are assumed to not be present by 2025 in a meaningful way.

The range of estimated ridership in the year 2025 in the Lewiston-Auburn to Portland corridor is presented in Table 66 for the transit-style service scenario with between 12 and 20 daily round trips. The year 2025 estimates of year 2025 ridership for the intercity service scenario are presented in Table 67.

Table 66 Opening Year Estimated Range of Rail Ridership – Low and High End Scenario

Low End Mode Choice Range: 2025 Population and Employment

Market	Work Trips	Non-Work Trips	Total
Lewiston-Auburn to Portland	212	68	281
Portland to Lewiston-Auburn	20	16	36
Lewiston-Auburn to NH, MA	40	113	153
NH, MA to Lewiston-Auburn	9	28	37
Total – Diverted from Auto	282	224	506
Downeaster Ridership*			90
TOTAL RIDERSHIP			596

High End of Mode Choice Range: 2025 Population and Employment

Market	Work Trips	Non-Work Trips	Total
Lewiston-Auburn to Portland	312	93	405
Portland to Lewiston-Auburn	30	21	51
Lewiston-Auburn to NH, MA	54	152	206
NH, MA to Lewiston-Auburn	12	38	50
Total – Diverted from Auto	408	304	712
Downeaster Ridership*			90
TOTAL RIDERSHIP			802

*Diverted from existing Downeaster stations.

Table 67 Opening Year Estimated Range of Rail Ridership – Low and High End Scenario

Low End of Mode Choice Range: 2025 Population and Employment

Market	Work Trips	Non-Work Trips	Total
Lewiston-Auburn to Portland	50	6	56
Portland to Lewiston-Auburn	5	1	6
Lewiston-Auburn to NH, MA	9	36	454
NH, MA to Lewiston-Auburn	2	9	11
Total – Diverted from Auto	66	52	119
Downeaster Ridership*			90
TOTAL RIDERSHIP			209

Low End of Mode Choice Range: 2025 Population and Employment

Market	Work Trips	Non-Work Trips	Total
Lewiston-Auburn to Portland	62	8	70
Portland to Lewiston-Auburn	6	2	8
Lewiston-Auburn to NH, MA	12	44	55
NH, MA to Lewiston-Auburn	3	11	13
Total – Diverted from Auto	83	64	147
Downeaster Ridership*			90
TOTAL RIDERSHIP			237

*Diverted from existing Downeaster stations.

6.9 Overall Ridership Estimate

Daily ridership levels on a well-conceived rail line between Lewiston-Auburn and Portland can be expected to fall within the range of estimates presented in Table 68. These estimates include both Downeaster trips with origins in the Lewiston-Auburn area diverted to a new station in Lewiston-Auburn, as well as new rail trips diverted from the automobile mode. The table includes estimated ridership ranges for both an early year (circa 2025) and the long term (2040).

The range between the low and high estimates is quite wide for transit-style service in 2040. This is due to the different assumptions made for the baseline and alternative high-end scenarios. The range for intercity-style service is narrower, with the only difference between the low and high estimates attributable to the trips associated with higher levels of population, employment and TOD development in the high scenario.

Table 68 Rail Ridership Propensity in Lewiston-Auburn-to-Portland Corridor

	Rail Service Daily Round Trips	2025 Ridership Range		2040 Ridership Range	
		Daily Rail Trips		Daily Rail Trips	
		Low	High	Low	High
Transit-Style Service	12-20	600	800	700	1900
Intercity-Style Service	4	210	240	250	330

6.10 Assessment of Propensity to Travel by Rail in the Study Corridor

The Lewiston-Auburn to Portland corridor is a small market, compared with other corridors in the U.S. with rail service. Even with good connections to Boston via the Downeaster corridor, the total volume of trips potentially served by rail remains relatively modest. With peak headways on the order of 30-45 minutes and off-peak service at 60 to 120-minute intervals, a transit-style service would generate in the range of 700 to 1,000 daily trips, based on a reasonable range of rail modal choice assumptions. It is reasonable to assume at least half of these trips would be peak timeframe trips, taking 175 to 250 cars off the turnpike during peak times. This would exceed the daily traffic on regional bus routes but would be below the levels of ridership typically seen on light density commuter rail lines. Daily ridership could approach the level of 2,000 daily trips if the region were to grow more extensively than currently projected and grow in a way that encourages trip-making between the Lewiston-Auburn and Portland urban areas.

The level of estimated ridership generated by an intercity-style service operating between Lewiston-Auburn and Boston at 4 round trip trains per day is modest, compared with more frequent transit-style service. However, the service would generate new ridership in addition to attracting existing Downeaster riders from the Lewiston-Auburn area to a new, closer station – with two new riders generated for every diverted rider. When considered as the addition of a single station to a rail corridor, total station ridership in the range of 250 to 330 daily boardings and alightings would rank Lewiston-Auburn as the third busiest station on the Downeaster corridor, after Boston North Station and Portland. On the Amtrak system, the station would rank in the top 70 in terms of ridership, from among over 500 locations on the system served by Amtrak trains and connecting buses.

The range of potential ridership is wide because there are many variables that contribute to ridership, and relatively little is known or prescribed about the characteristics of both the travel markets and the service at this early stage of planning. Rather than trying to predict future ridership, this exercise has been intended to identify a reasonable minimum level of ridership that can be expected, while also identifying those conditions that would be necessary to generate a level of ridership that could be considered successful and potentially viable.

In weighing the potential for a successful rail service, it is important to define what constitutes success in terms of ridership, financial performance, and regional benefits. Then, it will be necessary to assess the factors that are necessary to meet the thresholds of successful performance – in terms of their likelihood of occurrence and difficulty to implement. This should entail an assessment of the realistic potential for transit-oriented development and more general growth in population and employment within the Study Area. It also should consider the potential for future demographic shifts to favor trip-making within and between urbanized areas and via transit versus driving. Another important consideration is the transformative potential of new technologies, with respect to the convenience of the customers' experience using transit (such as comprehensive real-time information and integrated ticketing) and the ease with which passengers can access rail stations (such as more available and less expensive ride-hailing and ride-sharing services for first and last mile access). These factors are variables and unknowns at this moment in time, but they do provide a set of future conditions under which a higher-performing rail service could be operated.

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APPENDIX A: HISTORICAL TRAFFIC DATA

Historical Traffic Volumes and Growth Rates for Study Area Roadways

Roadway	Count Station ID	Station Description	Exit	City/Town	2010		2011		2012		2013		2014		2015		2016	
					AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count
I-95	81103	I-95 NB ON RAMP FROM ME TPKE APP RD	45	South Portland	5,250	N/A	5,440	4%	5,150	-5%	5,060	-2%	5,250	4%	5,690	8%	6,320	11%
	81102	I-95 SB ON RAMP FROM ME TPKE APP RD	45	South Portland	4,740	N/A	4,780	1%	4,930	3%	5,170	5%	5,250	2%	5,390	3%	5,320	-1%
	81105	I-95(NB) N/O ON RAMP FROM ME TPKE APP RD	45	South Portland	20,890	N/A	21,520	3%	20,970	-3%	20,120	-4%	20,930	4%	22,060	5%	23,230	5%
	81106	I-95 (SB) N/O OFF RAMP TO ME TPKE APP RD	45	South Portland	21,790	N/A	21,870	0%	21,200	-3%	20,750	-2%	21,270	3%	22,340	5%	23,980	7%
	81003	I-95 NB ON RAMP FROM CONGRESS ST/JETPORT	46	Portland	5,190	N/A	4,980	-4%	4,850	-3%	4,800	-1%	4,970	4%	5,230	5%	5,400	3%
	81002	I-95 SB ON RAMP FROM CONGRESS ST/JETPORT	46	Portland	2,540	N/A	2,540	0%	2,630	4%	2,660	1%	2,610	-2%	2,790	7%	2,970	6%
	81005	I-95 (NB) N/O ON RAMP FROM CONGRESS ST	46	Portland	23,130	N/A	23,510	2%	22,850	-3%	21,910	-4%	22,890	4%	23,960	5%	25,070	5%
	81006	I-95 (SB) N/O OFF RAMP TO CONGRESS ST	46	Portland	24,940	N/A	24,770	-1%	24,090	-3%	23,510	-2%	24,110	3%	25,240	5%	26,740	6%
	80905	I-95(NB) N/O ON RAMP FROM SR 25(RAND RD)	47	Portland	21,570	N/A	23,040	7%	21,320	-7%	20,320	-5%	21,140	4%	22,060	4%	23,100	5%
	80906	I-95 (SB) N/O OFF RAMP TO SR 25(RAND RD)	47	Portland	23,010	N/A	22,830	-1%	22,130	-3%	21,960	-1%	22,540	3%	23,470	4%	24,780	6%
	80903	I-95 NB ON RAMP FROM SR 25 (RAND RD)	47	Portland	1,340	N/A	2,640	97%	1,500	-43%	1,460	-3%	1,530	5%	1,610	5%	1,720	7%
	80904	I-95 SB OFF RAMP TO SR 25 (RAND RD)	47	Portland	970	N/A	1,090	12%	1,020	-6%	1,430	40%	1,550	8%	1,550	0%	1,500	-3%
	80902	I-95 SB ON RAMP FROM SR 25 (RAND RD)	47	Portland	2,900	N/A	3,030	4%	2,990	-1%	2,980	0%	3,120	5%	3,320	6%	3,450	4%
	80805	I-95 (NB) N/O ON RAMP FROM LARRABEE RD	48	Portland	18,810	N/A	18,670	-1%	18,370	-2%	17,260	-6%	17,670	2%	18,630	5%	19,720	6%
	80806	I-95 (SB) N/O OFF RAMP TO LARRABEE RD	48	Portland	20,750	N/A	20,430	-2%	19,750	-3%	19,220	-3%	19,450	1%	20,320	4%	21,350	5%
	80803	I-95 NB ON RAMP FROM LARRABEE RD	48	Portland	3,090	N/A	990	-68%	2,510	154%	2,690	7%	2,720	1%	2,840	4%	2,970	5%
	80804	I-95 SB OFF RAMP TO LARRABEE RD	48	Portland	3,710	N/A	3,380	-9%	3,220	-5%	3,160	-2%	3,100	-2%	3,300	6%	3,300	0%
	80802	I-95 SB ON RAMP FROM LARRABEE RD	48	Portland	5,970	N/A	5,780	-3%	5,600	-3%	5,900	5%	6,190	5%	6,450	4%	6,730	4%
	80703	I-95 NB ON RAMP FROM FALMOUTH SPUR	52	Falmouth	760	N/A	790	4%	1,320	67%	1,240	-6%	1,350	9%	1,430	6%	1,530	7%
	80704	I-95 SB OFF RAMP TO FALMOUTH SPUR	52	Falmouth	1,200	N/A	1,220	2%	1,210	-1%	520	-57%	1,050	102%	1,190	13%	1,260	6%
	80605	I-95(NB) N/O ON RAMP FROM SR 26(GRAY RD)	53	Falmouth	13,970	N/A	13,720	-2%	13,390	-2%	12,800	-4%	12,730	-1%	13,490	6%	14,020	4%
	80606	I-95 (SB) N/O OFF RAMP TO SR 26(GRAY RD)	53	Falmouth	14,580	N/A	14,300	-2%	14,020	-2%	13,100	-7%	13,300	2%	13,850	4%	14,400	4%
	80603	I-95 NB ON RAMP FROM SR 26 (GRAY RD)	53	Falmouth	1,780	N/A	1,840	3%	1,690	-8%	1,490	-12%	1,410	-5%	1,490	6%	1,500	1%
	80604	I-95 SB OFF RAMP TO SR 26 (GRAY RD)	53	Falmouth	1,750	N/A	1,800	3%	1,660	-8%	1,520	-8%	1,410	-7%	1,420	1%	1,610	13%
	80505	I-95 (NB) N/O ON RAMP FROM SR 4/26A/115	63	Gray	9,640	N/A	9,500	-1%	9,000	-5%	8,430	-6%	8,550	1%	9,010	5%	9,460	5%
	80506	I-95 (SB) N/O OFF RAMP TO SR 4/26A/115	63	Gray	10,140	N/A	9,890	-2%	9,530	-4%	8,770	-8%	8,940	2%	9,380	5%	9,830	5%
	80501	I-95 NB OFF RAMP TO SR 4/26A/115/US 202	63	Gray	5,830	N/A	5,690	-2%	5,830	2%	5,740	-2%	5,660	-1%	6,090	8%	6,250	3%
	80502	I-95 SB ON RAMP FROM SR 4/26A/115/US 202	63	Gray	5,970	N/A	5,900	-1%	5,990	2%	5,790	-3%	5,940	3%	6,160	4%	6,340	3%
	80405	I-95 (NB) N/O ON RAMP FROM SR4/100/US202	75	Auburn	8,910	N/A	8,770	-2%	8,540	-3%	8,240	-4%	8,030	-3%	8,490	6%	8,920	5%
	80406	I-95 (SB) N/O OFF RAMP TO SR4/100/US 202	75	Auburn	9,330	N/A	9,140	-2%	9,060	-1%	8,470	-7%	8,430	0%	8,770	4%	9,180	5%
	80401	I-95 NB OFF RAMP TO SR 4/100/US 202	75	Auburn	4,320	N/A	4,230	-2%	4,080	-4%	3,860	-5%	4,080	6%	4,230	4%	4,550	8%
	80402	I-95 SB ON RAMP FROM SR 4/100/US 202	75	Auburn	4,630	N/A	4,440	-4%	4,250	-4%	4,000	-6%	4,150	4%	4,330	4%	4,680	8%
	80403	I-95 NB ON RAMP FROM SR 4/100/US 202	75	Auburn	3,580	N/A	3,500	-2%	3,620	3%	3,660	1%	3,560	-3%	3,710	4%	4,010	8%
	80404	I-95 SB OFF RAMP TO SR 4/100/US 202	75	Auburn	3,830	N/A	3,690	-4%	3,780	2%	3,700	-2%	3,640	-2%	3,710	2%	4,030	9%
	80305	I-95 (NB) N/O ON RAMP FROM A PLOURD PKWY	80	Lewiston	6,320	N/A	6,270	-1%	6,030	-4%	5,740	-5%	5,670	-1%	5,840	3%	5,980	2%
	80306	I-95 (SB) N/O OFF RAMP TO A PLOURD PKWY	80	Lewiston	6,320	N/A	6,210	-2%	6,250	1%	5,710	-9%	5,780	1%	5,910	2%	6,280	6%
	80301	I-95 NB OFF RAMP TO ALFRED PLOURDE PKWY	80	Lewiston	4,060	N/A	3,930	-3%	3,920	0%	3,860	-2%	3,770	-2%	4,340	15%	4,330	0%
	80302	I-95 SB ON RAMP FROM ALFRED PLOURDE PKWY	80	Lewiston	4,560	N/A	4,430	-3%	4,320	-2%	4,220	-2%	4,050	-4%	4,430	9%	4,530	2%
	80303	I-95 NB ON RAMP FROM ALFRED PLOURDE PKWY	80	Lewiston	1,470	N/A	1,420	-3%	1,420	0%	1,360	-4%	1,410	4%	1,680	19%	1,390	-17%
	80304	I-95 SB OFF RAMP TO ALFRED PLOURDE PKWY	80	Lewiston	1,540	N/A	1,510	-2%	1,500	-1%	1,460	-3%	1,400	-4%	1,580	13%	1,630	3%
80205	I-95 (NB) N/O ON RAMP FROM SR 9	86	Sabattus	5,280	N/A	5,310	1%	5,080	-4%	4,650	-8%	4,580	-2%	4,790	5%	4,970	4%	
80206	I-95 (SB) N/O OFF RAMP TO SR 9	86	Sabattus	5,130	N/A	5,120	0%	5,130	0%	4,610	-10%	4,650	1%	4,790	3%	5,000	4%	
80202	I-95 SB ON RAMP FROM SR 9 (MIDDLE RD)	86	Sabattus	1,690	N/A	1,590	-6%	1,630	3%	1,590	-2%	1,630	3%	1,690	4%	1,910	13%	
80201	I-95 NB OFF RAMP FROM SR 9 (MIDDLE RD)	86	Sabattus	1,500	N/A	1,420	-5%	1,450	2%	1,600	10%	1,620	1%	1,610	-1%	1,600	-1%	
80204	I-95 SB OFF RAMP FROM SR 9 (MIDDLE RD)	86	Sabattus	500	N/A	490	-2%	510	4%	490	-4%	500	2%	570	14%	620	9%	
80203	I-95 NB ON RAMP FROM SR 9 (MIDDLE RD)	86	Sabattus	460	N/A	460	0%	490	7%	500	2%	530	6%	570	8%	600	5%	
Falmouth Spur	80703	I-95 NB ON RAMP FROM FALMOUTH SPUR	52	Falmouth	760	N/A	790	4%	1,320	67%	1,240	-6%	1,350	9%	1,430	6%	1,530	7%
	80704	I-95 SB OFF RAMP TO FALMOUTH SPUR	52	Falmouth	1,200	N/A	1,220	2%	1,210	-1%	520	-57%	1,050	102%	1,190	13%	1,260	6%
I-295	90703	I-295 (NB) N/O EXIT 3 ON RAMP	3	Portland	37,260	N/A	35,450	-5%	36,120	2%			37,410	2%				
	90704	I-295 (SB) N/O EXIT 3 OFF RAMP	3	Portland	34,890	N/A	33,660	-4%	37,030	10%			38,450	2%				
	90607	I-295 (NB) N/O ON RAMP @ FORE RV BR#6281	N/A	Portland	34,000	N/A	30,900	-9%	31,460	2%			34,280	4%				
	90608	I-295 (SB) N/O OFF RAMP @FORE RV BR#6281	N/A	Portland	30,430	N/A	29,310	-4%	32,410	11%			32,650	0%				
	90109	I-295 (NB) 0.7 MI N/O US 1 OFF RAMP	9 (north of)	Portland	23,460	N/A	22,390	-5%	23,510	5%			24,730	3%			27,010	5%

Historical Traffic Volumes and Growth Rates for Study Area Roadways

Roadway	Count Station ID	Station Description	Exit	City/Town	2010		2011		2012		2013		2014		2015		2016	
					AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count
I-295	90110	I-295 (SB) 0.7 MI N/O US 1 ON RAMP	9 (north of)	Portland	23,590	N/A	21,290	-10%	23,650	11%			24,630	2%			25,630	2%
	90003	I-295 (NB) N/O OFF RAMP TO BUCKNAM RD	10	Falmouth	19,820	N/A			19,600	-1%			19,460	0%				
	90004	I-295 (SB) N/O ON RAMP FROM BUCKNAM RD	10	Falmouth					19,880	N/A			20,480	2%				
	54401	I-295 (NB) S/O OFF RAMP TO US 1(EXIT 15)	15	Yarmouth	26,350	N/A			27,920	3%			27,050	-2%				
	54402	I-295 (SB) S/O ON RAMP FROM US1(EXIT 15)	15	Yarmouth	26,750	N/A			28,550	3%			27,280	-2%				
	54403	I-295 (NB) N/O OFF RAMP TO US 1	15	Yarmouth									23,690	N/A				
	54404	I-295 (SB) S/O OFF RAMP TO US 1(EXIT 15)	15	Yarmouth	22,600	N/A			24,490	4%			25,090	1%				
	54301	I-295 (NB) S/O OFF RAMP TO US 1 (N JCT)	17	Yarmouth	22,420	N/A			23,530	2%			25,280	4%				
	54302	I-295 (SB) S/O ON RAMP FROM US 1 (N JCT)	17	Yarmouth	23,450	N/A			25,350	4%			26,370	2%				
	54303	I-295 (NB) N/O OFF RAMP TO US 1 (N JCT)	17	Yarmouth	20,260	N/A			20,810	1%			22,330	4%				
	54304	I-295 (SB) S/O OFF RAMP TO US 1 (N JCT)	17	Yarmouth	21,180	N/A			22,440	3%			23,080	1%				
	54201	I-295 (NB) 0.5 MI S/O DESERT RD OVERPASS	N/A	Freeport	24,490	N/A					24,880	1%	25,520	3%	26,400	3%		
	54202	I-295 (SB) 0.5 MI S/O DESERT RD OVERPASS	N/A	Freeport	25,600	N/A					25,810	0%	26,360	2%	27,250	3%		
	54203	I-295 (NB) N/O OFF RAMP TO DESERT RD	20	Freeport	20,220	N/A			21,030	2%			20,960	0%				
	54204	I-295 (SB) S/O OFF RAMP TO DESERT RD	20	Freeport	20,770	N/A			22,310	4%			22,560	1%				
	54101	I-295 (NB) S/O OFF RAMP TO SR 125/136	22	Freeport	22,870	N/A			23,510	1%			23,660	0%				
	54102	I-295 (SB) S/O ON RAMP FROM SR 125/136	22	Freeport	22,980	N/A			24,500	3%			24,850	1%				
	54103	I-295 (NB) N/O OFF RAMP TO SR 125/136	22	Freeport	19,180	N/A			18,760	-1%			19,870	3%				
	54104	I-295 (SB) S/O OFF RAMP TO SR 125/136	22	Freeport	19,400	N/A			18,840	-1%			20,580	5%				
	54105	I-295 (NB) N/O ON RAMP FROM SR 125/136	22	Freeport	21,000	N/A			22,220	3%			22,510	1%				
	54116	I-295 SB ON RAMP FROM SR 125/136 (EB)	22	Freeport													3,290	N/A
	54113	I-295 NB OFF RAMP TO SR 125/136 (WB)	22	Freeport											2,900	N/A		
	54001	I-295 (NB) N/O OFF RAMP TO US 1	US 1	Freeport	20,720	N/A			20,170	-1%			21,660	4%				
53901	I-295 (NB) 0.6 MI S/O US 1 OFF RAMP	N/A	Brunswick	22,180	N/A			21,950	-1%			22,470	1%			24,350	4%	
53902	I-295 (SB) 0.6 MI S/O US 1 ON RAMP	N/A	Brunswick	21,510	N/A			22,090	1%			23,900	4%			24,620	2%	
53903	I-295 (NB) N/O OFF RAMP TO US 1	28	Brunswick	13,020	N/A			12,730	-1%			13,550	3%			14,700	4%	
53904	I-295 (SB) S/O OFF RAMP TO US 1	28	Brunswick	13,030	N/A			12,350	-3%			13,180	3%			13,990	3%	
SR 136	00601	SR 125/136(DURHAM) N/O SR125/136(MALLET)		Freeport							10,680	N/A				10,450	-1%	
	03405	SR 125/136(DURHAM RD) S/O SR125(GRIFFIN)		Freeport							9,660	N/A				9,630	0%	
	03401	SR 136(DURHAM RD) N/O SR 125(GRIFFIN RD)		Freeport							5,540	N/A				5,310	-1%	
	00505	SR 136 (DURHAM RD) S/O BROWN RD		Freeport							4,200	N/A				4,240	0%	
	47805	SR 136 S/O IR 378 (QUAKER MEETING HOUSE)		Durham												3,740	N/A	
	10400	SR 136 (RIVERSIDE DR) @ DURHAM TL		Auburn			4,550	N/A			4,500	-1%	4,380	-3%				
	16804	SR 136 (RIVERSIDE DR) SE/O PENLEY CNR RD I		Auburn			4,800	N/A					4,770	0%				
	05207	SR 136 (MILL ST) W/O BROAD ST		Auburn			11,550	N/A					11,340	-1%				
SR 26/100	19001	SR 26/100 (AUBURN ST) N/O SANBORN ST		Portland							14,630	N/A				12,870	-4%	
	00805	SR 26/100 (GRAY RD) S/O LEIGHTON RD		Falmouth									12,940	N/A		11,940	-4%	
	06601	SR 26/100 (GRAY RD) N/O MARSTON RD		Falmouth												9,970	N/A	
	00301	SR 26/100 (GRAY RD) N/O MOUNTAIN RD		Falmouth							8,500	N/A	7,700	-9%		7,550	-1%	
	00405	SR 26/100 S/O BLACKSTRAP RD		Cumberland											6,540	6,220	-5%	
	00401	SR 26/100 N/O BLACKSTRAP RD		Cumberland							6,710	N/A			6,120	-9%	6,110	0%
	52600	SR 26/100 @ GRAY TL		Cumberland							6,150	N/A				5,750	-2%	
	01501	SR 26/100 (PORTLAND RD) N/O HUNT HILL RD		Gray							6,760	N/A				6,340	-2%	
SR 26	00218	SR 26(SHAKER) (WB) NW/O SR 4/100/US 202		Gray			4,180	N/A			4,430	3%				4,150	-2%	
	00208	SR 26(SHAKER) (EB) NW/O SR 4/100/US 202		Gray			3,710	N/A			4,220	7%				3,930	-2%	
	01004	SR 26(SHAKER RD) SE/O SR26A(ME WILDLIFE)		Gray					6,890	N/A	6,780	-2%				6,960	1%	
	02908	SR 26 (SHAKER RD) NW/O LIBBY HILL RD		Gray							15,180	N/A				16,210	2%	
	02601	SR 26 (SHAKER RD) N/O WEYMOUTH RD		Gray							10,170	N/A				10,460	1%	
	37404	SR 26 (MAINE ST) SE/O SR 11		Poland					9,690	N/A			8,670	-5%				
	41404	SR 26(MAIN) SE/O SR 121 @BR# 2921(S JCT)		Oxford									7,550	N/A				
	41408	SR 26/121 (MAIN ST) NW/O SR 121 (S JCT)		Oxford									13,020	N/A				
	41004	SR 26 SE/O IR 629 (OXFORD ST)		Oxford									15,050	N/A				
	01301	SR 26 (PARK ST) N/O PORTER ST @ BR #5924		Paris									7,670	N/A				

Historical Traffic Volumes and Growth Rates for Study Area Roadways

Roadway	Count Station ID	Station Description	Exit	City/Town	2010		2011		2012		2013		2014		2015		2016		
					AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	AADT	% Annual increase from previous count	
SR 26	59705	SR 26 S/O IR 460 (ANDREWS RD)		Woodstock									5,590	N/A	5,750	3%	5,840	2%	
	00502	SR 26 (WALKERS MILLS RD) NE/O PARKWAY		Bethel									6,500	N/A					
SR 122	38002	SR 122 (SPRING WATER) NE/O SR 26(MAINE)		Poland									4,400	N/A					
	10700	SR 122 (POLAND SPR) @ NEW GLOUCESTER TL		Auburn			4,190	N/A					3,960	-2%					
US 202/SR 4	00202	SR 4/100/US 202 (MAIN ST) NE/O BROWN ST		Gray			12,130	N/A				12,060	0%				11,380	-2%	
	02102	SR 4/100(LEWISTON) NE/O MAYALL RD@BR2618		Gray								10,840	N/A				10,140	-2%	
	01401	SR 4/100/US 202 N/O GLOUCESTER HILL RD		New Gloucester									8,720	N/A			7,680	-4%	
	16702	SR 4/100(WASHINGTON) NE/O MOOSE BROOK RD		Auburn			10,070	N/A					9,380	-2%					
	04401	SR 4/202 (WASHINGTON) (NB) N/O ADAMS ST		Auburn			15,140	N/A					14,480	-1%					
SR 4	09905	SR 4 (CENTER ST) S/O STETSON RD		Auburn					20,660	N/A			19,090	-4%					
	33005	SR 4 (AUBURN) S/O IR 345 (HARLOW HILL)		Turner									11,770	N/A			11,290	-2%	
	02201	SR 4/17 (MAIN ST) N/O PINEAU ST		Jay									8,190	N/A			6,620	-10%	
US 202/SR 11/SR 17	47000	SR 11/100/US 202 @ LEWISTON TL		Greene			10,850	N/A	10,490	-3%			9,500	-5%					
	33806	SR 11/100/US 202 SW/O SR 106		Leeds			8,380	N/A					7,710	-3%					
	34902	SR 11/100/US 202 NE/O IR 2093 @ TL		Monmouth			8,300	N/A	8,150	-2%			8,370	1%					
	41807	SR 11/100/US 202 W/O SR 135 (W JCT)		Winthrop			13,540	N/A					13,060	-1%					
	03803	SR 11/17/202(WESTERN) E/O PRESCOTT RD		Augusta			21,270	N/A									21,680	0%	
SR 125	03402	SR 125(GRIFFIN RD) NE/O SR136(DURHAM RD)		Freeport								4,220	N/A				4,180	0%	
	41200	SR 125 (PINKHAM BK RD) @ FREEPORT TL		Durham			2,710	N/A				2,470	-4%				2,520	1%	
SR 196	10600	SR 196 (LISBON RD) @ LISBON TL		Lewiston			12,150	N/A	11,830	-3%		11,680	-1%	11,850	1%	11,980	1%	12,080	1%
	09703	SR 196 (LISBON ST) E/O WESTMINSTER ST		Lewiston			16,010	N/A					15,430	-1%					
SR 126	06807	SR 126 (SABATTUS ST) W/O GROVE ST		Lewiston			15,530	N/A					15,270	-1%					
SR 9/126	00106	SR 9/126 (SABATTUS RD) SW/O SR 197		Sabattus									7,920	N/A					
	53902	SR 9/126 NE/O IR1379(OAK HILL ACRES)NJCT		Monmouth									3,120	N/A					
	55503	SR 9/126 E/O IR 2241 (INDIANA) @BR#2165		West Gardiner			4,190	N/A					4,010	-1%					
	03007	SR 9/126 (COBBOSSEE AV) W/O WEST HILL RD		Gardiner			7,770	N/A					7,550	-1%					
US 1	03400	US 1 (MARTIN POINT BR) @ PORTLAND TL		Falmouth								13,030	N/A				12,680	-1%	
	02901	US 1 (NB) N/O SR 88 (FORESIDE RD)		Falmouth			6,930	N/A				5,410	-11%				5,380	0%	
	02911	US 1 (SB) N/O SR 88 (FORESIDE RD)		Falmouth			5,570	N/A				5,250	-3%				4,980	-2%	
	02801	US 1 N/O DEPOT RD		Falmouth			14,390	N/A									11,990	-3%	
	02705	US 1 S/O BUCKNAM RD		Falmouth													10,870	N/A	
	05201	US 1 N/O SB ON RAMP TO FAL SPUR @BR#5237		Falmouth									9,980	N/A				10,890	3%
	04202	US 1 NE/O JOHNSON RD		Falmouth									7,310	N/A				7,310	0%
	30600	US 1 @ YARMOUTH TL		Cumberland									6,230	N/A				6,740	3%
	01405	US 1 S/O PORTLAND ST		Yarmouth														12,550	N/A
	03906	US 1 (NB) SW/O SR 88 (SPRING ST)		Yarmouth									6,150	N/A	7,040	14%		7,240	1%
	03916	US 1 (SB) SW/O SR 88 (SPRING ST)		Yarmouth									6,470	N/A	6,200	-4%		6,280	1%
	06802	US 1 NE/O VISITOR INFORMATION KIOSK ENT		Yarmouth									8,770	N/A				9,550	3%
	02206	US 1 (LWR MAIN ST) SW/O DESERT RD		Freeport					10,130	N/A			9,970	-2%				10,420	2%
	01306	US 1 (MAIN ST) SW/O JUSTINS WAY		Freeport									11,290	N/A				10,110	-3%
07900	US 1 @ FREEPORT TL		Brunswick														2,810	N/A	
SR 121	19900	SR 11/121 (MINOT AVE) @ MINOT TL		Auburn			11,840	N/A					11,930	0%					
	41403	SR 121(MECHANIC FALLS RD) E/O SR 26(MAIN		Oxford									6,110	N/A					

Source: MaineDOT

APPENDIX B: LIST OF MAJOR EMPLOYERS

Major Employers (100 employees or more) in Northern Study Area

Measured within a 5 mile radius of Lewiston-Auburn downtowns

Company Name	General Address	City	State	Zip Code	Number of Employees
St Marys Hospital	Campus Ave	Lewiston	Maine	04240	2,000
Central Maine Medical Ctr	Main St	Lewiston	Maine	04240	2,566
Td Bank	Chestnut St	Lewiston	Maine	04240	994
Bates College	Andrews Rd	Lewiston	Maine	04240	839
Walmart Distribution Center	Alfred A Plourde Pkwy	Lewiston	Maine	04240	807
Pionite Decorative Surfaces	Pionite Rd	Auburn	Maine	04210	500
Mc Kesson Corp	Mollison Way	Lewiston	Maine	04240	467
Lepage Bakery	Lisbon St	Lewiston	Maine	04240	300
Carbonite	Mollison Way	Lewiston	Maine	04240	253
Geiger Bros	Mount Hope Ave	Lewiston	Maine	04240	243
Hannaford Supermarket	Spring St	Auburn	Maine	04210	240
Maine Department of Human Service	Main St	Lewiston	Maine	04240	230
Elmet Technologies Llc	Lisbon St	Lewiston	Maine	04240	149
Shaw's Supermarket	Center St	Auburn	Maine	04210	200
Hannaford Supermarket	Sabattus St	Lewiston	Maine	04240	186
Advantage Payroll Svc Inc	Merrow Rd	Auburn	Maine	04210	180
Ge Co	Rodman Rd	Auburn	Maine	04210	180
Jc Penney	Center St	Auburn	Maine	04210	170
Sun Journal	Park St	Lewiston	Maine	04240	170
Argo Marketing	Lisbon St	Lewiston	Maine	04240	163
Home Depot	Mount Auburn Ave	Auburn	Maine	04210	160
Kmart	Center St	Auburn	Maine	04210	150
Lowe's Home Improvement	Turner St	Auburn	Maine	04210	150
Montello Manor Inc	College St	Lewiston	Maine	04240	150
Marshwood Center	Roger St	Lewiston	Maine	04240	140
Paychex Inc	Merrow Rd	Auburn	Maine	04210	140
Shaw's Supermarket	East St	Lewiston	Maine	04240	143
Market Square Health Care Ctr	Lisbon St	Lewiston	Maine	04240	130
Maine Community Health Options	Mill St	Lewiston	Maine	04240	125
Bates College Dining	Central Ave	Lewiston	Maine	04240	120
Campus Cuisine	Campus Ave	Lewiston	Maine	04240	120
Marden's Surplus & Salvage	Main St	Lewiston	Maine	04240	113
Edward Little High School	Harris St	Auburn	Maine	04210	110
Deluxe	Lisbon St	Lewiston	Maine	04240	110
Lewiston Public Works	Adams Ave	Lewiston	Maine	04240	110
Russell Park Rehab & Living	Russell St	Lewiston	Maine	04240	110
Sml	Main St	Lewiston	Maine	04240	110
Jones & Vining	Webster St	Lewiston	Maine	04240	100
Lewiston-Auburn College/usm	Westminster St	Lewiston	Maine	04240	100
Northeast Bank	Canal St	Lewiston	Maine	04240	100
Pepsi Beverages Co	Merrow Rd	Auburn	Maine	04210	100
Rowe Truck Ctr	Center St	Auburn	Maine	04210	100

Source: ESRI Business Analyst and City of Lewiston

Major Employers (100 employees or more) in Southern Study Area

Measured within a 5 mile radius of Portland Transportation Center

Company Name	General Address	City	State	Zip Code	Number of Employees
Unum	Congress St	Portland	Maine	04102	3,000
City of Portland	Congress St	Portland	Maine	04101	1,600
Mercy Hospital of Portland	State St	Portland	Maine	04101	1,225
Martinspoint Healthcare	Veranda St	Portland	Maine	04103	800
Wright Express	Gorham Rd	South Portland	Maine	04106	600
Ciee	Fore St	Portland	Maine	04101	501
Spring Harbor Hospital	Andover Rd	Westbrook	Maine	04092	500
Sappi Fine Paper North America	Cumberland St	Westbrook	Maine	04092	491
Southern Maine Community Clg	Fort Rd	South Portland	Maine	04106	400
Td Bank	Portland Sq	Portland	Maine	04101	400
Nichols Portland	Congress St	Portland	Maine	04102	350
Barron Center	Brighton Ave	Portland	Maine	04102	340
Maine College of Art	Congress St	Portland	Maine	04101	300
Portland City Mayor	Congress St	Portland	Maine	04101	300
Keller Williams Realty	Sewall St	Portland	Maine	04102	260
St Joseph's Rehabilitation & Res	Washington Ave	Portland	Maine	04103	260
Target	Running Hill Rd	South Portland	Maine	04106	260
Bernstein Shur Sawyer & Nelson	Middle St	Portland	Maine	04101	250
Bill Dodge Auto Group	Saunders Way	Westbrook	Maine	04092	250
Home Depot	Clarks Pond Pkwy	South Portland	Maine	04106	250
Emery-waterhouse Co	Rand Rd	Portland	Maine	04102	240
Aetna	Running Hill Rd	South Portland	Maine	04106	230
Cross Insurance Arena	Civic Center Sq	Portland	Maine	04101	201
Acadia Insurance Co	County Rd	Westbrook	Maine	04092	200
Human Services Dept	Jetport Blvd	Portland	Maine	04102	200
Intermed		Portland	Maine	04101	200
Kohl's	Main St	Westbrook	Maine	04092	200
Oa Physical Therapy Ctr	Sewall St	Portland	Maine	04102	200
On Semiconductor Corp	Western Ave	South Portland	Maine	04106	200
Press Hotel Autograph Collect	Exchange St	Portland	Maine	04101	200
Scarborough Transportation	Pleasant Hill Rd	Scarborough	Maine	04074	200
Seafoodsource.com	Free St	Portland	Maine	04101	200
Seaside Healthcare	Baxter Blvd	Portland	Maine	04103	200
Skilled Care Ctr	Ocean Ave	Portland	Maine	04103	200
Christmas Tree Shops	Payne Rd	Scarborough	Maine	04074	175
Di Millo's Floating Restaurant	Long Wharf	Portland	Maine	04101	175
Springbrook Health Care Ctr	Spring St	Westbrook	Maine	04092	175
National Distributors Inc	Wallace Ave	South Portland	Maine	04106	171
Burnham & Morrill Co	Beanpot Cir	Portland	Maine	04103	170
Deering Lodge Building Corp	Bishop St	Portland	Maine	04103	170
Hannaford Supermarket	Hannaford Dr	Westbrook	Maine	04092	170
Oakhurst Dairy	Forest Ave	Portland	Maine	04101	170
Portland Public Works Dept	Portland St	Portland	Maine	04101	170

Company Name	General Address	City	State	Zip Code	Number of Employees
Seasons Grill	Riverside St	Portland	Maine	04103	170
Shaw's Supermarket	Auburn St	Portland	Maine	04103	170
Kris-way Truck Leasing Inc	Hemco Rd	South Portland	Maine	04106	160
Seventy-five State Street	State St	Portland	Maine	04101	160
Jc Penney	Maine Mall	South Portland	Maine	04106	155
Portland Police Dept	Middle St	Portland	Maine	04101	154
Waynflete School	Spring St	Portland	Maine	04102	154
Diversified Communications	Free St	Portland	Maine	04101	150
Power Pay Llc	Cumberland Ave	Portland	Maine	04101	150
Custom Disability Solutions	Sable Oaks Dr	South Portland	Maine	04106	145
Portland High School	Cumberland Ave	Portland	Maine	04101	145
Deering High School	Stevens Ave	Portland	Maine	04103	140
Lowe's Home Improvement	Brighton Ave	Portland	Maine	04102	140
Vet Centric Inc	Custom House St	Portland	Maine	04101	140
Westin Portland Harborview	High St	Portland	Maine	04101	140
Granite Bay Care Inc	Congress St	Portland	Maine	04102	130
Us Coast Guard	High St	South Portland	Maine	04106	130
Shaw's Supermarket	Congress St	Portland	Maine	04102	128
Wcsh	Congress Sq	Portland	Maine	04101	128
Coca-cola Bottling Co	Western Ave	South Portland	Maine	04106	125
Fireside Inn & Suites Portland	Riverside St	Portland	Maine	04103	125
Portland Public Health Div	Congress St	Portland	Maine	04101	125
South Portland High School	Highland Ave	South Portland	Maine	04106	125
Cumberland Farmers Club	Samuel Rd	Portland	Maine	04103	120
Maine Medical Ctr Research	Research Dr	Scarborough	Maine	04074	120
Stantec Consulting Svc	Payne Rd	Scarborough	Maine	04074	120
Westbrook High School	Stroudwater St	Westbrook	Maine	04092	120
Group Maine Stream	Saunders Way	Westbrook	Maine	04092	116
Brockway-smith Co	Read St	Portland	Maine	04103	115
South Portland Nursing Hm Inc	Anthoine St	South Portland	Maine	04106	114
Bottomline Technologies	Gannett Dr	South Portland	Maine	04106	105
Cracker Barrel Old Country Str	Maine Mall Rd	South Portland	Maine	04106	105
Amec Earth & Environmental	Congress St	Portland	Maine	04101	101
Maine Controls	Presumpscot St	Portland	Maine	04103	101
Wbae	Western Ave	South Portland	Maine	04106	101
American Red Cross Blood Svc	Forest Ave	Portland	Maine	04101	100
Berlin City Honda of Portland	Maine Mall Rd	South Portland	Maine	04106	100
Berlin City Toyota of Portland	Riverside St	Portland	Maine	04103	100
Berry Dunn Mc Neil & Parker	Middle St	Portland	Maine	04101	100
City of Westbrook	Main St	Westbrook	Maine	04092	100
Health Dialog	Monument Sq	Portland	Maine	04101	100
Hope Group	Wallace Ave	South Portland	Maine	04106	100
Hutchins Trucking Co	Dartmouth St	South Portland	Maine	04106	100
Magna Carta Co	Commercial St	Portland	Maine	04101	100
Maine Cardiology Assoc	Gannett Dr	South Portland	Maine	04106	100
Maine Medical Ctr	Research Dr	Scarborough	Maine	04074	100

Company Name	General Address	City	State	Zip Code	Number of Employees
Muskie School	Bedford St	Portland	Maine	04101	100
Nova Seafoods Ltd	Commercial St	Portland	Maine	04101	100
Pt's Show Club	Riverside St	Portland	Maine	04103	100
Riverton Elementary School	Forest Ave	Portland	Maine	04103	100
Shaw's Supermarket	Main St	Westbrook	Maine	04092	100
United Health Group	Po Box 7549	Portland	Maine	04112	100
Via Group	Congress St	Portland	Maine	04101	100
Westbrook City-fire Dept	Main St	Westbrook	Maine	04092	100
Ymca of Southern Me	Forest Ave	Portland	Maine	04101	100
Maine Medical Center	Bramhall St	Portland	Maine	04102	Unknown
University of New England-Portland	Stevens Ave	Portland	Maine	04103	Unknown
University of Southern Maine	Falmouth St	Portland	Maine	04103	Unknown
Portland International Jetport	Westbrook St	Portland	Maine	04102	Unknown

Source: ESRI Business Analyst

APPENDIX C: RAIL MODE SHARE TABLES

APPENDIX C: RAIL MODE SHARE TABLES

Baseline Scenario, Transit-Style Service

Table C-1 Baseline Rail Modal Choice -- Lewiston-Auburn to Portland Market

		<u>Destination Region</u>									
		21 Portland Station	22 <u>Portland Downtown</u> West	23 Center	24 East	25 Airport Area	26 South Portland	27 Portland North	28 Outer East	29 Outer North	20 Downeaster South
<u>Work Trips</u>											
11	L-A Center	12.0%	10.0%	10.0%	10.0%	10.0%	10.0%	6.0%	2.0%	2.0%	6.0%
12	L-A Outer	10.0%	6.0%	6.0%	6.0%	6.0%	6.0%	3.0%	0.0%	0.0%	3.0%
13	Androscoggin Outer	5.0%	2.0%	2.0%	2.0%	2.0%	2.0%	0.5%	0.0%	0.0%	0.5%
14	Other Counties WNE	1.0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.2%	0.0%	0.0%	0.2%
<u>Non-Work Trips</u>											
11	L-A Center	6.0%	4.0%	4.0%	4.0%	4.0%	4.0%	2.0%	0.0%	0.0%	2.0%
12	L-A Outer	4.0%	1.5%	1.5%	1.5%	1.5%	1.5%	0.0%	0.0%	0.0%	1.5%
13	Androscoggin Outer	2.0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.0%	0.0%	0.0%	0.5%
14	Other Counties WNE	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.2%

Table C-2 Baseline Rail Modal Choice -- Portland to Lewiston-Auburn Market

		Destination Region			
		11	12	13	14
		<u>Lewiston-Auburn</u>		Androscoggin	Other <u>Counties</u>
Origin Region					
Work Trips		<u>Center</u>	<u>Outer</u>	<u>Outer</u>	
21	Portland Station	12.0%	9.0%	4.0%	1.0%
22	Portland Dntn West	10.0%	6.0%	2.0%	0.5%
23	Portland Dntn Center	10.0%	6.0%	2.0%	0.5%
24	Portland Dntn East	10.0%	6.0%	2.0%	0.5%
25	Airport Area	9.0%	6.0%	2.0%	0.5%
26	South Portland	8.0%	5.0%	1.0%	0.5%
27	Portland North	5.0%	3.0%	0.5%	0.2%
28	Outer East	1.0%	0.0%	0.0%	0.0%
29	Outer North	1.0%	0.0%	0.0%	0.0%
20	Downeaster Corr. So.	5.0%	3.0%	2.0%	1.0%
Non-Work Trips					
21	Portland Station	6.0%	4.0%	2.0%	0.5%
22	Portland Dntn West	4.0%	1.5%	0.5%	0.2%
23	Portland Dntn Center	4.0%	1.5%	0.5%	0.2%
24	Portland Dntn East	4.0%	1.5%	0.5%	0.2%
25	Airport Area	4.0%	1.5%	0.5%	0.2%
26	South Portland	4.0%	1.5%	0.5%	0.2%
27	Portland North	2.0%	0.0%	0.0%	0.0%
28	Outer East	0.0%	0.0%	0.0%	0.0%
29	Outer North	0.0%	0.0%	0.0%	0.0%
20	Downeaster Corr. So.	2.0%	1.5%	0.5%	0.2%

Table C-3 Baseline Rail Modal Choice -- Lewiston-Auburn to New Hampshire and Massachusetts Market

<u>Origin Region</u>		<u>Destination Region</u>								
		21100	21200	21300	21400	22100	31000	32000	33000	99999
		New Hampshire					Massachusetts			
<u>Work Trips</u>		<u>Portsmouth</u>	<u>Dover-Rochester</u>	<u>Manchester</u>	<u>Salem</u>	<u>Conway</u>	<u>Boston</u>	<u>Burlington</u>	<u>North 495</u>	<u>Other</u>
11	L-A Center	5.0%	8.0%	2.0%	5.0%	1.0%	33.0%	10.0%	5.0%	0.0%
12	L-A Outer	3.0%	4.0%	1.0%	3.0%	0.0%	20.0%	6.0%	3.0%	0.0%
13	Androscoggin Outer	1.0%	1.0%	0.0%	1.0%	0.0%	5.0%	1.0%	1.0%	0.0%
14	Other Counties WNE	0.5%	0.5%	0.0%	0.5%	0.0%	3.0%	0.5%	0.5%	0.0%
<u>Non-Work Trips</u>		<u>Portsmouth</u>	<u>Dover-Rochester</u>	<u>Manchester</u>	<u>Salem</u>	<u>Conway</u>	<u>Boston</u>	<u>Burlington</u>	<u>North 495</u>	<u>Other</u>
11	L-A Center	2.0%	3.0%	1.0%	2.0%	0.0%	10.0%	2.0%	1.0%	0.0%
12	L-A Outer	1.0%	1.5%	0.5%	1.0%	0.0%	5.0%	1.0%	0.5%	0.0%
13	Androscoggin Outer	0.4%	0.5%	0.2%	0.4%	0.0%	1.0%	0.4%	0.2%	0.0%
14	Other Counties WNE	0.1%	0.2%	0.1%	0.1%	0.0%	0.5%	0.1%	0.1%	0.0%

Table C-4 Baseline Rail Modal Choice -- New Hampshire and Massachusetts to Lewiston-Auburn Market

<u>Origin Region</u>		<u>Destination Region</u>			
		11	12	13	14
		<u>Lewiston-Auburn</u>		<u>Androscoggin</u>	<u>Other Counties</u>
<u>Work Trips</u>		<u>Center</u>	<u>Outer</u>	<u>Outer</u>	
21100	Portsmouth	6.0%	3.0%	2.0%	1.0%
21200	Dover-Rochester	10.0%	5.0%	3.0%	2.0%
21300	Manchester	2.0%	6.0%	6.0%	6.0%
21400	Nashua-Salem	3.0%	2.0%	1.0%	0.5%
22100	Conway	3.0%	2.0%	1.0%	0.5%
31000	Boston	25.0%	8.0%	5.0%	2.0%
32000	MA Burlington	6.0%	3.0%	2.0%	1.0%
33000	MA north	6.0%	3.0%	2.0%	1.0%
99999	Other MA NH	0.0%	0.0%	0.0%	0.0%
<u>Non-Work Trips</u>		<u>Center</u>	<u>Outer</u>	<u>Outer</u>	
21100	Portsmouth	1.0%	1.0%	0.5%	0.5%
21200	Dover-Rochester	3.0%	2.0%	1.0%	0.5%
21300	Manchester	1.0%	0.5%	0.0%	0.0%
21400	Nashua-Salem	1.0%	0.5%	0.0%	0.0%
22100	Conway	1.0%	0.5%	0.0%	0.0%
31000	Boston	5.0%	3.0%	2.0%	0.5%
32000	MA Burlington	1.0%	1.0%	0.5%	0.5%
33000	MA north	1.0%	1.0%	0.5%	0.5%
99999	Other MA NH	0.0%	0.0%	0.0%	0.0%

Alternative High-End Scenario, Transit-Style Service

Table C-5 High End Rail Modal Choice -- Lewiston-Auburn to Portland Market

		Destination Region									
		21 Portland Station	22 <u>Portland Downtown</u> West	23 Center	24 East	25 Airport Area	26 South Portland	27 Portland North	28 Outer East	29 Outer North	20 Downeaster South
Origin Region	Work Trips										
11	L-A Center	24.0%	20.0%	20.0%	20.0%	20.0%	20.0%	12.0%	4.0%	4.0%	12.0%
12	L-A Outer	20.0%	12.0%	12.0%	12.0%	12.0%	12.0%	6.0%	0.0%	0.0%	6.0%
13	Androscoggin Outer	10.0%	4.0%	4.0%	4.0%	4.0%	4.0%	1.0%	0.0%	0.0%	1.0%
14	Other Counties WNE	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.4%	0.0%	0.0%	0.4%
Non-Work Trips											
11	L-A Center	9.0%	6.0%	6.0%	6.0%	6.0%	6.0%	3.0%	0.0%	0.0%	3.0%
12	L-A Outer	6.0%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	0.0%	0.0%	2.3%
13	Androscoggin Outer	3.0%	0.8%	0.8%	0.8%	0.8%	0.8%	0.0%	0.0%	0.0%	0.8%
14	Other Counties WNE	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.0%	0.0%	0.0%	0.3%

Table C-6 High End Rail Modal Choice -- Portland to Lewiston-Auburn Market

Origin Region		Destination Region			
		11	12	13	14
		<u>Lewiston-Auburn</u>		Androscoggin	<u>Other Counties</u>
Work Trips		<u>Center</u>	<u>Outer</u>	<u>Outer</u>	
21	Portland Station	24.0%	18.0%	8.0%	2.0%
22	Portland Dntn West	20.0%	12.0%	4.0%	1.0%
23	Portland Dntn Center	20.0%	12.0%	4.0%	1.0%
24	Portland Dntn East	20.0%	12.0%	4.0%	1.0%
25	Airport Area	18.0%	12.0%	4.0%	1.0%
26	South Portland	16.0%	10.0%	2.0%	1.0%
27	Portland North	10.0%	6.0%	1.0%	0.4%
28	Outer East	2.0%	0.0%	0.0%	0.0%
29	Outer North	2.0%	0.0%	0.0%	0.0%
20	Downeaster Corr. So.	10.0%	6.0%	4.0%	2.0%
Non-Work Trips					
21	Portland Station	9.0%	6.0%	3.0%	0.8%
22	Portland Dntn West	6.0%	2.3%	0.8%	0.3%
23	Portland Dntn Center	6.0%	2.3%	0.8%	0.3%
24	Portland Dntn East	6.0%	2.3%	0.8%	0.3%
25	Airport Area	6.0%	2.3%	0.8%	0.3%
26	South Portland	6.0%	2.3%	0.8%	0.3%
27	Portland North	3.0%	0.0%	0.0%	0.0%
28	Outer East	0.0%	0.0%	0.0%	0.0%
29	Outer North	0.0%	0.0%	0.0%	0.0%
20	Downeaster Corr. So.	3.0%	2.3%	0.8%	0.3%

Table C-7 High End Rail Modal Choice -- Lewiston-Auburn to New Hampshire and Massachusetts Market

		<u>Destination Region</u>								
		21100	21200	21300	21400	22100	31000	32000	33000	99999
<u>Origin Region</u>		New Hampshire					Massachusetts			
		<u>Dover-</u>							<u>North</u>	
<u>Work Trips</u>		<u>Portsmouth</u>	<u>Rochester</u>	<u>Manchester</u>	<u>Salem</u>	<u>Conway</u>	<u>Boston</u>	<u>Burlington</u>	<u>495</u>	<u>Other</u>
11	L-A Center	7.5%	12.0%	3.0%	7.5%	1.5%	49.5%	15.0%	7.5%	0.0%
12	L-A Outer	4.5%	6.0%	1.5%	4.5%	0.0%	30.0%	9.0%	4.5%	0.0%
13	Androscoggin Outer	1.5%	1.5%	0.0%	1.5%	0.0%	7.5%	1.5%	1.5%	0.0%
14	Other Counties WNE	0.8%	0.8%	0.0%	0.8%	0.0%	4.5%	0.8%	0.8%	0.0%
<u>Non-Work Trips</u>										
11	L-A Center	3.0%	4.5%	1.5%	3.0%	0.0%	15.0%	3.0%	1.5%	0.0%
12	L-A Outer	1.5%	2.3%	0.8%	1.5%	0.0%	7.5%	1.5%	0.8%	0.0%
13	Androscoggin Outer	0.6%	0.8%	0.3%	0.6%	0.0%	1.5%	0.6%	0.3%	0.0%
14	Other Counties WNE	0.2%	0.3%	0.2%	0.2%	0.0%	0.8%	0.2%	0.2%	0.0%

Table C-8 High End Rail Modal Choice -- New Hampshire and Massachusetts to Lewiston-Auburn Market

		<u>Destination Region</u>			
		11	12	13	14
<u>Origin Region</u>		<u>Lewiston-Auburn</u>		<u>Androscoggin</u>	<u>Other Counties</u>
<u>Work Trips</u>		<u>Center</u>	<u>Outer</u>	<u>Outer</u>	
21100	Portsmouth	9.0%	4.5%	3.0%	1.5%
21200	Dover-Rochester	15.0%	7.5%	4.5%	3.0%
21300	Manchester	3.0%	9.0%	9.0%	9.0%
21400	Nashua-Salem	4.5%	3.0%	1.5%	0.8%
22100	Conway	4.5%	3.0%	1.5%	0.8%
31000	Boston	37.5%	12.0%	7.5%	3.0%
32000	MA Burlington	9.0%	4.5%	3.0%	1.5%
33000	MA north	9.0%	4.5%	3.0%	1.5%
99999	Other MA NH	0.0%	0.0%	0.0%	0.0%
<u>Non-Work Trips</u>					
21100	Portsmouth	1.5%	1.5%	0.8%	0.8%
21200	Dover-Rochester	4.5%	3.0%	1.5%	0.8%
21300	Manchester	1.5%	0.8%	0.0%	0.0%
21400	Nashua-Salem	1.5%	0.8%	0.0%	0.0%
22100	Conway	1.5%	0.8%	0.0%	0.0%
31000	Boston	7.5%	4.5%	3.0%	0.8%
32000	MA Burlington	1.5%	1.5%	0.8%	0.8%
33000	MA north	1.5%	1.5%	0.8%	0.8%
99999	Other MA NH	0.0%	0.0%	0.0%	0.0%

Baseline Scenario, Intercity-Style Service

Table C-9 presents the range of rail modal choice percentages for the Lewiston-Auburn to Portland market. Table C-10 presents the assumed mode choice for trips originating in Portland and destined for Lewiston-Auburn. These values are much lower than for the transit-style service scenario, because the frequency of rail service is low and irregular.

Table C-9 Rail Modal Choice for Lewiston-Auburn to Portland Market

		<u>Destination Region</u>									
		21	22	23	24	25	26	27	28	29	20
<u>Origin Region</u>		Portland Station	Portland Downtown			Airport	South	Portland	Outer	Outer	Downeaster
<u>Work Trips</u>		Area	West	Center	East	Area	Portland	North	East	North	South
11	L-A Center	3.0%	2.5%	2.5%	2.5%	2.5%	2.5%	1.5%	0.5%	0.5%	1.5%
12	L-A Outer	2.5%	1.5%	1.5%	1.5%	1.5%	1.5%	0.8%	0.0%	0.0%	0.8%
13	Androscoggin Outer	1.3%	0.5%	0.5%	0.5%	0.5%	3.8%	0.1%	0.0%	0.0%	0.1%
14	Other Counties WNE	0.3%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%
<u>Non-Work Trips</u>		Area	West	Center	East	Area	Portland	North	East	North	South
11	L-A Center	9.0%	6.0%	6.0%	6.0%	6.0%	6.0%	3.0%	0.0%	0.0%	3.0%
12	L-A Outer	6.0%	2.3%	2.3%	2.3%	2.3%	2.3%	0.0%	0.0%	0.0%	2.3%
13	Androscoggin Outer	3.0%	0.8%	0.8%	0.8%	0.8%	0.8%	0.0%	0.0%	0.0%	0.8%
14	Other Counties WNE	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.0%	0.0%	0.0%	0.3%

Table C-10 Rail Modal Choice for Portland to Lewiston-Auburn Market

		<u>Destination Region</u>			
		11	12	13	14
		<u>Lewiston-Auburn</u>		Androscoggin	Other <u>Counties</u>
<u>Origin Region</u>					
<u>Work Trips</u>		<u>Center</u>	<u>Outer</u>	<u>Outer</u>	
21	Portland Station	3.0%	2.3%	1.0%	0.3%
22	Portland Dntn West	2.5%	1.5%	0.5%	0.1%
23	Portland Dntn Center	2.5%	1.5%	0.5%	0.1%
24	Portland Dntn East	2.5%	1.5%	0.5%	0.1%
25	Airport Area	2.3%	1.5%	0.5%	0.1%
26	South Portland	2.0%	1.3%	0.3%	0.1%
27	Portland North	1.3%	0.8%	0.1%	0.1%
28	Outer East	0.3%	0.0%	0.0%	0.0%
29	Outer North	0.3%	0.0%	0.0%	0.0%
20	Downeaster Corr. So.	1.3%	0.8%	0.5%	0.3%
<u>Non-Work Trips</u>					
21	Portland Station	1.5%	0.0%	0.5%	0.1%
22	Portland Dntn West	1.0%	0.4%	0.1%	0.1%
23	Portland Dntn Center	1.0%	0.4%	0.1%	0.1%
24	Portland Dntn East	1.0%	0.4%	0.1%	0.1%
25	Airport Area	1.0%	0.4%	0.1%	0.1%
26	South Portland	1.0%	0.4%	0.1%	0.1%
27	Portland North	0.5%	0.0%	0.0%	0.0%
28	Outer East	0.0%	0.0%	0.0%	0.0%
29	Outer North	0.0%	0.0%	0.0%	0.0%
20	Downeaster Corr. So.	0.5%	0.4%	0.1%	0.1%

Table C-11 Rail Modal Choice for Lewiston-Auburn to New Hampshire and Massachusetts Market

		<u>Destination Region</u>					
		21100	21200	31000	32000	33000	99999
<u>Origin Region</u>		New Hampshire			Massachusetts		
		Dover-					
<u>Work Trips</u>		Portsmouth	Rochester	Boston	Burlington	North 495	Other
11	L-A Center	1.3%	2.0%	8.3%	2.5%	1.3%	0.0%
12	L-A Outer	0.8%	0.0%	5.0%	1.5%	0.8%	0.0%
13	Androscoggin Outer	0.3%	0.3%	2.0%	0.3%	0.3%	0.0%
14	Other Counties WNE	1.0%	0.1%	1.3%	0.1%	0.1%	0.0%
<u>Non-Work Trips</u>							
11	L-A Center	0.7%	1.0%	3.3%	0.7%	0.3%	0.0%
12	L-A Outer	0.3%	0.5%	1.7%	0.3%	0.2%	0.0%
13	Androscoggin Outer	0.1%	0.2%	0.3%	0.1%	0.1%	0.0%
14	Other Counties WNE	0.0%	0.1%	0.3%	0.0%	0.0%	0.0%

Table C-12 Rail Modal Choice for New Hampshire and Massachusetts to Lewiston-Auburn Market

		<u>Destination Region</u>			
		11	12	13	14
<u>Origin Region</u>		Lewiston-Auburn		Androscoggin	Other Counties
<u>Work Trips</u>		Center	Outer	Outer	
21100	Portsmouth	0.5%	0.8%	0.5%	0.3%
21200	Dover-Rochester	2.5%	1.3%	0.8%	0.5%
31000	Boston	7.5%	2.5%	1.5%	0.5%
32000	MA Burlington	2.0%	1.3%	0.8%	0.4%
33000	MA north	2.0%	1.3%	0.8%	0.4%
99999	other MA NH	0.0%	0.0%	0.0%	0.0%
<u>Non-Work Trips</u>					
21100	Portsmouth	0.3%	0.3%	0.2%	0.2%
21200	Dover-Rochester	1.0%	0.7%	0.3%	0.2%
31000	Boston	1.7%	1.0%	0.7%	0.2%
32000	MA Burlington	0.3%	0.3%	0.2%	0.2%
33000	MA north	0.3%	0.3%	0.2%	0.2%
99999	other MA NH	0.0%	0.0%	0.0%	0.0%



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: November 5, 2018

Subject: Executive Session

Information: Personnel matter, pursuant to 1 M.R.S.A. Section 405(6) (A).

Executive Session: On occasion, the City Council discusses matters which are required or allowed by State law to be considered in executive session. Executive sessions are not open to the public. The matters that are discussed in executive session are required to be kept confidential until they become a matter of public discussion. In order to go into executive session, a Councilor must make a motion in public. The motion must be recorded, and 3/5 of the members of the Council must vote to go into executive session. An executive session is not required to be scheduled in advance as an agenda item, although when it is known at the time that the agenda is finalized, it will be listed on the agenda. The only topics which may be discussed in executive session are those that fall within one of the categories set forth in Title 1 M.R.S.A. Section 405(6). Those applicable to municipal government are:

A. Discussion or consideration of the employment, appointment, assignment, duties, promotion, demotion, compensation, evaluation, disciplining, resignation or dismissal of an individual or group of public officials, appointees or employees of the body or agency or the investigation or hearing of charges or complaints against a person or persons subject to the following conditions:

- (1) An executive session may be held only if public discussion could be reasonably expected to cause damage to the individual's reputation or the individual's right to privacy would be violated;
 - (2) Any person charged or investigated must be permitted to be present at an executive session if that person so desires;
 - (3) Any person charged or investigated may request in writing that the investigation or hearing of charges or complaints against that person be conducted in open session. A request, if made to the agency, must be honored; and
 - (4) Any person bringing charges, complaints or allegations of misconduct against the individual under discussion must be permitted to be present.
- This paragraph does not apply to discussion of a budget or budget proposal;

B. Discussion or consideration by a school board of suspension or expulsion of a public school student or a student at a private school, the cost of whose education is paid from public funds, as long as:

- (1) The student and legal counsel and, if the student is a minor, the student's parents or legal guardians are permitted to be present at an executive session if the student, parents or guardians so desire;

C. Discussion or consideration of the condition, acquisition or the use of real or personal property permanently attached to real property or interests therein or disposition of publicly held property or economic development only if premature disclosures of the information would prejudice the competitive or bargaining position of the body or agency;

D. Discussion of labor contracts and proposals and meetings between a public agency and its negotiators. The parties must be named before the body or agency may go into executive session. Negotiations between the representatives of a public employer and public employees may be open to the public if both parties agree to conduct negotiations in open sessions;

E. Consultations between a body or agency and its attorney concerning the legal rights and duties of the body or agency, pending or contemplated litigation, settlement offers and matters where the duties of the public body's or agency's counsel to the attorney's client pursuant to the code of professional responsibility clearly conflict with this subchapter or where premature general public knowledge would clearly place the State, municipality or other public agency or person at a substantial disadvantage;

F. Discussions of information contained in records made, maintained or received by a body or agency when access by the general public to those records is prohibited by statute;

G. Discussion or approval of the content of examinations administered by a body or agency for licensing, permitting or employment purposes; consultation between a body or agency and any entity that provides examination services to that body or agency regarding the content of an examination; and review of examinations with the person examined; and

H. Consultations between municipal officers and a code enforcement officer representing the municipality pursuant to Title 30-A, section 4452, subsection 1, paragraph C in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.



**City of Auburn
City Council Information Sheet**

City Council Meeting Date: November 5, 2018

Order: 94-11052018

Author: Michael Chamings, Director of Economic and Community Development

Subject: Schooner Memory Care TIF

Information: Schooner Estates is requesting the creation of a Tax Increment Financing (TIF) District with the purpose of the creation of 56 full-time jobs as well as improving the tax base. The developer intends to use their portion of the TIF revenue for construction costs; they are estimating \$10-12 million in construction costs to the facility. This will lead to anywhere between \$5-7 million in additional property value.

The ability to shelter new valuation from the computation of Auburn's State Valuation allows for the avoidance of additional county commitment costs and loss of State of Maine support financing. The City would be able to use the sheltered TIF funds, estimated to be over 1.1 million dollars, to improve infrastructure to the TIF district and surrounding areas impacted by the development, pursuant to 30-A M.R.S.A. 5225(1). These improvements include but are not limited to roadways, curbing, and sidewalks on Stetson Rd, as well as expanding sewer and water service.

The developer's project revenue (developer's portion) is approximately 20% of the total new taxes, 100% of the amount of the project revenue (developer's portion) would be lost to county commitment costs and loss of State of Maine support financing without the tax shifts. These shift amounts were discussed at the City Council's Executive Session on August 20th, 2018. As we discussed during the executive session; this TIF is mutually beneficial to the developer and to the City, with the City realizing the greater benefits.

City Budgetary Impacts: Positive impacts on future budgets.

Staff Recommended Action: Motion to approve the order

Previous Meetings and History: Developer's have been in contact with the planning staff, and the project has been approved by the planning board on 4/10/2018.

The developers submitted a pre-application discussing the project, Economic Development staff presented the pre-application to the Council in executive session on 4/23/18.

The developers submitted a full application to the Economic Development staff, staff met with the developer's multiple times throughout July and August to discuss the tax shelter and credit enhancement split.

City Council Meeting Executive Session - August 20th, 2018



City Manager Comments:

I concur with the recommendation. Signature:

A handwritten signature in blue ink that reads "Peter J. Caulton".

Attachment(s): Municipal Development and Tax Increment Financing District Application, Draft Council Order

**ECONOMIC DEVELOPMENT
AUBURN, MAINE**

An Application for a Municipal Development and Tax Increment Financing District

**AUBURN MEMORY CARE MUNICIPAL DEVELOPMENT AND
TAX INCREMENT FINANCING DISTRICT DEVELOPMENT PROGRAM (#23)**

Presented to:

*CITY OF AUBURN CITY COUNCIL
November 5, 2018*

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EXHIBITS:

Exhibits:

- A TIF District Maps
- B Statutory Requirements & Thresholds
- C Assessor’s Certificate of Original Assessed Value
- D-1 TIF Revenue Projections
- D-2 Tax Shift Projections
- E Public Hearing Notice
- F Public Hearing Minutes
- G Attested Council Order

I. Introduction

A. Memory Care in Auburn

Auburn Memory Care, LLC (the “Developer”) has received local approval to construct a 48,000 square foot assisted living facility that will offer 66 units comprised of a mixture of residential care units and assisted living memory care units (the “Facility”). The Facility will be constructed on land that abuts an existing senior living community, Schooner Estates. Schooner Estates provides a variety of options for older adults to live and thrive in independent apartments, assisted living units, residential care units and memory care units. The Facility will enhance the offerings available at Schooner Estates, with a particular focus on meeting the increased demand for residential care units and assisted living memory care units. The Facility will be operated and staffed twenty-four hours per day, which will require approximately fifty-six (56) full time equivalent employees. The employees of the Facility will include direct care staff, housekeeping, laundry attendants, activities and programs directors, nurses, supervisors, administrative staff and an Executive Director.

The Facility will include eligibility for up to 24 residents to receive funding under the State of Maine’s MaineCare program. The Developer expects that this development will become a valuable asset and attractive resource for other economic development activities within the City. In particular, commercial development that focuses on providing a continuum of care to seniors and a broad spectrum of services and amenities designed for seniors enables the City to retain existing residents and attract new ones, as well as to retain existing businesses and attract new ones.

Based on the initial planning, the Developer estimates that the development within the District will result in an approximately \$17,000,000 investment of new construction within the City, including site and infrastructure costs estimated at over \$2,000,000.

B. Designation of TIF District

The City hereby designates the Auburn Memory Care Municipal Development and Tax Increment Financing District (#23) (the "District" or "TIF District"). The District is shown on Exhibit A and consists of 8.61 acres identified on City Tax Maps as Map 291, Lot 008.

II. Development Program Narrative

A. The Development Program

This Development Program is structured and proposed pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended (the "TIF Statute"). The City's designation of the District combined with the adoption of this development program (the "Development Program") create a single municipal TIF district in order to capture the value of the real property improvements made in the District, and enable the use of taxes paid on increased assessed value in the District ("TIF Revenues") to ensure the economic viability of the Facility slated for construction. The Development Program will run for the same twenty (20) year period as the District designation, starting with fiscal year 2019-2020, July 1, 2019, ending June 30, 2039.

Under this Development Program the City will capture fifty-eight and a half percent (58.5%) of the taxes paid on increased assessed value in the District. During term of the District, the City will reimburse thirty-five percent (35%) of the TIF revenues to the Developer pursuant to a credit enhancement agreement (the “Credit Enhancement Agreement”) and the remaining sixty-five percent (65%) of TIF Revenues will be available for municipal tax increment financing project costs. The credit enhancement agreement between the City and the Developer will contain an overall maximum developer reimbursement rate over the District term of \$625,511.

In designating the District and adopting this Development Program, the City can accomplish the following goals:

- Ensure construction of a highly desirable commercial project;
- Provide for facilities outlined in the Development Program;
- Increase employment opportunities for area residents; and
- Enjoy enhanced future tax revenues generated by the Facility.

The City's designation of the TIF District and pursuit of this Development Program constitute a good and valid public purpose pursuant to Chapter 206 of Title 30-A because it represents a substantial contribution to the economic well-being of the City, by providing jobs, contributing to property taxes, diversifying the region's economic base. In addition, by creating the District, the City will "shelter" the increase in municipal valuation that the Project will bring about. This tax shift benefit will mitigate the adverse effect that the District's increased assessed property value would have on the City's share of state aid to education, municipal revenue sharing and its county tax assessment. An estimate of the tax shift benefit is shown as Exhibit D-2 attached hereto.

B. The Project Costs

1. Municipal Project Costs

The City plans to invest in its economy by improving municipal infrastructure and paying for economic development expenses generally. The City plans to use its portion of the TIF Revenues to undertake several projects that will enhance the exposure and viability of the City as a vibrant place to locate a business, to visit, and to work. The City's Project Costs will cover capital or borrowing costs to fund the items listed in Table 1 below.

TABLE 1
City of Auburn’s Project Costs

Note: The TIF Revenues from this District are not intended to fully fund each of the projects listed below. The total project cost estimates for the projects listed below may well exceed the projected TIF Revenues from this District.

Project	Cost Estimate	Statutory Cite
1. <u>Sidewalk Rehabilitation/Extension and Connectivity:</u> Design and construction of sidewalks along that are either located in the District or that are made necessary by or are directly related to the Facility.	\$ _____	30-A M.R.S.A. §§5225(1)(A); (1)(B)(1)
2. <u>Streetscape Improvements:</u> Including but not limited to benches, sidewalks, gateway/signage/way-finding system, lighting, façade improvement program.	\$ _____	30-A M.R.S.A. §§5225(1)(A), (B)(1), (1)(C)(1)
3. <u>Road and Intersection Improvements:</u> Design, construction and engineering related to street construction, signal adjustments, and traffic calming improvements in various locations as needed, including but not limited to Stetson Road from North River Road to Auto Mall, providing connections to business districts, etc.	\$1,244,100	30-A M.R.S.A. §§5225(1)(A), (1)(B)(1)
4. <u>Administrative Costs:</u> This project would include, but would not be limited to, reasonable charges for time spent by municipal employees in connection with the implementation of the Development Program.	\$ _____	30-A M.R.S.A. §5225(1)(A)(5)
5. <u>Professional Service Costs:</u> This project would include, but would not be limited to, licensing, architectural, planning, engineering, and legal expenses associated with the District.	\$ _____	30-A M.R.S.A. §5225(1)(A)(4); (1)(A)(7)
TOTAL	\$ _____	

2. Developer's Use of TIF Revenue

Reimbursement to the Developer of thirty-five percent (35%) of the TIF Revenues up to an overall maximum reimbursement over the District's term of \$625,511 will provide a source of revenue to support the capital infrastructure project inside the District (and/or obtain financing to do so).

C. Operational Components

1. Public Facilities

See Table 1 for a description of public facilities.

2. Commercial Improvements Financed Through Development Program

The Project involves the development of the Facility described above.

3. Relocation of Displaced Persons

Not applicable.

4. Transportation Improvements

See Table 1 for a description of any transportation improvements.

5. Environmental Controls

The improvements made under this Development Program will meet or exceed all federal, state and local environmental laws, regulations and ordinances and will comply with all applicable land use requirements for the City.

6. Plan of Operation

During the term of the District, the City Council or its designee will be responsible for all administrative matters within the purview of the City concerning the implementation and operation of the District.

III. Physical Description

This Article III addresses the conditions for approval contained in 30-A M.R.S.A. § 5223(3). The proposed 8.61-acre District is shown in Exhibit A. The statutory threshold limits addressing the conditions for approval mandated by 30-A M.R.S.A. § 5223(3) are set forth in Exhibit B.

IV. Financial Plan

The Original Assessed Value of the property in the District was three hundred twenty-seven thousand one hundred dollars (\$327,100) as of March 31, 2018 (April 1, 2017) as shown

in the Assessor's Certificate at Exhibit C. In the event of a revaluation, the City reserves the right to adjust the captured value to begin at a different valuation figure than the Original Assessed Value but only to the extent the revaluation has altered what would otherwise be captured to reflect the value not attributed to the construction and improvements.¹

A Development Program Fund shall be established by the City consisting of a Project Cost Account and a Sinking Fund. Upon each payment of property taxes for property located inside the District, the City will deposit into a development program fund (the "Auburn Memory Care Development Program Fund" or "Development Program Fund") fifty-eight and a half percent (58.5%) of the property tax payments on increased assessed value of District property, also referred to as TIF Revenues. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner provided in 30-A M.R.S.A. § 5227(3). The Development Program Fund Project Cost Account shall consist of and be separated into separate subaccounts: a Developer Project Cost Subaccount (a "Developer Project Cost Subaccount") and the City Project Cost Subaccount (the "City Project Cost Subaccount"). The Developer Project Cost Subaccount will be pledged to and charged with the payment of amounts due to the Developer under a credit enhancement agreement entered into by the City and the Developer. Upon receipt of each payment of property tax from the Developer on District property, the City shall deposit into the Developer's Project Cost Subaccount thirty-five percent (35%) of the TIF Revenues, until the total cumulative amount of TIF revenues so deposited during the district term reaches \$625,511, at which point no further deposits shall be made into the Developer Project Cost Subaccount. The amounts in the Developer Project Cost Subaccount shall be used and applied solely to fund the payments to the Developer under its Credit Enhancement Agreement. The City shall deposit the balance of the TIF Revenues in the City Project Cost Subaccount.

All funds deposited into the City Project Cost Subaccount will be used to pay or costs of the public facilities, improvements, and programs described in Table 1 hereof. All funds deposited into the Developer Project Coast subaccount will be used to make payments pursuant to the credit enhancement agreement.

V. Financial Data

Estimates of the increased assessed property values of the District and the anticipated TIF Revenues generated by the District are shown in Exhibit D-1. The current and future developers owning or leasing properties located within the District will pay for and/or finance improvements located in the District through private sources.

The statutory requirements and thresholds for approval required by Section 5223(3) of Title 30-A in the TIF Statute are set forth in Exhibit B.

VI. Tax Shifts

In accordance with the TIF Statute, the table set forth in Exhibit D-2 identifies the tax

¹ Any credit enhancement agreement must contain language that acknowledges the potential change in the captured value due to revaluation.

shift benefits that the City estimates will result during the term of the District.

VII. Municipal Approvals

A. Notice of Public Hearing

Attached as Exhibit E hereto is a copy of the Notice of Public Hearing regarding the designation of the District and the adoption of the Development Program for the District, published in a newspaper of general circulation in the City, on a date at least ten (10) days prior to the public hearing. The public hearing on the District and Development Program was held on November 5, 2018 in accordance with the requirements of 30-A M.R.S.A. § 5226(1).

B. Minutes of Public Hearing

The Auburn City Clerk has provided an attested copy of the minutes of the November 5, 2018 public hearing before the Auburn City Council, a copy of which is contained in Exhibit F. This exhibit also provides a record of the vote of the Council on the designation of the District and the adoption of the Development Program.

C. Order and Authorizing Vote

A copy of the City Council Order approved by the Auburn City Council is provided in Exhibit G, and attested by the City Clerk.

EXHIBITS

Exhibits:

- A TIF District Maps
- B Statutory Requirements & Thresholds
- C Assessor's Certificate of Original Assessed Value
- D-1 TIF Revenue Projections
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TIF #23

Auburn Memory Care Municipal TIF District

**60 Court Street
Auburn, Maine
207.333.6601**



TIF #23

**TOTAL ACREAGE:
8.61 Acres**

Stetson Rd

**291-011
STETSON RD**

This map was created by City of Auburn staff. While every effort has been made to ensure that these data are accurate and reliable, the City of Auburn cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users of the information displayed on this map are strongly cautioned to verify all information before making any decisions.

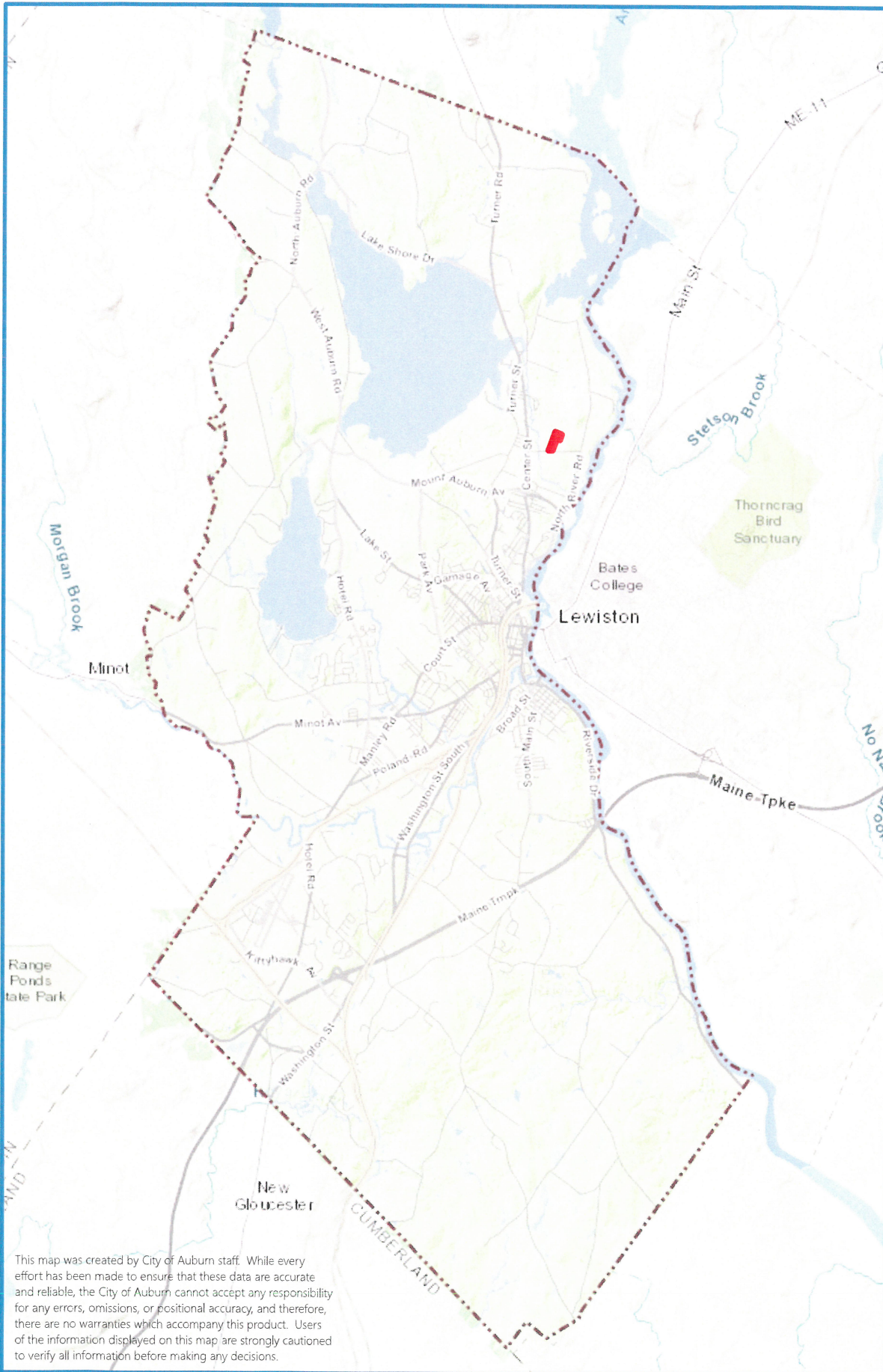


TIF #23

Auburn Memory Care Municipal TIF District

**60 Court Street
Auburn, Maine
207.333.6601**

 TIF #23



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0 2 Miles

STATUTORY REQUIREMENTS AND THRESHOLDS
Auburn Memory Care Municipal TIF District (#23)

SECTION A. Acreage Caps			
1. Total municipal acreage;	41,430		
2. Acreage of proposed Municipal TIF District;	8.61		
3. Downtown-designation ¹ acres in proposed Municipal TIF District;	264.18		
4. Transit-Oriented Development ² acres in proposed Municipal TIF District;	0		
5. Total acreage [=A2-A3-A4] of proposed Municipal TIF District counted toward 2% limit;	8.61		
6. Percentage [=A5÷A1] of total acreage in proposed Municipal TIF District (CANNOT EXCEED 2%).	.02%		
7. Total acreage of all <u>existing/proposed</u> Municipal TIF districts in municipality including Municipal Affordable Housing Development districts: ³ <div style="display: flex; justify-content: space-between; font-size: small;"> <div style="width: 45%;"> #4 Tambrands 1/40 acres #10 Downtown Omnibus/264.18 acres #15 Mall Area Hotel/1.5 acres #19 Hartt Transportation Industrial Park/43 acres #9 Mall Area/57.74 acres #14 Mall Revitalization/38.91 #18 Norway Savings Bank Arena/8.53 acres #21 477 Minot Ave/3.83 #22 Hampshire Street/1.01 #23 Memory Care/8.61 </div> <div style="width: 45%;"> #8 Formed Fiber Technologies/54 acres #13 Retail Development/29.67 acres #17 Bedard Medical Campus/3.84 acres #6 Proctor & Gamble (Tambrands II)/84 acres #12 Auburn Industrial Park/144 acres #16 Webster School AHTIF/1.4 acres #20 62 Spring Street/.81 </div> </div>	Existing	776.42	
		Proposed	8.61
		Total:	785.03
30-A § 5223(3) EXEMPTIONS ⁴			
8. Acreage of an <u>existing/proposed</u> Downtown Municipal TIF district;	264.18		
9. Acreage of all <u>existing/proposed</u> Transit-Oriented Development Municipal TIF districts: <div style="display: flex; justify-content: space-between; font-size: small;"> District Name/Acreage District Name/Acreage </div>	0		
10. Acreage of all <u>existing/proposed</u> Community Wind Power Municipal TIF districts: <div style="display: flex; justify-content: space-between; font-size: small;"> District Name/Acreage District Name/Acreage </div>	0		
11. Acreage in all <u>existing/proposed</u> Municipal TIF districts common to ⁵ Pine Tree Development Zones per 30-A § 5250-I (14)(A) excluding any such acreage also factored in Exemptions 8-10 above: <div style="display: flex; justify-content: space-between; font-size: small;"> District Name/Acreage District Name/Acreage District Name/Acreage </div>	0		
12. Total acreage [=A7-A8-A9-A10-A11] of all <u>existing/proposed</u> Municipal TIF districts counted toward 5% limit;	520.85		
13. Percentage of total acreage [=A12÷A1] of all <u>existing/proposed</u> Municipal TIF districts (CANNOT EXCEED 5%).	1.26%		
14. Real property in proposed Municipal TIF District that is:	ACRES	% [=Acrs÷A2]	
a. A blighted area;	0	0	
b. In need of rehabilitation, redevelopment or conservation;	0	0	
c. Suitable for commercial or arts district uses.	8.61	100%	
TOTAL (except for § 5223 (3) exemptions a., b. OR c. must be at least 25%)			

¹ Before final designation, the Commissioner will seek advice from MDOACF and MDOT per 30-A § 5226(2).

² For Transit-Oriented Development (TOD) definitions see 30-A § 5222 sub-§§ 19-24.

³ For AH-TIF acreage requirement see 30-A § 5247(3)(B). Alternatively, Section B. must exclude AH-TIF valuation.

⁴ Downtown/TOD overlap nets single acreage/valuation caps exemption.

⁵ PTZ districts approved through December 31, 2008.

STATUTORY REQUIREMENTS AND THRESHOLDS
Auburn Memory Care Municipal TIF District (#23)

SECTION B. Valuation Cap		
1. Total TAXABLE municipal valuation—use most recent April 1;	\$1,964,417,932	
2. Taxable Original Assessed Value (OAV) of proposed Municipal TIF District as of March 31 preceding municipal designation—same as April 1 prior to such March 31;	\$327,100	
3. Taxable OAV of all existing/proposed Municipal TIF districts in municipality excluding Municipal Affordable Housing Development districts: #4 Tambrands I/\$1,702,000 #8 Formed Fiber Technologies/\$366,000 #10 Downtown Omnibus/\$83,168,800 #13 Retail Development/\$5,425,400 #15 Mall Area Hotel/\$4,900 #18 Norway Savings Bank Arena/\$1,564,100 #6 Proctor & Gamble (Tambrands II)/\$520,900 #9 Mall Area/\$5,956,300 #12 Auburn Industrial Park/\$334,200 #17 Bedard Medical Campus/\$468,800 #14 Auburn Mall/\$11,328,400 #19 Hartt Transportation Center/\$1,278,600 #20 62 Spring Street/\$474,300 #23 Auburn Memory Care/\$327,100	Existing	\$112,592,700
	Proposed	\$327,100
	Total:	\$112,919,800
30-A § 5223(3) EXEMPTIONS		
4. Taxable OAV of an <u>existing/proposed</u> Downtown Municipal TIF district;	\$83,168,800	
5. Taxable OAV of all <u>existing/proposed</u> Transit-Oriented Development Municipal TIF districts: District Name/OAV District Name/OAV	0	
6. Taxable OAV of all <u>existing/proposed</u> Community Wind Power Municipal TIF districts: District Name/OAV District Name/OAV	0	
7. Taxable OAV of all <u>existing/proposed</u> Single Taxpayer/High Valuation ⁶ Municipal TIF districts: District Name/OAV District Name/OAV	0	
8. Taxable OAV in all <u>existing/proposed</u> Municipal TIF districts common to Pine Tree Development Zones per 30-A § 5250-I (14)(A) excluding any such OAV also factored in Exemptions 4-7 above: District Name/OAV District Name/OAV District Name/OAV District Name/OAV District Name/OAV District Name/OAV	0	
9. Total taxable OAV [=B3-B4-B5-B6-B7-B8] of all <u>existing/proposed</u> Municipal TIF districts counted toward 5% limit;	\$29,751,000	
10. Percentage of total taxable OAV [=B9÷B1] of all <u>existing/proposed</u> Municipal TIF districts (CANNOT EXCEED 5%).	1.51%	
COMPLETED BY		
NAME :		Shana Cook Mueller
DATE :		October 18, 2018

⁶ For this exemption see 30-A §5223(3)(C) sub-§§ 1-4.

STATUTORY REQUIREMENTS AND THRESHOLDS
Auburn Memory Care Municipal TIF District (#23)



City of Auburn, Maine

Office of the Assessor

www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210
207.333.6601

ASSESSOR'S CERTIFICATE OF ORIGINAL ASSESSED VALUE

CITY OF AUBURN

The undersigned assessor of the City of Auburn, Maine, does hereby certify pursuant to the provisions of Title 30-A M.R.S.A. Section 5227 that the Original Assessed Value of the taxable real property within the boundaries of the proposed Development District #23, the Auburn Memory Care Municipal Tax Increment Financing District, as described in the Development Program for the District, and as identified on the City of Auburn's Tax Maps as Map 291, Lot 008 was \$327,100 as of March 31, 2018 (April 1, 2017).

This Certificate has been executed as of this 10th day of October 2018.

CITY OF AUBURN ASSESSOR

A handwritten signature in black ink that reads "Karen Scammon".

Karen Scammon, CMA

**Exhibit D-1 | Captured Assessed Value TIF Revenue Projections
City of Auburn - Memory Care TIF District**

TIF Year	Tax Year	Original Assessed Value	Projected Additional Assessed Value	Projected Mil Rate	Projected New Taxes	New Taxes Captured 58.5%	City Revenue 65%	Project Revenue 35%	Amount to General Fund w/ TIF 41.5%	Amount to General Fund w/o TIF
1	2019	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
2	2020	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
3	2021	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
4	2022	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
5	2023	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
6	2024	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
7	2025	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
8	2026	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
9	2027	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
10	2028	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
11	2029	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
12	2030	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
13	2031	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
14	2032	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
15	2033	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
16	2034	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
17	2035	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
18	2036	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
19	2037	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
20	2038	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
TOTALS:					\$3,055,000	\$1,787,175	\$1,161,664	\$625,511	\$1,267,825	\$1,266,200.00
									DIFFERENCE:	\$1,625

Projections performed by City staff based on generally accepted formulas and anticipated increased assessed values for the project.

Exhibit D-2 | Tax Shift Benefits
City of Auburn - Memory Care TIF District

TIF year	Tax Year	Revenue Sharing	Education	County Tax	Total
1	2019	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
2	2020	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
3	2021	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
4	2022	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
5	2023	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
6	2024	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
7	2025	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
8	2026	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
9	2027	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
10	2028	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
11	2029	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
12	2030	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
13	2031	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
14	2032	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
15	2033	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
16	2034	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
17	2035	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
18	2036	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
19	2037	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
20	2038	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
		\$107,820.00	\$1,079,000.00	\$79,380.00	\$1,266,200.00

Projections performed by City staff based on generally accepted formulas and anticipated increased assessed values for the project.

CITY OF AUBURN
PUBLIC NOTICE

Notice is hereby given that the City Council of the City of Auburn, Maine will hold a public hearing on November 5, 2018 at 7:00 p.m. or as soon as possible thereafter at the City Council Chambers in the Auburn Hall Building at 60 Court Street, Auburn, Maine for purposes of receiving public comments on the following:

Establishment of a Auburn Memory Care Municipal Development and Tax Increment Financing District #23 to designate the parcel known on City Tax Maps as Municipal Tax Map 291, Lot 008 as TIF # 23 and the adoption of a development program for said Municipal Development and Tax Increment Finance District pursuant to the provisions of Chapter 206 of Title 30A of the Maine Revised Statutes, as amended.

The proposed Municipal Development and Tax Increment Financing District consists of the entirety of said parcel totaling approximately 8.61 acres. The development program and all other relevant materials are on file with the City Clerk. All interested parties will be heard at the Public Hearing.

To be placed in the Lewiston Sun Journal on Friday, October 26, 2018

Exhibit F

Minutes of Public Hearing

AUBURN MEMORY CARE

2018. _____ **IN CITY COUNCIL,** _____, **2018**

WHEREAS, the City of Auburn (the "City") is authorized pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended (the "Act"), to designate a specified area within the City as the **Auburn Memory Care Municipal Development and Tax Increment Financing District (#23)** (the "District") and adopt a development program (the "Development Program") for the District pursuant to the Act; and

WHEREAS, there is a need for economic development in the City of Auburn, in the surrounding region, and in the State of Maine; and

WHEREAS, there is a need to improve and broaden the tax base of the City of Auburn; and to improve the general economy of the City of Auburn and the surrounding region; and

WHEREAS, designation of the District and adoption of the Development Program will help to improve and broaden the tax base in the City of Auburn and improve the economy of the City of Auburn and the region by attracting business development to the District; and

WHEREAS, the City desires to designate the District and adopt the Development Program; and

WHEREAS, it is expected that approval will be obtained from the State of Maine Department of Economic and Community Development (the "Department"), approving the designation of the District and adoption of the Development Program.

ORDERED AS FOLLOWS:

Section 1. The City of Auburn hereby designates the Auburn Memory Care Municipal Development and Tax Increment Financing District (#23) and hereby adopts the Development Program for said District; such designation and adoption to be pursuant to the following findings, terms, and provisions:

Section 2. The City Council hereby finds and determines that:

- a. At least twenty-five percent (25%), by area, of the real property within the District, as hereinafter designated, is suitable for commercial uses; and
- b. The total area of the District does not exceed two percent (2%) of the total acreage of the City, and the total area of all development districts within the City (including the proposed District) does not exceed five percent (5%) of the total acreage of the City; and
- c. The original assessed value of all existing and proposed tax increment financing districts (including the proposed District) does not exceed five percent (5%) of the total value of

equalized taxable property within the City as of the most recent April 1 for which such value is available; and

d. The designation of the District and adoption of the related Development Program will make a contribution to the economic growth and well-being of the City of Auburn and the surrounding region, and will contribute to the betterment of the health, welfare and safety of the inhabitants of the City of Auburn, including a broadened and improved tax base and economic stimulus, and therefore constitutes a good and valid public purpose. The City Council has considered all evidence, if any, presented to it with regard to any adverse economic effect on or detriment to any existing business and has found and determined that such adverse economic effect on or detriment to any existing business, if any, is outweighed by the contribution expected to be made through the District and the Development Program.

Section 3. The City Manager, or his/her duly appointed representative, is hereby authorized, empowered and directed to submit the proposed designation of the District and the proposed Development Program for the District to the Department for review and approval pursuant to the requirements of 30-A M.R.S.A. § 5226; and further is authorized to execute a Credit Enhancement Agreement consistent with the provisions of the District's Development Program as presented and approved herein, and to create the accounts and take all the actions described in such agreements.

Section 4. The foregoing designation of the District and approval of the Development Program shall automatically become final and shall take full force and effect upon receipt by the City of approval of the designation of the District and adoption of the Development Program by the Department, without requirement of further action by the City, the City Council, or any other party.

Section 5. The City Manager, or his duly appointed representative, is hereby authorized and empowered, at his/her discretion, from time to time, to make such revisions to the Development Program as the City Manager, or his duly appointed representative, deems reasonably necessary or convenient in order to facilitate the process for review and approval of the District and/or the Development Program by the Department, or for any other reason, so long as such revisions are not inconsistent with these resolutions or the basic structure and intent of the District and the Development Program.

Holly C. Lasagna, Ward One
Robert P. Hayes, Ward Two
Andrew D. Titus, Ward Three
Alfreda M. Fournier, Ward Four



Leroy G. Walker, Ward Five
Belinda A. Gerry, At Large
David C. Young, At Large

Jason J. Levesque, Mayor

IN CITY COUNCIL

ORDER 94-11052018

AUBURN MEMORY CARE

IN CITY COUNCIL, NOVEMBER 5, 2018

WHEREAS, the City of Auburn (the "City") is authorized pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended (the "Act"), to designate a specified area within the City as the **Auburn Memory Care Municipal Development and Tax Increment Financing District (#23)** (the "District") and adopt a development program (the "Development Program") for the District pursuant to the Act; and

WHEREAS, there is a need for economic development in the City of Auburn, in the surrounding region, and in the State of Maine; and

WHEREAS, there is a need to improve and broaden the tax base of the City of Auburn; and to improve the general economy of the City of Auburn and the surrounding region; and

WHEREAS, designation of the District and adoption of the Development Program will help to improve and broaden the tax base in the City of Auburn and improve the economy of the City of Auburn and the region by attracting business development to the District; and

WHEREAS, the City desires to designate the District and adopt the Development Program; and

WHEREAS, it is expected that approval will be obtained from the State of Maine Department of Economic and Community Development (the "Department"), approving the designation of the District and adoption of the Development Program.

ORDERED AS FOLLOWS:

Section 1. The City of Auburn hereby designates the Auburn Memory Care Municipal Development and Tax Increment Financing District (#23) and hereby adopts the Development Program for said District; such designation and adoption to be pursuant to the following findings, terms, and provisions:

Section 2. The City Council hereby finds and determines that:

Holly C. Lasagna, Ward One
Robert P. Hayes, Ward Two
Andrew D. Titus, Ward Three
Alfreda M. Fournier, Ward Four



Leroy G. Walker, Ward Five
Belinda A. Gerry, At Large
David C. Young, At Large

Jason J. Levesque, Mayor

- a. At least twenty-five percent (25%), by area, of the real property within the District, as hereinafter designated, is suitable for commercial uses; and
- b. The total area of the District does not exceed two percent (2%) of the total acreage of the City, and the total area of all development districts within the City (including the proposed District) does not exceed five percent (5%) of the total acreage of the City; and
- c. The original assessed value of all existing and proposed tax increment financing districts (including the proposed District) does not exceed five percent (5%) of the total value of equalized taxable property within the City as of the most recent April 1 for which such value is available; and
- d. The designation of the District and adoption of the related Development Program will make a contribution to the economic growth and well-being of the City of Auburn and the surrounding region, and will contribute to the betterment of the health, welfare and safety of the inhabitants of the City of Auburn, including a broadened and improved tax base and economic stimulus, and therefore constitutes a good and valid public purpose. The City Council has considered all evidence, if any, presented to it with regard to any adverse economic effect on or detriment to any existing business and has found and determined that such adverse economic effect on or detriment to any existing business, if any, is outweighed by the contribution expected to be made through the District and the Development Program.

Section 3. The City Manager, or his/her duly appointed representative, is hereby authorized, empowered and directed to submit the proposed designation of the District and the proposed Development Program for the District to the Department for review and approval pursuant to the requirements of 30-A M.R.S.A. § 5226; and further is authorized to execute a Credit Enhancement Agreement consistent with the provisions of the District's Development Program as presented and approved herein, and to create the accounts and take all the actions described in such agreements.

Section 4. The foregoing designation of the District and approval of the Development Program shall automatically become final and shall take full force and effect upon receipt by the City of approval of the designation of the District and adoption of the Development Program by the Department, without requirement of further action by the City, the City Council, or any other party.

Section 5. The City Manager, or his duly appointed representative, is hereby authorized and empowered, at his/her discretion, from time to time, to make such revisions to the Development Program as the City Manager, or his duly appointed representative, deems reasonably necessary or convenient in order to facilitate the process for review and approval of the District and/or the Development Program by the Department, or for any other reason, so long as such revisions are not

Holly C. Lasagna, Ward One
Robert P. Hayes, Ward Two
Andrew D. Titus, Ward Three
Alfreda M. Fournier, Ward Four



Leroy G. Walker, Ward Five
Belinda A. Gerry, At Large
David C. Young, At Large

Jason J. Levesque, Mayor

inconsistent with these resolutions or the basic structure and intent of the District and the Development Program.



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: November 5, 2018

Author: Sue Clements-Dallaire

Subject: Open Council Discussion

Information: This is an opportunity for the Council to have an open discussion (if time allows) on other items not on the workshop agenda.

City Budgetary Impacts: None

Staff Recommended Action: Open discussion

Previous Meetings and History: N/A

City Manager Comments:

I concur with the recommendation. Signature:

A handwritten signature in blue ink that reads "Peter J. Coakley".

Attachments: None



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: November 5, 2018

Order: 91-11052018

Author: Jason D. Moen, Interim Chief of Police

Subject: Confirm Interim Chief Moen's appointments of: Derek Drouin, Gabrielle Gaedje and Samuel Miller as Constables with firearms for the Auburn Police Department.

Information: The Auburn Police Department requests City Council appointments of Derek Drouin, Gabrielle Gaedje and Samuel Miller as Constables with firearms for the City of Auburn.

City Budgetary Impacts: N/A

Staff Recommended Action: Motion to confirm Interim Chief Moen's appointments of Derek Drouin, Gabrielle Gaedje and Samuel Miller as Constables with firearms for the Auburn Police Department.

Previous Meetings and History: None

City Manager Comments:

I concur with the recommendation. Signature:

A handwritten signature in blue ink that reads "Peter J. Coakley".

Attachments:

- Memo from Interim Chief Moen
- Order 91-11052018



Auburn Police Department

Phillip L. Crowell, Jr. | Chief of Police

Jason D. Moen | Deputy Chief of Police

www.AuburnPD.com | 207.333.6650

60 Court Street | Auburn, Maine 04210

MEMORANDUM

Date: October 25, 2018

To: Honorable Mayor Jason Levesque and Members of the City Council

From: Jason D. Moen, Interim Chief of Police

RE: CONSTABLE

We request that the following named individuals be named as Constables for the Auburn Police Department:

Derek R. Drouin	with Firearms	New Hire	Police Officer
Gabrielle P. Gaedje	with Firearms	New Hire	Police Officer
Samuel A. Miller	with Firearms	New Hire	Police Officer

Holly C. Lasagna, Ward One
Robert P. Hayes, Ward Two
Andrew D. Titus, Ward Three
Alfreda M. Fournier, Ward Four



Leroy G. Walker, Ward Five
Belinda A. Gerry, At Large
David C. Young, At Large

Jason J. Levesque, Mayor

IN CITY COUNCIL

Order 91-11052018

ORDERED, that the City Council hereby names Derek R. Drouin, Gabrielle P. Gaedje and Samuel A. Miller as Constables with firearms for the Auburn Police Department.



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: November 5, 2017 Order: 92-11052018

Author: Sue Clements-Dallaire, City Clerk

Subject: Appointing Bruce Bickford to the Lewiston Auburn Railroad Company Board

Information: Robert Stone's term on the LARC Board has expired. The appointment of Bruce Bickford would be a three year term that would run from 2018 - 2021.

City Budgetary Impacts: N/A

Staff Recommended Action: Recommend passage.

Previous Meetings and History: N/A

City Manager Comments:

I concur with the recommendation. Signature:

A handwritten signature in blue ink that reads "Peter J. Coakley".

Attachments: Order 92-11052018

Holly C. Lasagna, Ward One
Robert P. Hayes, Ward Two
Andrew D. Titus, Ward Three
Alfreda M. Fournier, Ward Four



Leroy G. Walker, Ward Five
Belinda A. Gerry, At Large
David C. Young, At Large

Jason J. Levesque, Mayor

IN CITY COUNCIL

ORDER 92-11052018

ORDERED, that the Auburn City Council hereby appoints Bruce Bickford to the Lewiston-Auburn Railroad Company Board for a term of 3 years (2018 - 2021).

IN COUNCIL REGULAR MEETING OCTOBER 15, 2018 VOL. 35 PAGE 179

Mayor Levesque called the meeting to order at 7:00 P.M. in the Council Chambers of Auburn Hall and led the assembly in the salute to the flag. He also asked everyone to remain standing for a moment of silence in memory of Crystal Harnden, a volunteer for the Auburn Police Department and recipient of The Spirit of America Award who passed away over the weekend. All Councilors were present.

I. Consent Items - None

II. Minutes – October 1, 2018 Regular Council Meeting

Motion was made by Councilor Fournier and seconded by Councilor Walker to approve the minutes of the October 1, 2018 Regular City Council meeting. Passage 7-0.

III. Communications, Presentations and Recognitions

Presentation – Maple Way Dental Care

Proclamation – Proclaiming November 1, 2018 as Extra Mile Day in Auburn

Communication – Zoning Board of Appeals Update (Courtney McDonough, Chair)

Communication – Office of the City Clerk Update (Sue Clements-Dallaire)

IV. Open Session – No one from the public spoke.

V. Unfinished Business

1. Order 77-09172018

Amending Order 122-12182017 previously adopted by the City Council on 12/18/2017 regarding the discontinuance of Troy Street. Public hearing and second reading.

Motion was made by Councilor Fournier and seconded by Councilor Walker for passage.

Public hearing – no one from the public spoke.

Passage 5-2 (Councilors Fournier and Titus opposed).

VI. New Business

1. Order 80-10152018

Approving the Special Amusement Permit for Craft Brew Underground located at 34 Court Street. Public hearing.

Motion was made by Councilor Fournier and seconded by Councilor Walker for passage.

Public hearing – no one from the public spoke.

Passage 7-0.

2. Ordinance 06-10152018

Amending Chapter 24, Article II, Division 1, Sec. 24-23 of the General Assistance Ordinance Annual Adjustment of Maximum Benefits, Appendices A, B, and C, effective 10/01/2018 to 9/30/2019. Public hearing and first reading.

Motion was made by Councilor Fournier and seconded by Councilor Walker for passage.

Public hearing – no one from the public spoke.

Passage 7-0. A roll call vote was taken.

3. Ordinance 07-10152018

Amending Chapter 2, Division 4, Sec. 2-466 (a) of the Planning Board ordinance.

Motion was made by Councilor Fournier and seconded by Councilor Walker for passage.

Public hearing – no one from the public spoke.

Passage 5-2 (Councilors Titus and Gerry opposed). A roll call vote was taken.

4. Resolve 13-10152018

Authorizing an amendment to the hangar loan between the City's General Fund and the Auburn-Lewiston Airport to extend its maturity to FY2034.

Motion was made by Councilor Fournier and seconded by Councilor Walker for passage.

Public comment – no one from the public spoke.

Passage 7-0.

5. Order 81-10152018

Re-appointing Judith Webber to the Auburn Housing Authority with a term expiration of 10/01/2023.

Motion was made by Councilor Gerry and seconded by Councilor Hayes for passage of Orders 81-10152018 through 90-10152018 as presented.

Public comment – no one from the public spoke however several individuals that were nominated were in the audience and the Mayor thanked them for their interest in serving.

Passage 7-0.

6. Order 82-10152018

Re-appointing Celia McGukian to the Community Development Block Grant (CDBG) Loan Committee with a term expiration of 10/01/2021.

7. Order 83-10152018

Appointing Candace D'Amour to the Board of Assessment Review with a term expiration of 10/01/2022.

8. Order 84-10152018

Re-appointing Dana Staples to the Parks & Recreation Advisory Board, with a term expiration of 10/01/2020.

9. Order 85-10152018

Re-appointing Misty Edgecomb to the Parks & Recreation Advisory Board, with a term expiration of 10/01/2020.

10. Order 86-10152018

Re-appointing Suzanne Roy to the Parks & Recreation Advisory Board, with a term expiration of 10/01/2020.

11. Order 87-10152018

Re-appointing Rick Martel to the Parks & Recreation Advisory Board, with a term expiration of 10/01/2020.

12. Order 88-10152018

Appointing Michael Corey to the Zoning Board of Appeals, with a term expiration of 10/01/2021.

13. Order 89-10152018

Appointing Kristen Muszynski to the Zoning Board of Appeals, with a term expiration of 10/01/2021.

14. Order 90-10152018

Appointing Kyle Hall to the Zoning Board of Appeals, with a term expiration of 10/01/2021.

VII. Reports

Mayor Levesque – reported on the ribbon cutting he attended at the YMCA's new Urban Park on Stetson Road, the TD Bank tree planting event where over 45 trees were planted in various locations in Auburn. He noted that the presentation that was scheduled to take place tomorrow night at the Auburn Public Library to discuss his recent trip to China has been postponed to October 23rd at noon and at 7:00 PM. It has been postponed because he will be traveling to Washington, D.C. tomorrow and visiting the White House instead. He reported that he will be going to the Maine Public Utilities Commission on October 17th to testify in support of the CMP corridor project that will run from Canada to Massachusetts. He added that there will be a press release tomorrow at 10:30 AM at the Veterans Park in Lewiston and he encouraged everyone to show their support. He reported that Gritty's will be brewing an Auburn Pride beer for Auburn's 150th Anniversary. November 1st at 5:30 PM is Community Pint Night at Gritty's that is open to the public. Part of proceeds will be donated to Auburn's Sesquicentennial fund. He reported on the first MAG-ARP meeting. Their next meeting is scheduled for October 25th at 5:30 PM in Council Chambers. The public is welcome. Last, he

reported that there are plans to develop 48 market rate apartments to be built on Gracelawn Road.

Councilor Gerry – reported that she attended the Lewiston’s Farmers Market yesterday where she met someone who is involved in a program called Window Dressers-Seven Steps to a Warmer Home where volunteers go out and provide a quote for window inserts. They are looking for seniors to become involved. She also reported that tomorrow night there is an Age Friendly meeting at the Auburn Senior Community Center at 5:30 PM. They will be partnering up with the PAL Center to hold a traditional Thanksgiving dinner at the Senior Center on Thanksgiving Day. The dinner will be free of charge. Last, she thanked the anonymous donor for dropping off squash and pumpkins at her house.

Councilor Lasagna – reported that there is a School Building Committee meeting tomorrow at 6:00 PM and at 7:00 PM the sub-committee that will be discussing the athletic fields will be meeting.

Councilor Hayes – reported that the Constellation has departed from the Auburn Lewiston Airport en route to new York.

Councilor Titus – reported on the marijuana work group meeting and the next is scheduled for November 6th. The Sewer and Water District meetings are scheduled for tomorrow (Sewer) and Wednesday (Water) at 4:00 PM at the District office. He also reported that they will hold a joint meeting on October 22nd for a budget workshop.

Councilor Fournier – commended the Auburn Fire Chief and staff for an outstanding open house that was held at the Fire Department. She reported that the Library Board of Trustees will be meeting tomorrow morning at 7:30 AM. She reported that she did send to the Mayor and Councilors a schedule of agendas and workshops of the School Committee and to let her know if there is anything they would like her to report on. Their next meeting is scheduled for October 17th. The workshop will begin at 6:00 PM and the meeting at 7:00 PM.

Councilor Walker – said he also wanted to thank the Fire Chief and staff for the Open House at the Central Fire Station. He reported that there is a meeting at Rolly’s Diner on October 23rd at 6:00 PM to talk about the intersections in New Auburn. The Neighborhood Watch meeting is scheduled for October 25th at 6:30 PM at the Sixth Street Congregational Church, and on October 30th the United New Auburn Association will be meeting at 6:00 PM. Saturday, October 27th is the Trick or Treat event for the kids starting at 11:30 AM on the corner of Third and Mill Streets.

Councilor Young – reported that churches are economic drivers and spoke of a friend that recently moved to Auburn because he is so involved in his church activities.

City Manager Crichton thanked Assistant City Manager Phil Crowell for serving as Acting City Manager while he was away for a few weeks.

Assistant City Manager Crowell reported that our Fire Department have been assisting with the large fire that broke out in Mechanic Falls which is a great example why we have good mutual aid with our neighboring communities.

Finance Director, Jill Eastman – August 2018 and September 2018 Monthly Finance Reports

Motion was made by Councilor Fournier and seconded by Councilor Lasagna to accept and place on file the August 2018 Monthly finance report. Passage 7-0.

Motion was made by Councilor Titus and seconded by Councilor Walker to accept and place on file the September 2018 Monthly finance report. Passage 7-0.

VIII. Open Session – no one from the public spoke.

IX. Executive Session - None

X. Adjournment - Motion was made by Councilor Fournier and seconded by Councilor Lasagna to adjourn. Council voted unanimously in favor, and the meeting adjourned at 8:20 PM.

A TRUE COPY

ATTEST *Susan Clements-Dallaire*

Susan Clements-Dallaire, City Clerk



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: 11/05/2018

Ordinance: 06-10152018

Author: Holli Olivier, Director – Health & Social Services

Subject: Adoption of Appendices for General Assistance, Effective 10/01/2018 through 9/30/2019

Information: I'm seeking the approval of the new General Assistance Appendix A (the GA overall maximums), Appendix B (the food maximums), and Appendix C (Lewiston / Auburn MSA Rental Maximums) the housing accordance to Ordinance 24-23 in Chapter 24. Once the appendices A – C are adopted, they will replace the FY 17/18 maximums for those appendices.

These maximums are established as a matter of State law based on certain federal and HUD fair market values. These appendices are filed with the Department of Health and Human Services (DHHS) in compliance with Title 22, M.R.S.A. §4305(4).

****By adopting the new appendices A – C, the program will be in compliance for the 70% reimbursement from the State****

City Budgetary Impacts: The overall maximums (Appendix A) is an average increase of \$28.60 per household per month. The food maximums (Appendix B) is an average increase of \$1.38 per household per month. The housing maximums (Appendix C) is an average increase of \$21.40 per household per month.

Staff Recommended Action: Approval of the changes to the General Assistance Appendices A – C as required by State statute and ordinance. Public hearing and first reading: 10/15/2018. Second reading: 11/5/2018.

Previous Meetings and History: This is a yearly approval needed by council when changes are made to the appendices. Workshop held on 10/01/2018. Public hearing and passage of first reading on 10/15/2018.

City Manager Comments: I concur with the recommendation.

Signature: 

Attachments:

- Appendix A, Overall Maximums
- Appendix B, Food Maximums
- Appendix C, Housing Maximums
- Adoption form for 18-19

Holly C. Lasagna, Ward One
Robert P. Hayes, Ward Two
Andrew D. Titus, Ward Three
Alfreda M. Fournier, Ward Four



Leroy G. Walker, Ward Five
Belinda A. Gerry, At Large
David C. Young, At Large

Jason J. Levesque, Mayor

IN CITY COUNCIL

ORDINANCE 06-10152018

Be it Ordained, that the City Council hereby amends Chapter 24, Article II, Division 1, Sec. 24-23 of the General Assistance Ordinance Annual Adjustment of Maximum Benefits to incorporate the following maximum levels of assistance to be effective on and after October 1, 2018 through September 30, 2019, as follows:

Sec. 24-23. - Annual adjustment of maximum benefits.

- (a) Each year the Maine Municipal Association provides for the city three appendices providing maximum benefits applicable for the period beginning October 1 and ending September 30 as mandated by state law and based on certain federal values effective on October 1 of each year, as follows:
 - (1) Appendix A, a listing of overall maximum levels of general assistance relating to all Maine municipalities.
 - (2) Appendix B, a listing of maximum levels of assistance for food.
 - (3) Appendix C, a listing of maximum levels for heated and unheated housing.
- (b) The portion of these annual appendices applicable to the city, as adopted each year by the city council, are made a part of this chapter as though fully set forth herein and a copy thereof is available in the office of the city clerk.

Editor's note— The appendices referred to in this section are not codified but are available in the office of the city clerk.

Holly C. Lasagna, Ward One
 Robert P. Hayes, Ward Two
 Andrew D. Titus, Ward Three
 Alfreda M. Fournier, Ward Four



Leroy G. Walker, Ward Five
 Belinda A. Gerry, At Large
 David C. Young, At Large

Jason J. Levesque, Mayor

Appendix A – GA Overall Maximums
 Effective 10/1/2018 – 9/30/2019

TOTAL NUMBER IN HOUSEHOLD:	1	2	3	4	5
Lewiston/Auburn MSA: Auburn, Durham, Greene, Leeds, Lewiston, Lisbon, Livermore, Livermore Falls, Mechanic Falls, Minot, Poland, Sabattus, Turner, Wales	669	736	923	1,193	1,461

Add \$75.00 for each additional person

Appendix B – Food Maximums
 Effective 10/1/2018 – 9/30/2019

Please Note: The maximum amounts allowed for food are established in accordance with the U.S.D.A. Thrifty Food Plan. As of October 1, 2018, those amounts are:

Number in Household	Weekly Maximum	Monthly Maximum
1	44.65	192
2	82.09	353
3	117.44	505
4	149.30	642
5	177.21	762
6	212.56	914
7	235.12	1,011
8	268.60	1,155

****Note: For each additional person, add \$144 per month.**

Appendix C – Rental Maximums
 Effective 10/1/2018 – 9/30/2019

Lewiston/Auburn MSA	Unheated		Heated	
	Weekly	Monthly	Weekly	Monthly
Bedrooms				
0	117	503	140	604
1	125	540	154	664

Holly C. Lasagna, Ward One
Robert P. Hayes, Ward Two
Andrew D. Titus, Ward Three
Alfreda M. Fournier, Ward Four



Leroy G. Walker, Ward Five
Belinda A. Gerry, At Large
David C. Young, At Large

Jason J. Levesque, Mayor

2	165	711	197	847
3	211	907	254	1,094
4	261	1,122	314	1,349



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: November 5, 2018

Ordinance: 07-10152018

Author: Sue Clements-Dallaire, City Clerk

Subject: Proposed amendment to the Planning Board Ordinance

Information: It has been a challenge to recruit Board and Committee members as well as Election workers over the past several years. Recently we have run into a few different scenarios where the current Planning Board ordinance (under membership) has proven to be too restrictive.

This is a proposed amendment to the Planning Board ordinance under sec. 2-466 – Membership.

Sec. 2-466. - Membership: appointment, removal, terms, vacancies.

(a) There shall be a planning board of seven regular and two associate members. Members of the planning board shall be residents of the city. Persons appointed by the city council to serve on other boards, agencies, panels, and or commissions shall not serve concurrently on the planning board. Members shall serve without compensation.

It will be the responsibility of the Appointment Board to determine if there is an employee with a potential conflict.

City Budgetary Impacts: None

Staff Recommended Action: Motion to approve the proposed amendment.

Previous Meetings and History: Presented to Council in a workshop on 10/1/2018, public hearing and passage of first reading on 10/15/2018.

City Manager Comments: I concur with the recommendation.

Signature:

A handwritten signature in blue ink that reads "Peter J. Cochran".

Attachments: Proposed Amendment

Sec. 2-466. - Membership: appointment, removal, terms, vacancies.

- (a) There shall be a planning board of seven regular and two associate members. Members of the planning board shall be residents of the city. Persons appointed by the city council to serve on other boards, agencies, panels, and or commissions shall not serve concurrently on the planning board. Members shall serve without compensation.
- (b) Regular members of the planning board shall be appointed by the city council for terms of three years. Such terms shall be staggered so that the term of not more than three members shall expire in any calendar year. Incumbent members of the planning board shall serve for the balance of their terms and thereafter until their successors are appointed.
- (c) The city council shall appoint two associate members for a term of three years each. Such terms shall be staggered so that the terms of not more than one associate member, expires in any calendar year. Associate members may participate in deliberations of the planning board but shall not vote unless temporarily acting on behalf of a regular member who is absent or has been recused.
- (d) Permanent vacancies on the planning board shall be filled by the city council for the unexpired term of the former member.
- (e) Any member of the planning board may be removed for cause by the city council at any time; provided, however, that before removal such members shall be given an opportunity to be heard in his own defense at a public hearing before the city council.
- (f) The planning board may appoint a high school student advisory representative who is a high school student residing in Auburn for a one year term. The student advisory representative may participate in deliberations of the planning board but shall not be entitled to vote.

(Ord. of 5-7-1979; Ord. No. 02-04012013, att. A, 4-16-2013; Ord. No. 01-01202015, att., 2-9-2015)

Holly C. Lasagna, Ward One
Robert P. Hayes, Ward Two
Andrew D. Titus, Ward Three
Alfreda M. Fournier, Ward Four



Leroy G. Walker, Ward Five
Belinda A. Gerry, At Large
David C. Young, At Large

Jason J. Levesque, Mayor

IN CITY COUNCIL

ORDINANCE 07-10152018

Sec. 2-466. - Membership: appointment, removal, terms, vacancies.

- (a) There shall be a planning board of seven regular and two associate members. Members of the planning board shall be residents of the city ~~and shall not be officers or employees of the city.~~ Persons appointed by the city council to serve on other boards, agencies, panels, and or commissions shall not serve concurrently on the planning board. Members shall serve without compensation.
- (b) Regular members of the planning board shall be appointed by the city council for terms of three years. Such terms shall be staggered so that the term of not more than three members shall expire in any calendar year. Incumbent members of the planning board shall serve for the balance of their terms and thereafter until their successors are appointed.
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- (f) The planning board may appoint a high school student advisory representative who is a high school student residing in Auburn for a one year term. The student advisory representative may participate in deliberations of the planning board but shall not be entitled to vote.



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: November 1, 2018 **Order:** 93-11052018

Author: Sue Clements-Dallaire

Subject: Approving the Mass Gathering for the New Year's Eve Sesquicentennial Event

Information: A New Year's Eve event is planned to begin the Sesquicentennial Celebration in Auburn. The event is scheduled for December 31, 2018 from 6:00 PM to 1:00 AM. There will be a free block party concert and fireworks. The event will be held on Main Street in Auburn in front of Festival Plaza.

City Budgetary Impacts:

Staff Recommended Action: Motion to approve the mass gathering.

Previous Meetings and History:

Discussion and update at the 10/15/2018 City Council Workshop. A public hearing notice was published on 10/29/2018.

City Manager Comments:

I concur with the recommendation. Signature:

A handwritten signature in blue ink that reads "Peter J. Cusick".

Attachments: Application, copy of public notice, and Order 93-11052018

Date received: _____
Date approved: _____



CITY OF AUBURN SPECIAL EVENT/MASS GATHERING APPLICATION

For any Special Event on City property that will attract up to 1,000 people, or any outdoor event with continued attendance of 1,000 or more persons for 2 or more hours.

Applications must be submitted to the Clerk at least 45 days prior to the event if the gathering is expected to attract up to 5,000 people.

Application must be submitted at least 90 days prior to the event if the gathering is expected to attract more than 5,000 people.

Date of Application: _____

SPONSOR INFORMATION

Name of Sponsoring Organization: _____

Name of Contact Person for Event: _____

Title of Contact Person: _____

Mailing Address: _____

Daytime Telephone: _____ Cell Phone: _____

Email Address: _____

Contact Name and Cell Phone Number DURING the Event: _____

Is your organization incorporated as a non-profit organization? Yes _____ No _____

Non-Profit Number: _____

EVENT INFORMATION

Name of Event: _____

Type of Event (walk, festival, concert, etc.): _____

Date of Event: _____ Rain Date: _____

Times of Event: Start Time including set-up: _____ Ending time including clean up: _____

Actual Event Start Time: _____ Actual Event End Time: _____

Estimated Attendance: _____

Location of Event: _____

Have you held an event at this location within the last 12 months? Yes _____ No _____

If the location is a city park, have you applied for use of the property with the Parks & Recreation Department and has your request been approved?

Yes _____ No _____ Pending _____ Date submitted to the Recreation Department: _____

TYPES OF PERMITS/PERMISSIONS NEEDED – PROVIDE AN ANSWER FOR EACH LINE:

Permit Fee	Permission/Permit Type	YES	NO	NOT SURE
Separate fee & application, conditions & restrictions may apply	Banner across Court Street Non-profit groups only, \$250 fee per week, 2 week maximum. First come first serve basis, proof of insurance required.			
Separate fee and permit possible	FOOD – Will food or beverages be sold? If yes, list what types of food or beverages: Note - A food service license may be required and must be submitted 14 days prior to the event. Other requirements and/or restrictions may apply.			
Separate fee and permit possible	NON-FOOD ITEMS – Will products be sold or given away (such as t-shirts, crafts, souvenirs, etc.)? If yes, list what items: Note - A peddler permit may be required and must be submitted 14 days prior to the event.			
N/A	LIVE MUSIC – Will there be any outdoor musical performances? If yes, please describe:			
N/A	SOUND AMPLIFICATION – Will there be a microphone or speaker system to project sound?			
Separate fee and permit possible	ALCOHOL – Will alcoholic beverages be sold? Liquor area will be permitted & cordoned off per State law Note – Vendor must hold a valid State of Maine liquor license and submit an Off Premise Catering Event application 14 days prior to the event.			
Separate fee and permit required	CARNIVAL – Will carnival rides be offered? If yes, attach a copy of the state permit. A city permit is required as well.			
Separate fee and permit required	FIREWORKS – Will there be a fireworks display? If yes, a permit from the Fire Department is required.			
N/A	PARADE – Will there be a parade? If yes, describe route: Note – A permit from the Police Department is required.			
N/A	RUN/WALK/CYCLE – Will event involve participants doing a walk-a-thon, road race, etc? If yes, describe route:			
Separate permit	BURN PERMIT – Will there be any open flame such as a bon fire? If yes, describe activity:			

required	Note - A permit from the Fire Department is required.			
N/A	TENT/CANOPY – Will you be setting up a tent or canopy? If yes, list number and sizes:			
Separate fee and permit required	ELECTRICAL POWER/EQUIPMENT – Will electrically powered equipment be utilized, if so, provide a brief description of the equipment and the entity responsible for the installation of the electrical equipment?			
N/A	ROAD/INTERSECTION CLOSURE – Will any roads need to be closed to accommodate your event? If yes, please list:			
N/A	MAP/DIAGRAM – Is a map or diagram attached detailing this event and depicting the placement of such items as tables, tents, port-a-potties, stage, parking, food service areas, etc.? This is a mandatory requirement for this application and must be included.			
N/A	PARKING ACCOMODATIONS – What will be the anticipated need for parking and what is your parking plan?			
N/A	TOILETS – Please list amount at event and/or nearest location:			
N/A	WASTE DISPOSAL – Please list process and location:			
N/A	HAND WASHING FACILITIES – Please list amount at event and/or nearest location:			
N/A	POTABLE WATER – Please list amount at event and location:			
N/A	FIRST AID FACILITIES – Please list location at event:			
\$ _____	TOTAL FEE AMOUNT INCLUDED – Checks payable to the City of Auburn			

EVENT LIABILITY INSURANCE COVERAGE FOR EVENT

For an event such as a walk-a-thon, race, festival, concert, etc. the City requires insurance coverage – general liability. The City of Auburn is to be named as additionally insured in regards to the event activities on that date. Once the event is approved, the Certificate of Insurance will need to be received at least 30 days before the event and before permits can be issued. Please have the **City of Auburn** listed as additional insured on the Certificate of Insurance (minimum coverage \$1,000,000 Bodily Injury or Death, per occurrence, and \$300,000 Property Damage, per occurrence). It should contain a clause providing that the policy may not be cancelled by either party except upon not less than 30 days written notice to the City. Please have your insurance company fax a copy to: City Clerk 207-333-6623.

DESCRIPTION OF EVENT – Please describe what will occur during your event

Signature of Applicant: _____

Printed Name: _____

Date Submitted: _____

Please note that you will be contacted by City Staff if you require additional permitting.

Please return this completed application with diagram and any applicable fee to:

MAIL: City Clerk's Office
 60 Court Street, Suite 150
 Auburn, ME 04210

FAX: 207-333-6623

EMAIL: sdallaire@auburnmaine.gov

PHONE: 207-333-6600

******FOR STAFF USE******

DEPARTMENT COMMENTS AND RECOMMENDATIONS:

DEPARTMENT	APPROVE	DENY	DATE	INITIALS
Sanitarian/Health Inspector				
Code Officer/Land Use & Zoning				
Fire Department				
Police Department				
Public Works Department				
Recreation Department				

COMMENTS/CONDITIONS from any of the above departments:

City Council Public Hearing date, if applicable: _____

License Approved/Denied: _____ Date applicant notified: _____

[Type here]



150th Celebration New Years Auburn City Council Update 10.15.18

Basic Info

- Date: Monday, December 31, 2018
- Time: 6pm-12am
- Location: Downtown Auburn – Festival Plaza and Main Street
- Price: FREE
- Age: 21+ event
- Outdoor concert, bring your own lawn chair

Entertainment

- Band Line-up:
 - Justina and Shelley Carver 6-7pm
 - L/A Harley Band 7-9pm
 - Hello Newman 9-12am
- Bands will be performing on a stage that will be on Main Street to allow for viewers to stand/sit in Festival Plaza or Main Street. The Stage is a mobile/trailer stage which allows for quick set-up and take down time.

Venders

- Alcohol Venders: Gritty's (and possibly more) will be operating beer/wine stations. There will be a large roped off area that will be for 21+ only to enter. This area will be where the beer, food, bands, and VIP areas will be located. We will have 2-3 controlled entrances into this area where ID's will be checked.
- Food Venders: Food Trucks will be positioned in Festival Plaza (100 ft away from Gritty's) to provide event goers with the ability to stand in line, eat, and still be able to view the bands performing.
- Photo Booth Vender: Will provide event goers with the option to capture the moment.

[Type here]

Fireworks

- Central Maine Pyro will be putting on a minimum \$5,000 show. Fireworks will be shot over the river from Simard Payne Park and will go off at Midnight.

VIP

- A designated area will be for VIP tickets only. VIP Tickets will cost \$\$ and need to be pre-purchased. There will be a limited number of VIP tickets being sold. Some sponsorship levels included tickets to New Years Auburn. VIP area includes (but not limited to):
 - Prime Viewing area of band
 - Tent for weather protection
 - Sitting area
 - Private Bar area
 - Heating stations
 - Private entrance

Other Items

- Parking will be located in the Parking Garage and Great Falls Plaza
- 24 Porta Potties will be available (3 Handicapped)
- Tables and Chairs will be available in the Food Truck section along with Trash Cans
- Designated Smoking Area will be identified
- Will provide fire pits with screens which will be staffed as warming stations
- Looking to develop a ticketing system to help identify the number of individuals attending along with attendees demographics
- Working on connecting with local hotels to offer discounts
- Working on connecting with local transportation to provide safe and affordable transportation home
- Looking to establish a Chem-Free Fireworks Viewing area
- Looking to have a ball drop or something similar (Auburn related?)

**CITY OF AUBURN
PUBLIC NOTICE**

A public hearing will be held by the Auburn City Council on Monday, November 5, 2018 at 7:00 p.m. or as soon as possible thereafter, in the Council Chambers of Auburn Hall, 60 Court Street, to consider a Mass Gathering application for:

**A New Year's Auburn Event
Sesquicentennial 150th Celebration
December 31, 2018
6:00 PM to 1:00 AM
Free Block Party Concert with Fireworks
Main Street, Auburn (in front of Festival Plaza)**

All interested persons may appear and will be given the opportunity to be heard before final action is taken.



**City of Auburn
City Council Information Sheet**

City Council Meeting Date: November 5, 2018

Order: 94-11052018

Author: Michael Chamings, Director of Economic and Community Development

Subject: Schooner Memory Care TIF

Information: Schooner Estates is requesting the creation of a Tax Increment Financing (TIF) District with the purpose of the creation of 56 full-time jobs as well as improving the tax base. The developer intends to use their portion of the TIF revenue for construction costs; they are estimating \$10-12 million in construction costs to the facility. This will lead to anywhere between \$5-7 million in additional property value.

The ability to shelter new valuation from the computation of Auburn's State Valuation allows for the avoidance of additional county commitment costs and loss of State of Maine support financing. The City would be able to use the sheltered TIF funds, estimated to be over 1.1 million dollars, to improve infrastructure to the TIF district and surrounding areas impacted by the development, pursuant to 30-A M.R.S.A. 5225(1). These improvements include but are not limited to roadways, curbing, and sidewalks on Stetson Rd, as well as expanding sewer and water service.

The developer's project revenue (developer's portion) is approximately 20% of the total new taxes, 100% of the amount of the project revenue (developer's portion) would be lost to county commitment costs and loss of State of Maine support financing without the tax shifts. These shift amounts were discussed at the City Council's Executive Session on August 20th, 2018. As we discussed during the executive session; this TIF is mutually beneficial to the developer and to the City, with the City realizing the greater benefits.

City Budgetary Impacts: Positive impacts on future budgets.

Staff Recommended Action: Motion to approve the order

Previous Meetings and History: Developer's have been in contact with the planning staff, and the project has been approved by the planning board on 4/10/2018.

The developers submitted a pre-application discussing the project, Economic Development staff presented the pre-application to the Council in executive session on 4/23/18.

The developers submitted a full application to the Economic Development staff, staff met with the developer's multiple times throughout July and August to discuss the tax shelter and credit enhancement split.

City Council Meeting Executive Session - August 20th, 2018



City Manager Comments:

I concur with the recommendation. Signature:

A handwritten signature in blue ink that reads "Peter J. Caulton".

Attachment(s): Municipal Development and Tax Increment Financing District Application, Draft Council Order

**ECONOMIC DEVELOPMENT
AUBURN, MAINE**

An Application for a Municipal Development and Tax Increment Financing District

**AUBURN MEMORY CARE MUNICIPAL DEVELOPMENT AND
TAX INCREMENT FINANCING DISTRICT DEVELOPMENT PROGRAM (#23)**

Presented to:

*CITY OF AUBURN CITY COUNCIL
November 5, 2018*

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EXHIBITS:

Exhibits:

- A TIF District Maps
- B Statutory Requirements & Thresholds
- C Assessor’s Certificate of Original Assessed Value
- D-1 TIF Revenue Projections
- D-2 Tax Shift Projections
- E Public Hearing Notice
- F Public Hearing Minutes
- G Attested Council Order

I. Introduction

A. Memory Care in Auburn

Auburn Memory Care, LLC (the “Developer”) has received local approval to construct a 48,000 square foot assisted living facility that will offer 66 units comprised of a mixture of residential care units and assisted living memory care units (the “Facility”). The Facility will be constructed on land that abuts an existing senior living community, Schooner Estates. Schooner Estates provides a variety of options for older adults to live and thrive in independent apartments, assisted living units, residential care units and memory care units. The Facility will enhance the offerings available at Schooner Estates, with a particular focus on meeting the increased demand for residential care units and assisted living memory care units. The Facility will be operated and staffed twenty-four hours per day, which will require approximately fifty-six (56) full time equivalent employees. The employees of the Facility will include direct care staff, housekeeping, laundry attendants, activities and programs directors, nurses, supervisors, administrative staff and an Executive Director.

The Facility will include eligibility for up to 24 residents to receive funding under the State of Maine’s MaineCare program. The Developer expects that this development will become a valuable asset and attractive resource for other economic development activities within the City. In particular, commercial development that focuses on providing a continuum of care to seniors and a broad spectrum of services and amenities designed for seniors enables the City to retain existing residents and attract new ones, as well as to retain existing businesses and attract new ones.

Based on the initial planning, the Developer estimates that the development within the District will result in an approximately \$17,000,000 investment of new construction within the City, including site and infrastructure costs estimated at over \$2,000,000.

B. Designation of TIF District

The City hereby designates the Auburn Memory Care Municipal Development and Tax Increment Financing District (#23) (the "District" or "TIF District"). The District is shown on Exhibit A and consists of 8.61 acres identified on City Tax Maps as Map 291, Lot 008.

II. Development Program Narrative

A. The Development Program

This Development Program is structured and proposed pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended (the "TIF Statute"). The City's designation of the District combined with the adoption of this development program (the "Development Program") create a single municipal TIF district in order to capture the value of the real property improvements made in the District, and enable the use of taxes paid on increased assessed value in the District ("TIF Revenues") to ensure the economic viability of the Facility slated for construction. The Development Program will run for the same twenty (20) year period as the District designation, starting with fiscal year 2019-2020, July 1, 2019, ending June 30, 2039.

Under this Development Program the City will capture fifty-eight and a half percent (58.5%) of the taxes paid on increased assessed value in the District. During term of the District, the City will reimburse thirty-five percent (35%) of the TIF revenues to the Developer pursuant to a credit enhancement agreement (the “Credit Enhancement Agreement”) and the remaining sixty-five percent (65%) of TIF Revenues will be available for municipal tax increment financing project costs. The credit enhancement agreement between the City and the Developer will contain an overall maximum developer reimbursement rate over the District term of \$625,511.

In designating the District and adopting this Development Program, the City can accomplish the following goals:

- Ensure construction of a highly desirable commercial project;
- Provide for facilities outlined in the Development Program;
- Increase employment opportunities for area residents; and
- Enjoy enhanced future tax revenues generated by the Facility.

The City's designation of the TIF District and pursuit of this Development Program constitute a good and valid public purpose pursuant to Chapter 206 of Title 30-A because it represents a substantial contribution to the economic well-being of the City, by providing jobs, contributing to property taxes, diversifying the region's economic base. In addition, by creating the District, the City will "shelter" the increase in municipal valuation that the Project will bring about. This tax shift benefit will mitigate the adverse effect that the District's increased assessed property value would have on the City's share of state aid to education, municipal revenue sharing and its county tax assessment. An estimate of the tax shift benefit is shown as Exhibit D-2 attached hereto.

B. The Project Costs

1. Municipal Project Costs

The City plans to invest in its economy by improving municipal infrastructure and paying for economic development expenses generally. The City plans to use its portion of the TIF Revenues to undertake several projects that will enhance the exposure and viability of the City as a vibrant place to locate a business, to visit, and to work. The City's Project Costs will cover capital or borrowing costs to fund the items listed in Table 1 below.

TABLE 1
City of Auburn’s Project Costs

Note: The TIF Revenues from this District are not intended to fully fund each of the projects listed below. The total project cost estimates for the projects listed below may well exceed the projected TIF Revenues from this District.

Project	Cost Estimate	Statutory Cite
1. <u>Sidewalk Rehabilitation/Extension and Connectivity:</u> Design and construction of sidewalks along that are either located in the District or that are made necessary by or are directly related to the Facility.	\$ _____	30-A M.R.S.A. §§5225(1)(A); (1)(B)(1)
2. <u>Streetscape Improvements:</u> Including but not limited to benches, sidewalks, gateway/signage/way-finding system, lighting, façade improvement program.	\$ _____	30-A M.R.S.A. §§5225(1)(A), (B)(1), (1)(C)(1)
3. <u>Road and Intersection Improvements:</u> Design, construction and engineering related to street construction, signal adjustments, and traffic calming improvements in various locations as needed, including but not limited to Stetson Road from North River Road to Auto Mall, providing connections to business districts, etc.	\$1,244,100	30-A M.R.S.A. §§5225(1)(A), (1)(B)(1)
4. <u>Administrative Costs:</u> This project would include, but would not be limited to, reasonable charges for time spent by municipal employees in connection with the implementation of the Development Program.	\$ _____	30-A M.R.S.A. §5225(1)(A)(5)
5. <u>Professional Service Costs:</u> This project would include, but would not be limited to, licensing, architectural, planning, engineering, and legal expenses associated with the District.	\$ _____	30-A M.R.S.A. §5225(1)(A)(4); (1)(A)(7)
TOTAL	\$ _____	

2. Developer's Use of TIF Revenue

Reimbursement to the Developer of thirty-five percent (35%) of the TIF Revenues up to an overall maximum reimbursement over the District's term of \$625,511 will provide a source of revenue to support the capital infrastructure project inside the District (and/or obtain financing to do so).

C. Operational Components

1. Public Facilities

See Table 1 for a description of public facilities.

2. Commercial Improvements Financed Through Development Program

The Project involves the development of the Facility described above.

3. Relocation of Displaced Persons

Not applicable.

4. Transportation Improvements

See Table 1 for a description of any transportation improvements.

5. Environmental Controls

The improvements made under this Development Program will meet or exceed all federal, state and local environmental laws, regulations and ordinances and will comply with all applicable land use requirements for the City.

6. Plan of Operation

During the term of the District, the City Council or its designee will be responsible for all administrative matters within the purview of the City concerning the implementation and operation of the District.

III. Physical Description

This Article III addresses the conditions for approval contained in 30-A M.R.S.A. § 5223(3). The proposed 8.61-acre District is shown in Exhibit A. The statutory threshold limits addressing the conditions for approval mandated by 30-A M.R.S.A. § 5223(3) are set forth in Exhibit B.

IV. Financial Plan

The Original Assessed Value of the property in the District was three hundred twenty-seven thousand one hundred dollars (\$327,100) as of March 31, 2018 (April 1, 2017) as shown

in the Assessor's Certificate at Exhibit C. In the event of a revaluation, the City reserves the right to adjust the captured value to begin at a different valuation figure than the Original Assessed Value but only to the extent the revaluation has altered what would otherwise be captured to reflect the value not attributed to the construction and improvements.¹

A Development Program Fund shall be established by the City consisting of a Project Cost Account and a Sinking Fund. Upon each payment of property taxes for property located inside the District, the City will deposit into a development program fund (the "Auburn Memory Care Development Program Fund" or "Development Program Fund") fifty-eight and a half percent (58.5%) of the property tax payments on increased assessed value of District property, also referred to as TIF Revenues. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner provided in 30-A M.R.S.A. § 5227(3). The Development Program Fund Project Cost Account shall consist of and be separated into separate subaccounts: a Developer Project Cost Subaccount (a "Developer Project Cost Subaccount") and the City Project Cost Subaccount (the "City Project Cost Subaccount"). The Developer Project Cost Subaccount will be pledged to and charged with the payment of amounts due to the Developer under a credit enhancement agreement entered into by the City and the Developer. Upon receipt of each payment of property tax from the Developer on District property, the City shall deposit into the Developer's Project Cost Subaccount thirty-five percent (35%) of the TIF Revenues, until the total cumulative amount of TIF revenues so deposited during the district term reaches \$625,511, at which point no further deposits shall be made into the Developer Project Cost Subaccount. The amounts in the Developer Project Cost Subaccount shall be used and applied solely to fund the payments to the Developer under its Credit Enhancement Agreement. The City shall deposit the balance of the TIF Revenues in the City Project Cost Subaccount.

All funds deposited into the City Project Cost Subaccount will be used to pay or costs of the public facilities, improvements, and programs described in Table 1 hereof. All funds deposited into the Developer Project Coast subaccount will be used to make payments pursuant to the credit enhancement agreement.

V. Financial Data

Estimates of the increased assessed property values of the District and the anticipated TIF Revenues generated by the District are shown in Exhibit D-1. The current and future developers owning or leasing properties located within the District will pay for and/or finance improvements located in the District through private sources.

The statutory requirements and thresholds for approval required by Section 5223(3) of Title 30-A in the TIF Statute are set forth in Exhibit B.

VI. Tax Shifts

In accordance with the TIF Statute, the table set forth in Exhibit D-2 identifies the tax

¹ Any credit enhancement agreement must contain language that acknowledges the potential change in the captured value due to revaluation.

shift benefits that the City estimates will result during the term of the District.

VII. Municipal Approvals

A. Notice of Public Hearing

Attached as Exhibit E hereto is a copy of the Notice of Public Hearing regarding the designation of the District and the adoption of the Development Program for the District, published in a newspaper of general circulation in the City, on a date at least ten (10) days prior to the public hearing. The public hearing on the District and Development Program was held on November 5, 2018 in accordance with the requirements of 30-A M.R.S.A. § 5226(1).

B. Minutes of Public Hearing

The Auburn City Clerk has provided an attested copy of the minutes of the November 5, 2018 public hearing before the Auburn City Council, a copy of which is contained in Exhibit F. This exhibit also provides a record of the vote of the Council on the designation of the District and the adoption of the Development Program.

C. Order and Authorizing Vote

A copy of the City Council Order approved by the Auburn City Council is provided in Exhibit G, and attested by the City Clerk.

EXHIBITS

Exhibits:

- A TIF District Maps
- B Statutory Requirements & Thresholds
- C Assessor's Certificate of Original Assessed Value
- D-1 TIF Revenue Projections
- D-2 Tax Shift Projections
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- F Public Hearing Minutes
- G Attested Council Order

TIF #23

Auburn Memory Care Municipal TIF District

**60 Court Street
Auburn, Maine
207.333.6601**



TIF #23

**TOTAL ACREAGE:
8.61 Acres**

This map was created by City of Auburn staff. While every effort has been made to ensure that these data are accurate and reliable, the City of Auburn cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users of the information displayed on this map are strongly cautioned to verify all information before making any decisions.



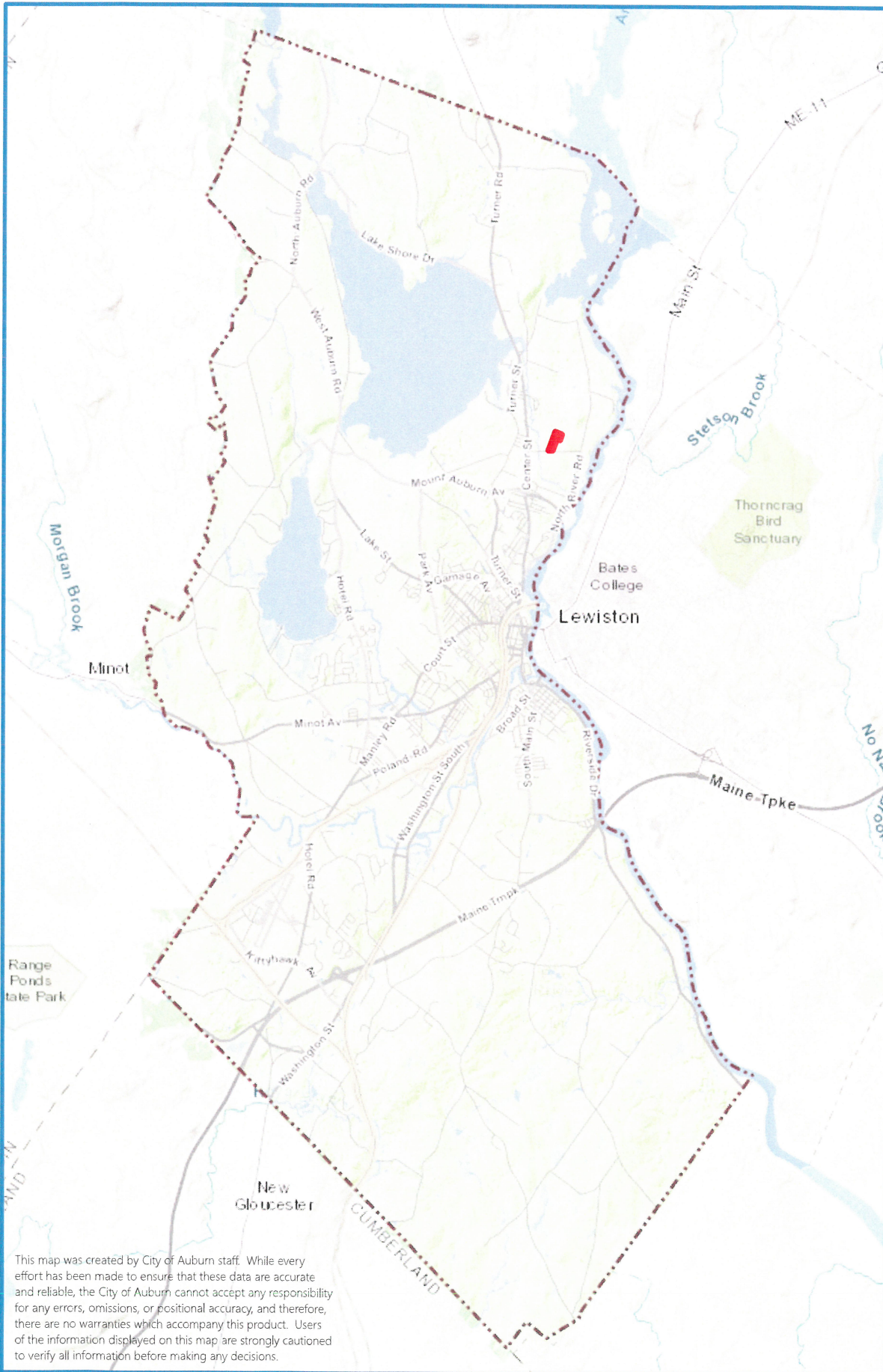
0 300 Feet

TIF #23

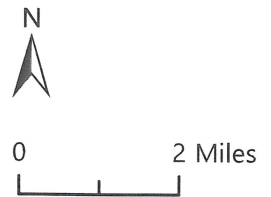
Auburn Memory Care Municipal TIF District

**60 Court Street
Auburn, Maine
207.333.6601**

 TIF #23



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STATUTORY REQUIREMENTS AND THRESHOLDS
Auburn Memory Care Municipal TIF District (#23)

SECTION A. Acreage Caps			
1. Total municipal acreage;	41,430		
2. Acreage of proposed Municipal TIF District;	8.61		
3. Downtown-designation ¹ acres in proposed Municipal TIF District;	264.18		
4. Transit-Oriented Development ² acres in proposed Municipal TIF District;	0		
5. Total acreage [=A2-A3-A4] of proposed Municipal TIF District counted toward 2% limit;	8.61		
6. Percentage [=A5÷A1] of total acreage in proposed Municipal TIF District (CANNOT EXCEED 2%).	.02%		
7. Total acreage of all <u>existing/proposed</u> Municipal TIF districts in municipality including Municipal Affordable Housing Development districts: ³ <div style="display: flex; justify-content: space-between; font-size: small;"> <div style="width: 45%;"> #4 Tambrands 1/40 acres #10 Downtown Omnibus/264.18 acres #15 Mall Area Hotel/1.5 acres #19 Hartt Transportation Industrial Park/43 acres #9 Mall Area/57.74 acres #14 Mall Revitalization/38.91 #18 Norway Savings Bank Arena/8.53 acres #21 477 Minot Ave/3.83 #22 Hampshire Street/1.01 #23 Memory Care/8.61 </div> <div style="width: 45%;"> #8 Formed Fiber Technologies/54 acres #13 Retail Development/29.67 acres #17 Bedard Medical Campus/3.84 acres #6 Proctor & Gamble (Tambrands II)/84 acres #12 Auburn Industrial Park/144 acres #16 Webster School AHTIF/1.4 acres #20 62 Spring Street/.81 </div> </div>	Existing	776.42	
		Proposed	8.61
		Total:	785.03
30-A § 5223(3) EXEMPTIONS ⁴			
8. Acreage of an <u>existing/proposed</u> Downtown Municipal TIF district;	264.18		
9. Acreage of all <u>existing/proposed</u> Transit-Oriented Development Municipal TIF districts: <div style="display: flex; justify-content: space-between; font-size: small;"> District Name/Acreage District Name/Acreage </div>	0		
10. Acreage of all <u>existing/proposed</u> Community Wind Power Municipal TIF districts: <div style="display: flex; justify-content: space-between; font-size: small;"> District Name/Acreage District Name/Acreage </div>	0		
11. Acreage in all <u>existing/proposed</u> Municipal TIF districts common to ⁵ Pine Tree Development Zones per 30-A § 5250-I (14)(A) excluding any such acreage also factored in Exemptions 8-10 above: <div style="display: flex; justify-content: space-between; font-size: small;"> District Name/Acreage District Name/Acreage District Name/Acreage </div>	0		
12. Total acreage [=A7-A8-A9-A10-A11] of all <u>existing/proposed</u> Municipal TIF districts counted toward 5% limit;	520.85		
13. Percentage of total acreage [=A12÷A1] of all <u>existing/proposed</u> Municipal TIF districts (CANNOT EXCEED 5%).	1.26%		
14. Real property in proposed Municipal TIF District that is:	ACRES	% [=Acrs÷A2]	
a. A blighted area;	0	0	
b. In need of rehabilitation, redevelopment or conservation;	0	0	
c. Suitable for commercial or arts district uses.	8.61	100%	
TOTAL (except for § 5223 (3) exemptions a., b. OR c. must be at least 25%)			

¹ Before final designation, the Commissioner will seek advice from MDOACF and MDOT per 30-A § 5226(2).

² For Transit-Oriented Development (TOD) definitions see 30-A § 5222 sub-§§ 19-24.

³ For AH-TIF acreage requirement see 30-A § 5247(3)(B). Alternatively, Section B. must exclude AH-TIF valuation.

⁴ Downtown/TOD overlap nets single acreage/valuation caps exemption.

⁵ PTZ districts approved through December 31, 2008.

STATUTORY REQUIREMENTS AND THRESHOLDS
Auburn Memory Care Municipal TIF District (#23)

SECTION B. Valuation Cap			
1. Total TAXABLE municipal valuation—use most recent April 1;	\$1,964,417,932		
2. Taxable Original Assessed Value (OAV) of proposed Municipal TIF District as of March 31 preceding municipal designation—same as April 1 prior to such March 31;	\$327,100		
3. Taxable OAV of all existing/proposed Municipal TIF districts in municipality excluding Municipal Affordable Housing Development districts: #4 Tambrands I/\$1,702,000 #8 Formed Fiber Technologies/\$366,000 #10 Downtown Omnibus/\$83,168,800 #13 Retail Development/\$5,425,400 #15 Mall Area Hotel/\$4,900 #18 Norway Savings Bank Arena/\$1,564,100 #6 Proctor & Gamble (Tambrands II)/\$520,900 #9 Mall Area/\$5,956,300 #12 Auburn Industrial Park/\$334,200 #17 Bedard Medical Campus/\$468,800 #14 Auburn Mall/\$11,328,400 #19 Hartt Transportation Center/\$1,278,600 #20 62 Spring Street/\$474,300 #23 Auburn Memory Care/\$327,100	Existing	\$112,592,700	
		Proposed	\$327,100
		Total:	\$112,919,800
30-A § 5223(3) EXEMPTIONS			
4. Taxable OAV of an <u>existing/proposed</u> Downtown Municipal TIF district;	\$83,168,800		
5. Taxable OAV of all <u>existing/proposed</u> Transit-Oriented Development Municipal TIF districts: District Name/OAV District Name/OAV	0		
6. Taxable OAV of all <u>existing/proposed</u> Community Wind Power Municipal TIF districts: District Name/OAV District Name/OAV	0		
7. Taxable OAV of all <u>existing/proposed</u> Single Taxpayer/High Valuation ⁶ Municipal TIF districts: District Name/OAV District Name/OAV	0		
8. Taxable OAV in all <u>existing/proposed</u> Municipal TIF districts common to Pine Tree Development Zones per 30-A § 5250-I (14)(A) excluding any such OAV also factored in Exemptions 4-7 above: District Name/OAV District Name/OAV District Name/OAV District Name/OAV District Name/OAV District Name/OAV	0		
9. Total taxable OAV [=B3-B4-B5-B6-B7-B8] of all <u>existing/proposed</u> Municipal TIF districts counted toward 5% limit;	\$29,751,000		
10. Percentage of total taxable OAV [=B9÷B1] of all <u>existing/proposed</u> Municipal TIF districts (CANNOT EXCEED 5%).	1.51%		
COMPLETED BY			
NAME : Shana Cook Mueller			
DATE : October 18, 2018			

⁶ For this exemption see 30-A §5223(3)(C) sub-§§ 1-4.

STATUTORY REQUIREMENTS AND THRESHOLDS
Auburn Memory Care Municipal TIF District (#23)



City of Auburn, Maine

Office of the Assessor

www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210
207.333.6601

ASSESSOR'S CERTIFICATE OF ORIGINAL ASSESSED VALUE

CITY OF AUBURN

The undersigned assessor of the City of Auburn, Maine, does hereby certify pursuant to the provisions of Title 30-A M.R.S.A. Section 5227 that the Original Assessed Value of the taxable real property within the boundaries of the proposed Development District #23, the Auburn Memory Care Municipal Tax Increment Financing District, as described in the Development Program for the District, and as identified on the City of Auburn's Tax Maps as Map 291, Lot 008 was \$327,100 as of March 31, 2018 (April 1, 2017).

This Certificate has been executed as of this 10th day of October 2018.

CITY OF AUBURN ASSESSOR

A handwritten signature in black ink that reads "Karen Scammon".

Karen Scammon, CMA

**Exhibit D-1 | Captured Assessed Value TIF Revenue Projections
City of Auburn - Memory Care TIF District**

TIF Year	Tax Year	Original Assessed Value	Projected Additional Assessed Value	Projected Mil Rate	Projected New Taxes	New Taxes Captured 58.5%	City Revenue 65%	Project Revenue 35%	Amount to General Fund w/ TIF 41.5%	Amount to General Fund w/o TIF
1	2019	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
2	2020	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
3	2021	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
4	2022	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
5	2023	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
6	2024	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
7	2025	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
8	2026	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
9	2027	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
10	2028	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
11	2029	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
12	2030	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
13	2031	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
14	2032	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
15	2033	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
16	2034	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
17	2035	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
18	2036	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
19	2037	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
20	2038	\$327,100	6,500,000	0.0235	\$152,750	\$89,359	\$58,083	\$31,276	\$63,391.25	\$63,310.00
TOTALS:					\$3,055,000	\$1,787,175	\$1,161,664	\$625,511	\$1,267,825	\$1,266,200.00
									DIFFERENCE:	\$1,625

Projections performed by City staff based on generally accepted formulas and anticipated increased assessed values for the project.

Exhibit D-2 | Tax Shift Benefits
City of Auburn - Memory Care TIF District

TIF year	Tax Year	Revenue Sharing	Education	County Tax	Total
1	2019	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
2	2020	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
3	2021	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
4	2022	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
5	2023	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
6	2024	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
7	2025	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
8	2026	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
9	2027	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
10	2028	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
11	2029	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
12	2030	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
13	2031	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
14	2032	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
15	2033	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
16	2034	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
17	2035	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
18	2036	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
19	2037	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
20	2038	\$5,391.00	\$53,950.00	\$3,969.00	\$63,310.00
		\$107,820.00	\$1,079,000.00	\$79,380.00	\$1,266,200.00

Projections performed by City staff based on generally accepted formulas and anticipated increased assessed values for the project.

CITY OF AUBURN
PUBLIC NOTICE

Notice is hereby given that the City Council of the City of Auburn, Maine will hold a public hearing on November 5, 2018 at 7:00 p.m. or as soon as possible thereafter at the City Council Chambers in the Auburn Hall Building at 60 Court Street, Auburn, Maine for purposes of receiving public comments on the following:

Establishment of a Auburn Memory Care Municipal Development and Tax Increment Financing District #23 to designate the parcel known on City Tax Maps as Municipal Tax Map 291, Lot 008 as TIF # 23 and the adoption of a development program for said Municipal Development and Tax Increment Finance District pursuant to the provisions of Chapter 206 of Title 30A of the Maine Revised Statutes, as amended.

The proposed Municipal Development and Tax Increment Financing District consists of the entirety of said parcel totaling approximately 8.61 acres. The development program and all other relevant materials are on file with the City Clerk. All interested parties will be heard at the Public Hearing.

To be placed in the Lewiston Sun Journal on Friday, October 26, 2018

Exhibit F

Minutes of Public Hearing

AUBURN MEMORY CARE

2018. _____ **IN CITY COUNCIL,** _____, **2018**

WHEREAS, the City of Auburn (the "City") is authorized pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended (the "Act"), to designate a specified area within the City as the **Auburn Memory Care Municipal Development and Tax Increment Financing District (#23)** (the "District") and adopt a development program (the "Development Program") for the District pursuant to the Act; and

WHEREAS, there is a need for economic development in the City of Auburn, in the surrounding region, and in the State of Maine; and

WHEREAS, there is a need to improve and broaden the tax base of the City of Auburn; and to improve the general economy of the City of Auburn and the surrounding region; and

WHEREAS, designation of the District and adoption of the Development Program will help to improve and broaden the tax base in the City of Auburn and improve the economy of the City of Auburn and the region by attracting business development to the District; and

WHEREAS, the City desires to designate the District and adopt the Development Program; and

WHEREAS, it is expected that approval will be obtained from the State of Maine Department of Economic and Community Development (the "Department"), approving the designation of the District and adoption of the Development Program.

ORDERED AS FOLLOWS:

Section 1. The City of Auburn hereby designates the Auburn Memory Care Municipal Development and Tax Increment Financing District (#23) and hereby adopts the Development Program for said District; such designation and adoption to be pursuant to the following findings, terms, and provisions:

Section 2. The City Council hereby finds and determines that:

- a. At least twenty-five percent (25%), by area, of the real property within the District, as hereinafter designated, is suitable for commercial uses; and
- b. The total area of the District does not exceed two percent (2%) of the total acreage of the City, and the total area of all development districts within the City (including the proposed District) does not exceed five percent (5%) of the total acreage of the City; and
- c. The original assessed value of all existing and proposed tax increment financing districts (including the proposed District) does not exceed five percent (5%) of the total value of

equalized taxable property within the City as of the most recent April 1 for which such value is available; and

d. The designation of the District and adoption of the related Development Program will make a contribution to the economic growth and well-being of the City of Auburn and the surrounding region, and will contribute to the betterment of the health, welfare and safety of the inhabitants of the City of Auburn, including a broadened and improved tax base and economic stimulus, and therefore constitutes a good and valid public purpose. The City Council has considered all evidence, if any, presented to it with regard to any adverse economic effect on or detriment to any existing business and has found and determined that such adverse economic effect on or detriment to any existing business, if any, is outweighed by the contribution expected to be made through the District and the Development Program.

Section 3. The City Manager, or his/her duly appointed representative, is hereby authorized, empowered and directed to submit the proposed designation of the District and the proposed Development Program for the District to the Department for review and approval pursuant to the requirements of 30-A M.R.S.A. § 5226; and further is authorized to execute a Credit Enhancement Agreement consistent with the provisions of the District's Development Program as presented and approved herein, and to create the accounts and take all the actions described in such agreements.

Section 4. The foregoing designation of the District and approval of the Development Program shall automatically become final and shall take full force and effect upon receipt by the City of approval of the designation of the District and adoption of the Development Program by the Department, without requirement of further action by the City, the City Council, or any other party.

Section 5. The City Manager, or his duly appointed representative, is hereby authorized and empowered, at his/her discretion, from time to time, to make such revisions to the Development Program as the City Manager, or his duly appointed representative, deems reasonably necessary or convenient in order to facilitate the process for review and approval of the District and/or the Development Program by the Department, or for any other reason, so long as such revisions are not inconsistent with these resolutions or the basic structure and intent of the District and the Development Program.

Holly C. Lasagna, Ward One
Robert P. Hayes, Ward Two
Andrew D. Titus, Ward Three
Alfreda M. Fournier, Ward Four



Leroy G. Walker, Ward Five
Belinda A. Gerry, At Large
David C. Young, At Large

Jason J. Levesque, Mayor

IN CITY COUNCIL

ORDER 94-11052018

AUBURN MEMORY CARE

IN CITY COUNCIL, NOVEMBER 5, 2018

WHEREAS, the City of Auburn (the "City") is authorized pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended (the "Act"), to designate a specified area within the City as the **Auburn Memory Care Municipal Development and Tax Increment Financing District (#23)** (the "District") and adopt a development program (the "Development Program") for the District pursuant to the Act; and

WHEREAS, there is a need for economic development in the City of Auburn, in the surrounding region, and in the State of Maine; and

WHEREAS, there is a need to improve and broaden the tax base of the City of Auburn; and to improve the general economy of the City of Auburn and the surrounding region; and

WHEREAS, designation of the District and adoption of the Development Program will help to improve and broaden the tax base in the City of Auburn and improve the economy of the City of Auburn and the region by attracting business development to the District; and

WHEREAS, the City desires to designate the District and adopt the Development Program; and

WHEREAS, it is expected that approval will be obtained from the State of Maine Department of Economic and Community Development (the "Department"), approving the designation of the District and adoption of the Development Program.

ORDERED AS FOLLOWS:

Section 1. The City of Auburn hereby designates the Auburn Memory Care Municipal Development and Tax Increment Financing District (#23) and hereby adopts the Development Program for said District; such designation and adoption to be pursuant to the following findings, terms, and provisions:

Section 2. The City Council hereby finds and determines that:

Holly C. Lasagna, Ward One
Robert P. Hayes, Ward Two
Andrew D. Titus, Ward Three
Alfreda M. Fournier, Ward Four



Leroy G. Walker, Ward Five
Belinda A. Gerry, At Large
David C. Young, At Large

Jason J. Levesque, Mayor

- a. At least twenty-five percent (25%), by area, of the real property within the District, as hereinafter designated, is suitable for commercial uses; and
- b. The total area of the District does not exceed two percent (2%) of the total acreage of the City, and the total area of all development districts within the City (including the proposed District) does not exceed five percent (5%) of the total acreage of the City; and
- c. The original assessed value of all existing and proposed tax increment financing districts (including the proposed District) does not exceed five percent (5%) of the total value of equalized taxable property within the City as of the most recent April 1 for which such value is available; and
- d. The designation of the District and adoption of the related Development Program will make a contribution to the economic growth and well-being of the City of Auburn and the surrounding region, and will contribute to the betterment of the health, welfare and safety of the inhabitants of the City of Auburn, including a broadened and improved tax base and economic stimulus, and therefore constitutes a good and valid public purpose. The City Council has considered all evidence, if any, presented to it with regard to any adverse economic effect on or detriment to any existing business and has found and determined that such adverse economic effect on or detriment to any existing business, if any, is outweighed by the contribution expected to be made through the District and the Development Program.

Section 3. The City Manager, or his/her duly appointed representative, is hereby authorized, empowered and directed to submit the proposed designation of the District and the proposed Development Program for the District to the Department for review and approval pursuant to the requirements of 30-A M.R.S.A. § 5226; and further is authorized to execute a Credit Enhancement Agreement consistent with the provisions of the District's Development Program as presented and approved herein, and to create the accounts and take all the actions described in such agreements.

Section 4. The foregoing designation of the District and approval of the Development Program shall automatically become final and shall take full force and effect upon receipt by the City of approval of the designation of the District and adoption of the Development Program by the Department, without requirement of further action by the City, the City Council, or any other party.

Section 5. The City Manager, or his duly appointed representative, is hereby authorized and empowered, at his/her discretion, from time to time, to make such revisions to the Development Program as the City Manager, or his duly appointed representative, deems reasonably necessary or convenient in order to facilitate the process for review and approval of the District and/or the Development Program by the Department, or for any other reason, so long as such revisions are not

Holly C. Lasagna, Ward One
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David C. Young, At Large

Jason J. Levesque, Mayor

inconsistent with these resolutions or the basic structure and intent of the District and the Development Program.



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: November 5, 2018

Order: 95-11052018

Author: Kelsey Earle, License Specialist

Subject: Request by Saint Dominic Academy to reimburse the Flea Market/Craft Fair/Swap Meet/Bazaar license fee of \$100.00 for the Annual St. Dom's Holiday Festival.

Information: Saint Dominic Academy, 121 Gracelawn Road, a non-profit Catholic school for students in grades 7-12, is requesting the Flea Market/Craft Fair/Swap Meet/Bazaar license fee of \$100.00 be waived for the Annual St. Dom's Holiday Festival being held on November 3rd, from 9AM to 3PM.

Because the letter came in late, they paid the fee and are asking for the fee to be reimbursed.

Sec. 14-31. Fees; waiver. The fees for business licenses shall be paid by the owner or his agent in accordance with the business fee schedule established by the City Council. The City Council is the only authority allowed to waive fees prescribed by ordinance. An application for waiver of any fees must be presented in writing to the city clerk to be brought to the City Council at its next available meeting.

City Budgetary Impacts: \$100.00

Staff Recommended Action: Consider reimbursing the fee.

City Manager Comments:

I concur with the recommendation. Signature:

A handwritten signature in blue ink that reads "Peter J. Cochran".

Previous Meetings and History: Fees have been waived in the past.

Attachments:

- Letter from Saint Dominic Academy
- Flea Market/Craft Fair/Swap Meet/Bazaar application
- Order 95-11052018

Police:
Fire:
Code:
Tax:



CITY OF AUBURN, MAINE
Flea Market/Craft Fair/Swap Meet/Bazaars
License Application

Application date October 16, 2018 Date & Time of Event November 3, 2018
Event and/or Location St. Dom's Annual Holiday Festival, 121 Gracelawn Road

One Day Event:

- \$50.00 Up to 25 tables
 \$100.00 Over 25 tables

Three months:

- \$50.00 Per table
 \$500.00 Maximum per location

ALL QUESTIONS MUST BE ANSWERED IN FULL

BUSINESS

APPLICANT

Business name Saint Dominic Academy
Business address 121 Gracelawn Road
City Auburn State ME Zip 04210
Mailing address 121 Gracelawn Road
City Auburn State ME Zip 04210
Business phone 207 782-6911
Cell phone _____

Full name Donald Fournier
Maiden name A/K/A _____
Date of birth 07/10/60
Home address 6 Lighthouse View Lane
City Hartford State ME Zip 04220
Home phone 207 462-0655
Driver's Lic.# & State 9928105 Maine

Has applicant(s) ever been convicted of any violation of the law, other than minor traffic violations, of any State of the United States, within the past 5 years? Yes _____ No X (If yes, complete the following)

Name _____ Date of conviction _____

Offense _____ Location _____

Disposition _____

Does applicant(s) own the premises? Yes _____ No (If "No", give name and address of owner)

Name _____ Address _____

THE OMISSION OF FACTS OR ANY MISPRESENTATION OF ANY OF THE INFORMATION ON THIS APPLICATION SHALL BE SUFFICIENT GROUNDS FOR THE REFUSAL OF SUCH LICENSE.

Chapter 14-Business Licenses & Permits-Article II Sec.14-34 Certification from City Officials Before a license is issued the City Clerk shall submit the application for certification to the Code Enforcement Officer, Fire Chief, Chief of Police and City Treasurer. Please allow at least 3 weeks for this process.

CERTIFICATE OF APPLICANT AND WAIVER OF CONFIDENTIALITY

*****READ CAREFULLY BEFORE SIGNING*****

I hereby authorize the release of any criminal history record information to the City Clerk's Office or Licensing Authority. I understand that this information shall become public record, and I hereby waive any rights of privacy with respect hereto.

Donald Fournier
Signature of Applicant

Digitally signed by Donald Fournier
Date: 2018.10.16 09:10:41 -0400'

October 16, 2018
Date

**STAFF USE ONLY
DO NOT COMPLETE BELOW THIS LINE**



SAINT DOMINIC ACADEMY

Marianne Pelletier, Principal

Grades Pre-K to 5

17 Baird Avenue

Lewiston, Maine 04240

Tel: (207) 783-9323 Fax: (207) 783-9491

Donald Fournier, President/Principal

Grades 6-12

121 Gracelawn Road

Auburn, Maine 04210

Tel: (207) 782-6911 Fax: (207) 795-6439

October 15, 2018

Dear City Council Members,

I am writing you regarding our Annual St. Dom's Holiday Festival. This event, scheduled for November 3rd, is a celebration to kick off the approaching holiday season. It is composed of a craft fair, a holiday themed children's activity room, and a sale of assorted food items including a bake sale and gingerbread house contest. This year would represent the 11th year that we hold this event, and the community has enthusiastically supported it each year. Children eagerly wait in line to meet Santa and share their status (naughty or nice) and their Christmas wish list.

St. Dom's is a non-profit organization and our mission compels us to make our school open to Catholics and non-Catholics, rich and poor alike. Like most non-profits, our funds go to directly assist those we serve. This year over \$600,000 will go to help families with tuition assistance to attend St. Dom's. This is a huge part of an otherwise frugal and modest budget, but a required part of our mission.

It is my hope and prayer that we may obtain a waiver of the per-table fee for this event as this is not a flea market in the traditional sense. We have been granted a waiver of these fees in the past and are hoping that you continue this gracious tradition.

We respectfully await your decision.

Sincerely,

Donald Fournier
President

Holly C. Lasagna, Ward One
Robert P. Hayes, Ward Two
Andrew D. Titus, Ward Three
Alfreda M. Fournier, Ward Four



Leroy G. Walker, Ward Five
Belinda A. Gerry, At Large
David C. Young, At Large

Jason J. Levesque, Mayor

IN CITY COUNCIL

ORDER 95-11052018

ORDERED, that the City Council hereby approves the request by Saint Dominic Academy to reimburse the Flea Market/Craft Fair/Swap Meet/Bazaar license fee of \$100.00 for the Annual St. Dom's Holiday Festival being held on November 03, 2018.



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: November 5, 2018

Subject: Executive Session

Information: Poverty abatement case # 2018-003, pursuant to 36 M.R.S.A. Section 841.



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: November 5, 2018

Subject: Executive Session

Information: Personnel matter, pursuant to 1 M.R.S.A. Section 405(6) (A).

Executive Session: On occasion, the City Council discusses matters which are required or allowed by State law to be considered in executive session. Executive sessions are not open to the public. The matters that are discussed in executive session are required to be kept confidential until they become a matter of public discussion. In order to go into executive session, a Councilor must make a motion in public. The motion must be recorded, and 3/5 of the members of the Council must vote to go into executive session. An executive session is not required to be scheduled in advance as an agenda item, although when it is known at the time that the agenda is finalized, it will be listed on the agenda. The only topics which may be discussed in executive session are those that fall within one of the categories set forth in Title 1 M.R.S.A. Section 405(6). Those applicable to municipal government are:

A. Discussion or consideration of the employment, appointment, assignment, duties, promotion, demotion, compensation, evaluation, disciplining, resignation or dismissal of an individual or group of public officials, appointees or employees of the body or agency or the investigation or hearing of charges or complaints against a person or persons subject to the following conditions:

- (1) An executive session may be held only if public discussion could be reasonably expected to cause damage to the individual's reputation or the individual's right to privacy would be violated;
 - (2) Any person charged or investigated must be permitted to be present at an executive session if that person so desires;
 - (3) Any person charged or investigated may request in writing that the investigation or hearing of charges or complaints against that person be conducted in open session. A request, if made to the agency, must be honored; and
 - (4) Any person bringing charges, complaints or allegations of misconduct against the individual under discussion must be permitted to be present.
- This paragraph does not apply to discussion of a budget or budget proposal;

B. Discussion or consideration by a school board of suspension or expulsion of a public school student or a student at a private school, the cost of whose education is paid from public funds, as long as:

- (1) The student and legal counsel and, if the student is a minor, the student's parents or legal guardians are permitted to be present at an executive session if the student, parents or guardians so desire;

C. Discussion or consideration of the condition, acquisition or the use of real or personal property permanently attached to real property or interests therein or disposition of publicly held property or economic development only if premature disclosures of the information would prejudice the competitive or bargaining position of the body or agency;

D. Discussion of labor contracts and proposals and meetings between a public agency and its negotiators. The parties must be named before the body or agency may go into executive session. Negotiations between the representatives of a public employer and public employees may be open to the public if both parties agree to conduct negotiations in open sessions;

E. Consultations between a body or agency and its attorney concerning the legal rights and duties of the body or agency, pending or contemplated litigation, settlement offers and matters where the duties of the public body's or agency's counsel to the attorney's client pursuant to the code of professional responsibility clearly conflict with this subchapter or where premature general public knowledge would clearly place the State, municipality or other public agency or person at a substantial disadvantage;

F. Discussions of information contained in records made, maintained or received by a body or agency when access by the general public to those records is prohibited by statute;

G. Discussion or approval of the content of examinations administered by a body or agency for licensing, permitting or employment purposes; consultation between a body or agency and any entity that provides examination services to that body or agency regarding the content of an examination; and review of examinations with the person examined; and

H. Consultations between municipal officers and a code enforcement officer representing the municipality pursuant to Title 30-A, section 4452, subsection 1, paragraph C in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: November 5, 2018

Subject: Executive Session

Information: Legal consultation to review legal rights and responsibilities, pursuant to 1 M.R.S.A. Section 405(6) (E).

Executive Session: On occasion, the City Council discusses matters which are required or allowed by State law to be considered in executive session. Executive sessions are not open to the public. The matters that are discussed in executive session are required to be kept confidential until they become a matter of public discussion. In order to go into executive session, a Councilor must make a motion in public. The motion must be recorded, and 3/5 of the members of the Council must vote to go into executive session. An executive session is not required to be scheduled in advance as an agenda item, although when it is known at the time that the agenda is finalized, it will be listed on the agenda. The only topics which may be discussed in executive session are those that fall within one of the categories set forth in Title 1 M.R.S.A. Section 405(6). Those applicable to municipal government are:

A. Discussion or consideration of the employment, appointment, assignment, duties, promotion, demotion, compensation, evaluation, disciplining, resignation or dismissal of an individual or group of public officials, appointees or employees of the body or agency or the investigation or hearing of charges or complaints against a person or persons subject to the following conditions:

(1) An executive session may be held only if public discussion could be reasonably expected to cause damage to the individual's reputation or the individual's right to privacy would be violated;

(2) Any person charged or investigated must be permitted to be present at an executive session if that person so desires;

(3) Any person charged or investigated may request in writing that the investigation or hearing of charges or complaints against that person be conducted in open session. A request, if made to the agency, must be honored; and

(4) Any person bringing charges, complaints or allegations of misconduct against the individual under discussion must be permitted to be present.

This paragraph does not apply to discussion of a budget or budget proposal;

B. Discussion or consideration by a school board of suspension or expulsion of a public school student or a student at a private school, the cost of whose education is paid from public funds, as long as:

(1) The student and legal counsel and, if the student is a minor, the student's parents or legal guardians are permitted to be present at an executive session if the student, parents or guardians so desire;

C. Discussion or consideration of the condition, acquisition or the use of real or personal property permanently attached to real property or interests therein or disposition of publicly held property or economic development only if premature disclosures of the information would prejudice the competitive or bargaining position of the body or agency;

D. Discussion of labor contracts and proposals and meetings between a public agency and its negotiators. The parties must be named before the body or agency may go into executive session. Negotiations between the representatives of a public employer and public employees may be open to the public if both parties agree to conduct negotiations in open sessions;

E. Consultations between a body or agency and its attorney concerning the legal rights and duties of the body or agency, pending or contemplated litigation, settlement offers and matters where the duties of the public body's or agency's counsel to the attorney's client pursuant to the code of professional responsibility clearly conflict with this subchapter or where premature general public knowledge would clearly place the State, municipality or other public agency or person at a substantial disadvantage;

F. Discussions of information contained in records made, maintained or received by a body or agency when access by the general public to those records is prohibited by statute;

G. Discussion or approval of the content of examinations administered by a body or agency for licensing, permitting or employment purposes; consultation between a body or agency and any entity that provides examination services to that body or agency regarding the content of an examination; and review of examinations with the person examined; and

H. Consultations between municipal officers and a code enforcement officer representing the municipality pursuant to Title 30-A, section 4452, subsection 1, paragraph C in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.