

Portland –
Lewiston-
Auburn

Economic Evaluation Study

RUAC Project Update

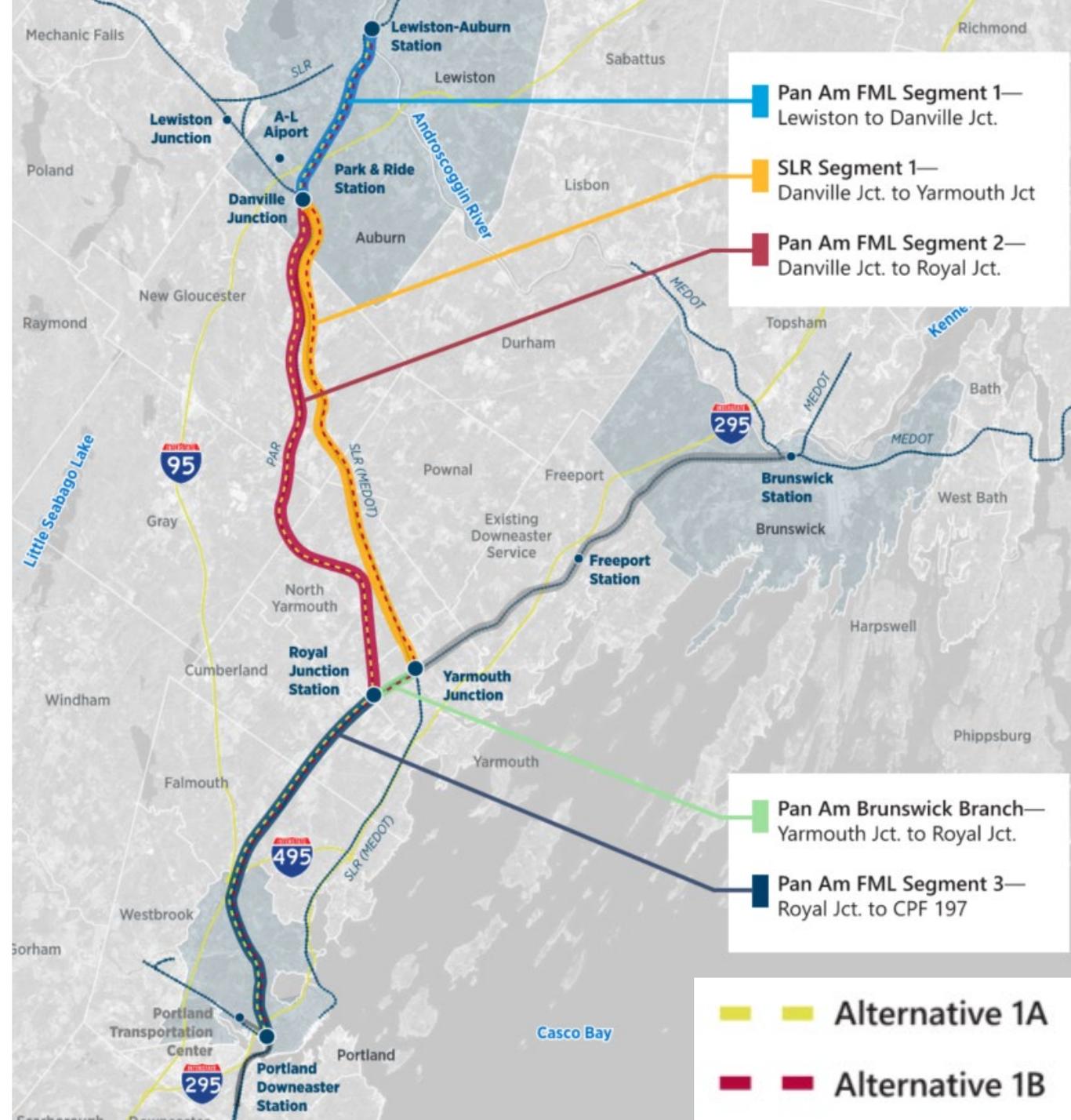


Agenda

- Project Purpose and Outcomes
- Station Market Analysis Results Overview
- Statewide Economic Impact Results
- Next Steps

Study Area

- Alternatives
 - 1A (Pan Am)
 - 1B (Pan Am/SLR)
- General Station Areas for Economic Evaluation
 - Lewiston/Auburn (1A/1B)
 - Auburn Park and Ride (1A/1B)
 - Pineland (1A/1B)
 - Yarmouth Junction (1B)

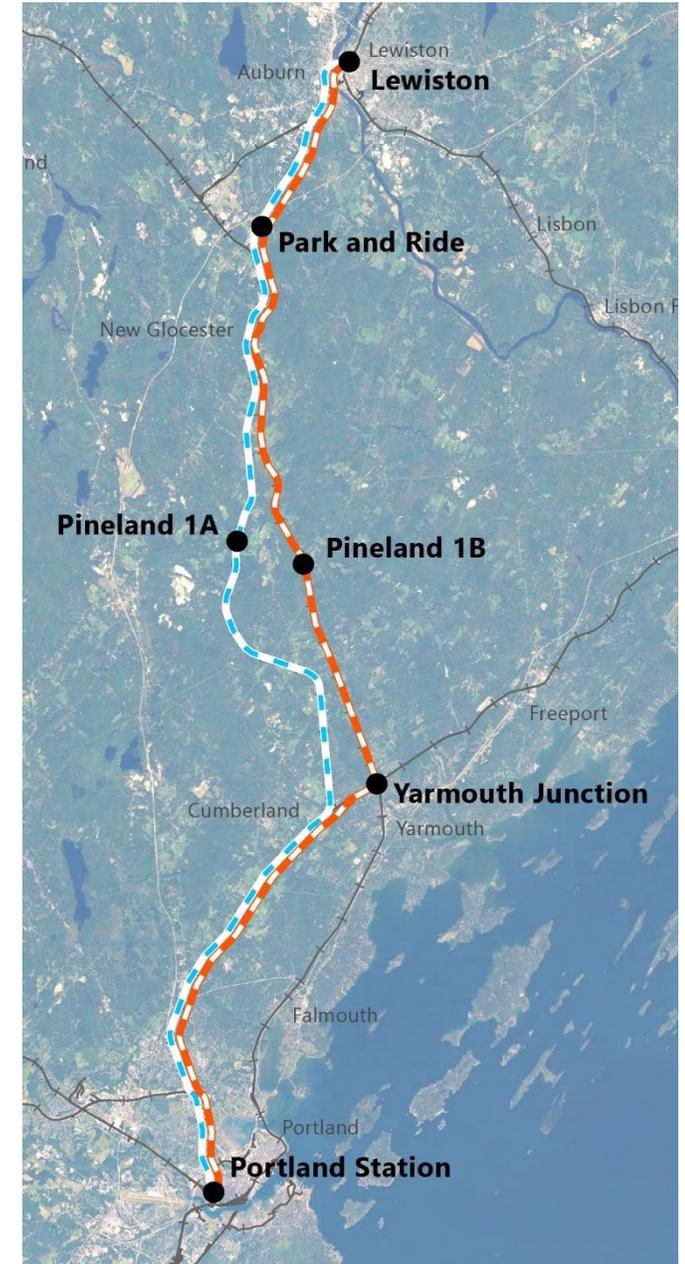


Project Purpose

- 2019 Report Recommended Economic Study as next step
- Continue planning efforts for Lewiston-Auburn Passenger Rail Project by:
 - Evaluating potential development demand around general station areas for Alternatives 1A/1B
 - Estimate economic impacts for Alternatives 1A/1B
 - Comparing findings for Alternatives 1A/1B
 - Developing Project Purpose and Need

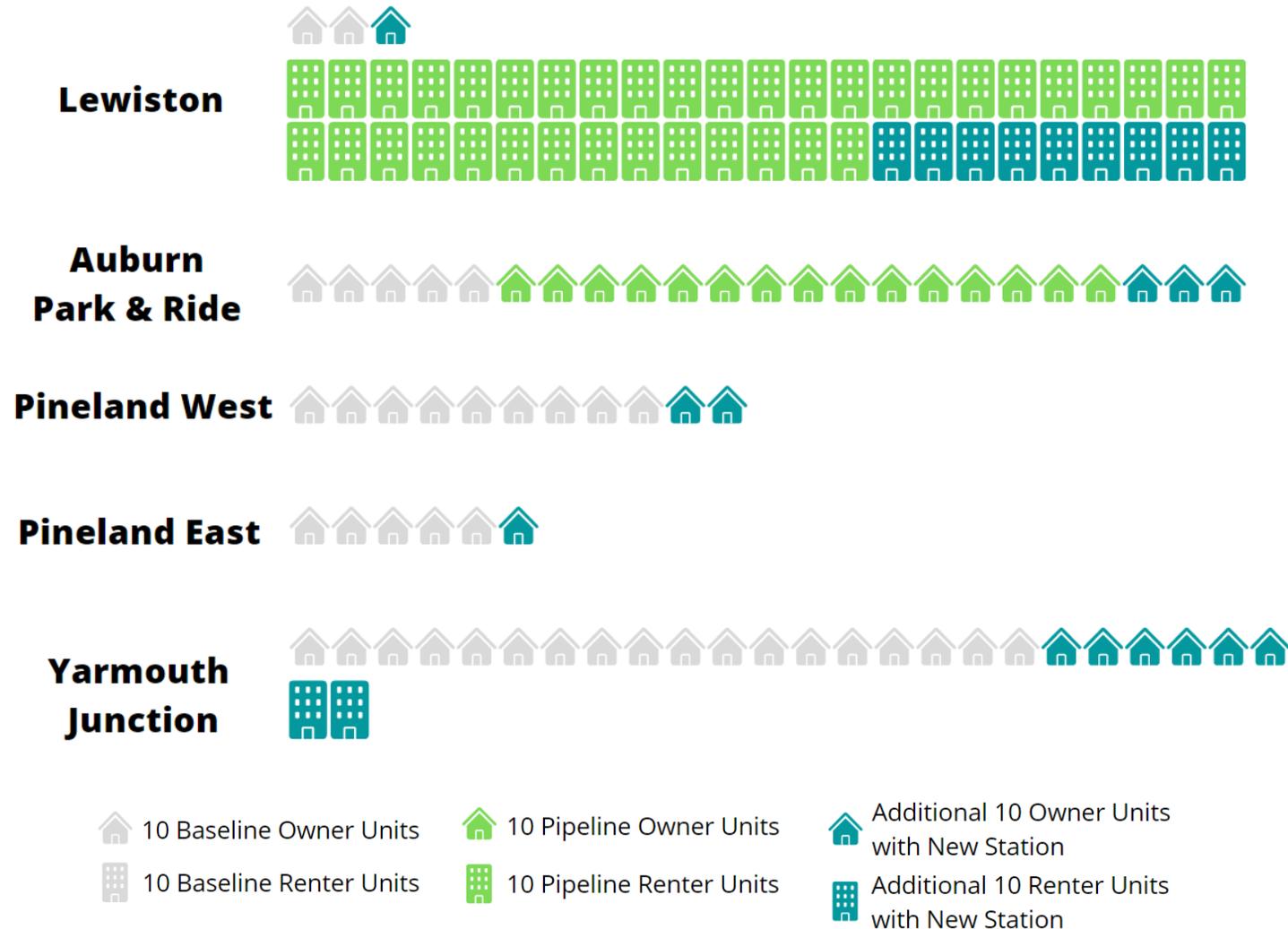
Potential Development Market Analysis Approach

- Define a catchment area around each proposed station location.
 - 15-minute walk (Lewiston)
 - 3-miles (all other stations)
- ↓
- Develop baseline projections of growth and demand
- ↓
- Based on project assumptions, evaluate potential development opportunities at each station location for the following demand:
 - Residential – estimated rental and owner units
 - Commercial – estimated square footage demand
 - Retail – estimated square footage demand
 - Service – estimated square footage demand
 - Office – estimated square footage demand



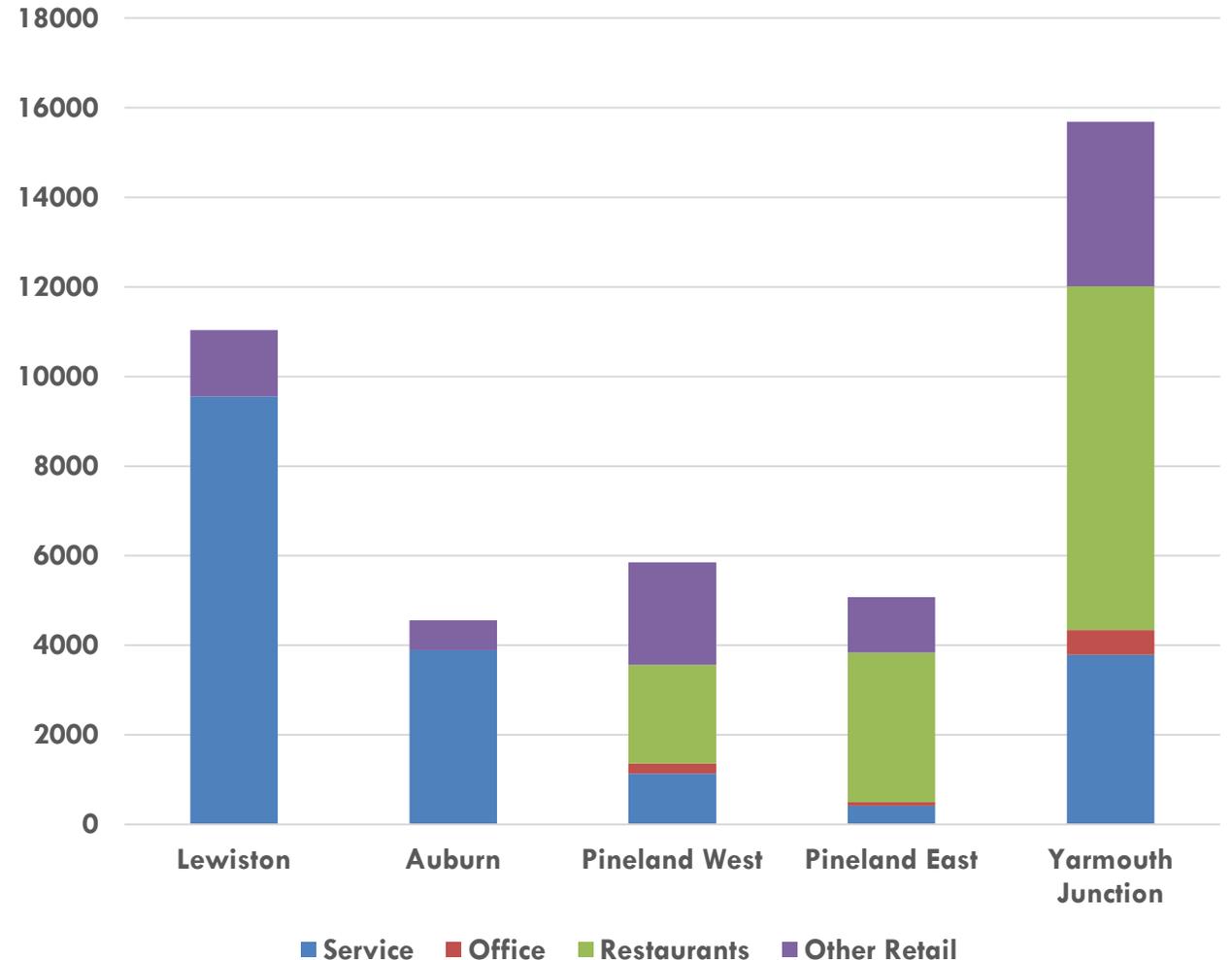
Projected Demand Opportunities for Housing Units

- Baseline** – within each Station study area there is some projected change in owner and renter housing, generally an increase in owner and decrease in renter.
- Increase County Share by 1.15%** – conservative growth assuming “new” housing, commuter rail and Station amenities could create increased desirability for the Station study area relative to the county.
- Note** - possibility that some owner demand (if owner condominiums) could translate to renter demand if targeted to cohort aged 65+.



Estimates of Supportable Retail & Non-Retail SF of Development

- Employment growth was then translated to demand for additional development using typical SF per employee metrics. Assumed 25.0% of growth is new build space.
- **Note** - commercial could be ground level in a mid-rise mixed-use project. This increases density and enhances developer financial feasibility.
- Assumed a 35.0% re-capture could result in supportable demand for additional retail SF
- May include new build or expansion of existing
- Assumed average metrics of sales per SF



Market Analysis – Key Takeaways

- Residential development opportunity is present for each potential station area
 - Lewiston highest for renter units
 - Potential for owner occupied at other stations
 - Smaller, higher density may be more cost effective to build
 - May be opportunity to target the 65+ population
- Retail and non-retail opportunity is present for each potential station area
 - Service sector highest in Lewiston, similar in Auburn, Yarmouth Junction
 - Potential space could integrate as a ground floor use of a mixed-use project.
- Retail development opportunities are strongest for restaurants and other specialty retailers
 - Commuter rail ridership demand may translate into additional spending or larger space for existing/planned retailers

Option 1

Stops at Lewiston/Auburn, Park & Ride, Portland

Direct, shorter travel times from Lewiston/Auburn to Portland



Potential Housing Units

300+ Units in Pipeline

85-125 New Rental with Station

100-135 New Owner with Station

Development Potential Around Stations

2,610 sq
Other Retail

13,460 sq
Service

Limited sq
Office

800 sq
Restaurant

Potential Jobs Generated

215

Potential Property Tax Generated

\$550,000 – \$805,000 Residential

\$90,000 Non-Residential

- Stations
- Railroad
- Interstate Route
- Secondary Route
- Alternative 1A
- Alternative 1B

- Conservation Lands
- Town Boundaries



Option 2

Stops at Lewiston/Auburn, Park & Ride, Pineland 1A, Portland

Additional stop at Pineland via Alternative 1A, additional development potential, longer travel times for through riders from Lewiston/Auburn

Potential Housing Units

95-135 New Rental with Station
160-255 New Owner with Station

Potential Jobs

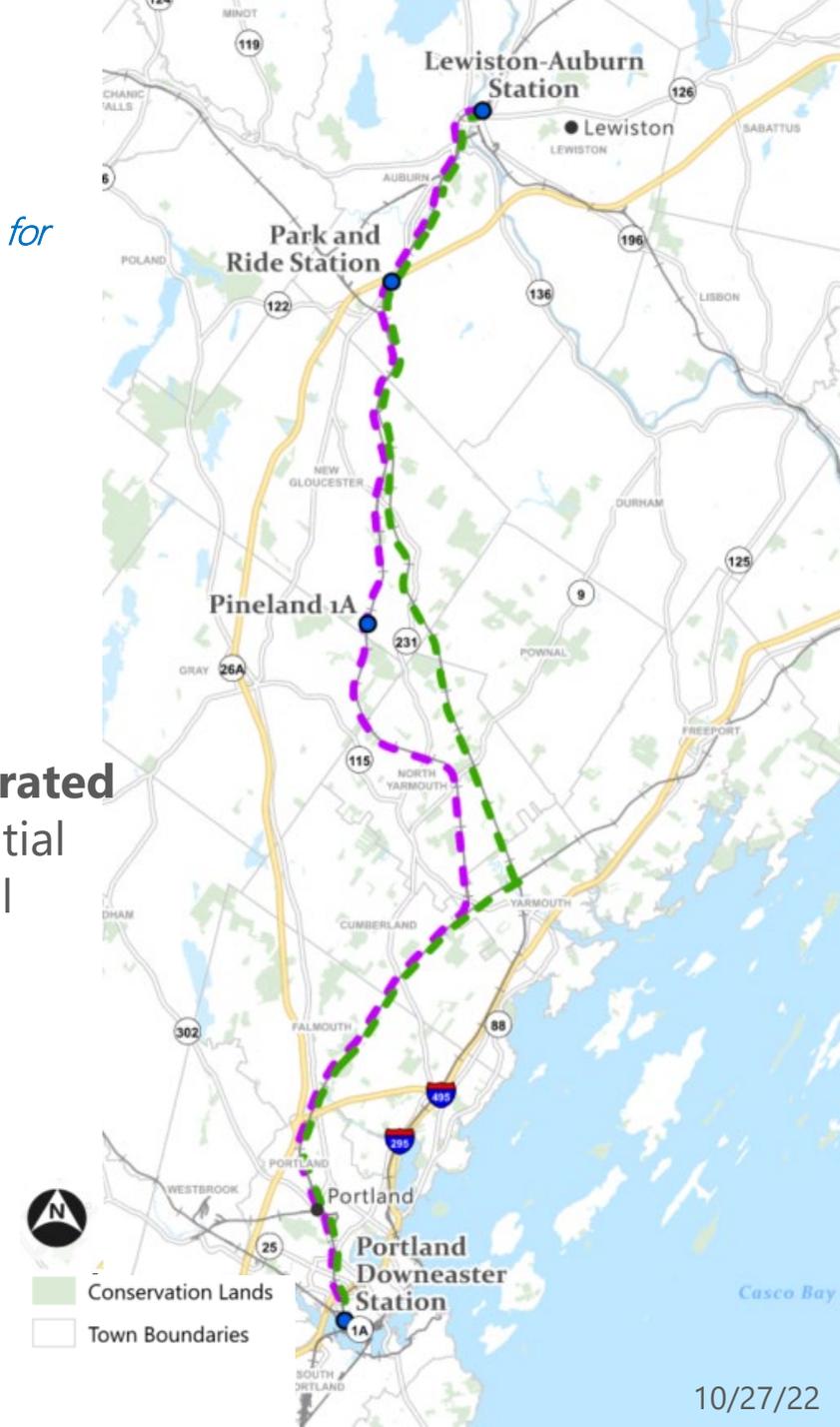
240

Development Potential Around Stations



Potential Property Tax Generated

\$650,000 – \$970,00 Residential
\$103,797 Non-Residential



Option 3

Stops at Lewiston/Auburn, Park & Ride, Yarmouth Junction, Portland

Additional stop at Yarmouth Junction via Alternative 1B, additional development potential, longer travel times for through riders from Lewiston/Auburn



Potential Housing Units

105-160 New Rental with Station
400-500 New Owner with Station

Development Potential Around Stations

6,280 sq
Other Retail

17,240 sq
Service

550 sq
Office

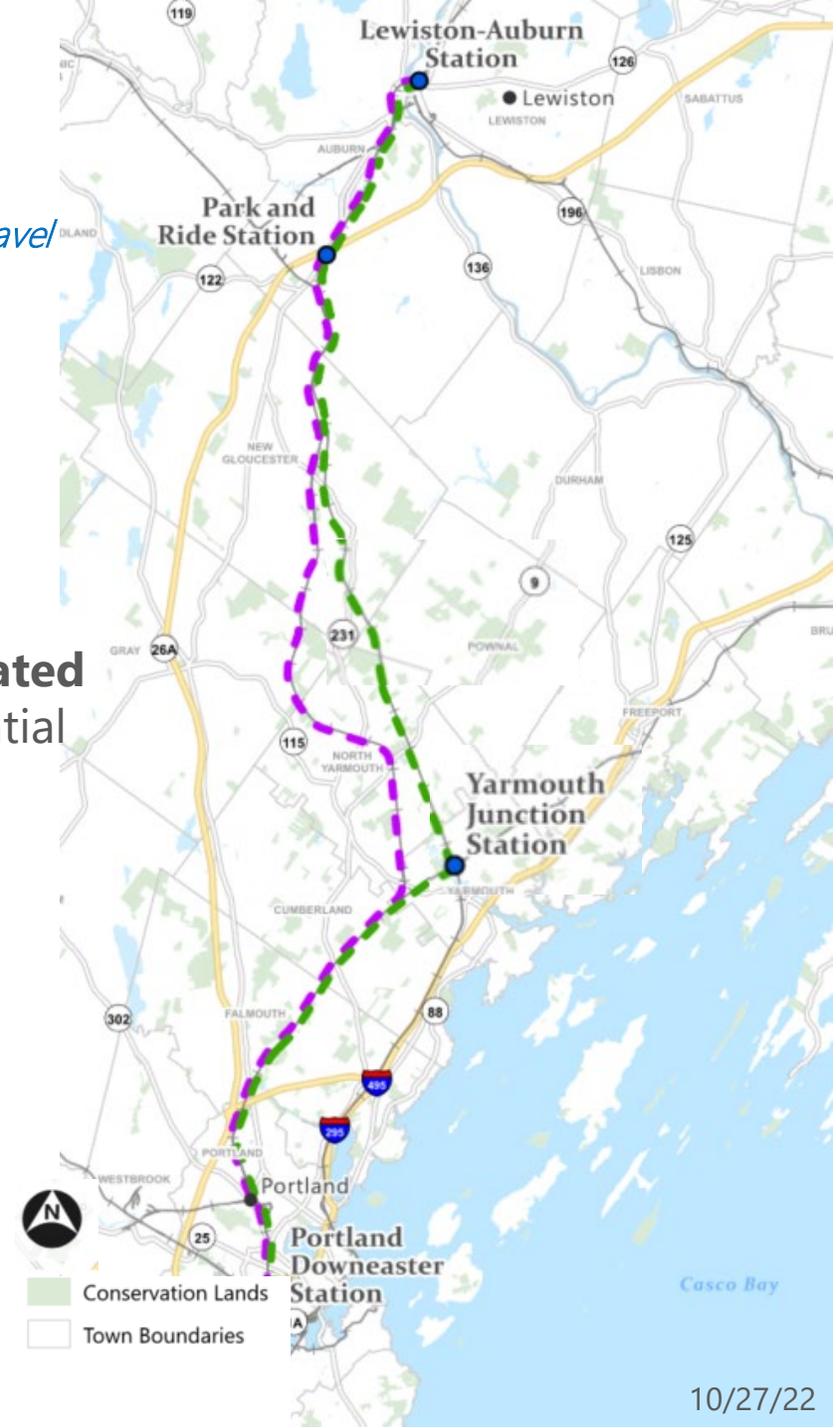
8,500 sq
Restaurant

Potential Jobs

290

Potential Property Tax Generated

\$960,000 – \$1,680,000 Residential
\$145,000 Non-Residential



Option 4

Stops at Lewiston/Auburn, Park & Ride, Pineland 1B, Yarmouth Junction, Portland

Two additional stops at Pineland and Yarmouth Junction via Alternative 1B, additional development potential, longest travel times for through riders from Lewiston/Auburn



Potential Housing Units

115-170 New Rental with Station
460-500 New Owner with Station

Development Potential Around Stations

7,510 sq Other Retail 	17,700 sq Service
630 sq Office 	11,820 sq Restaurant

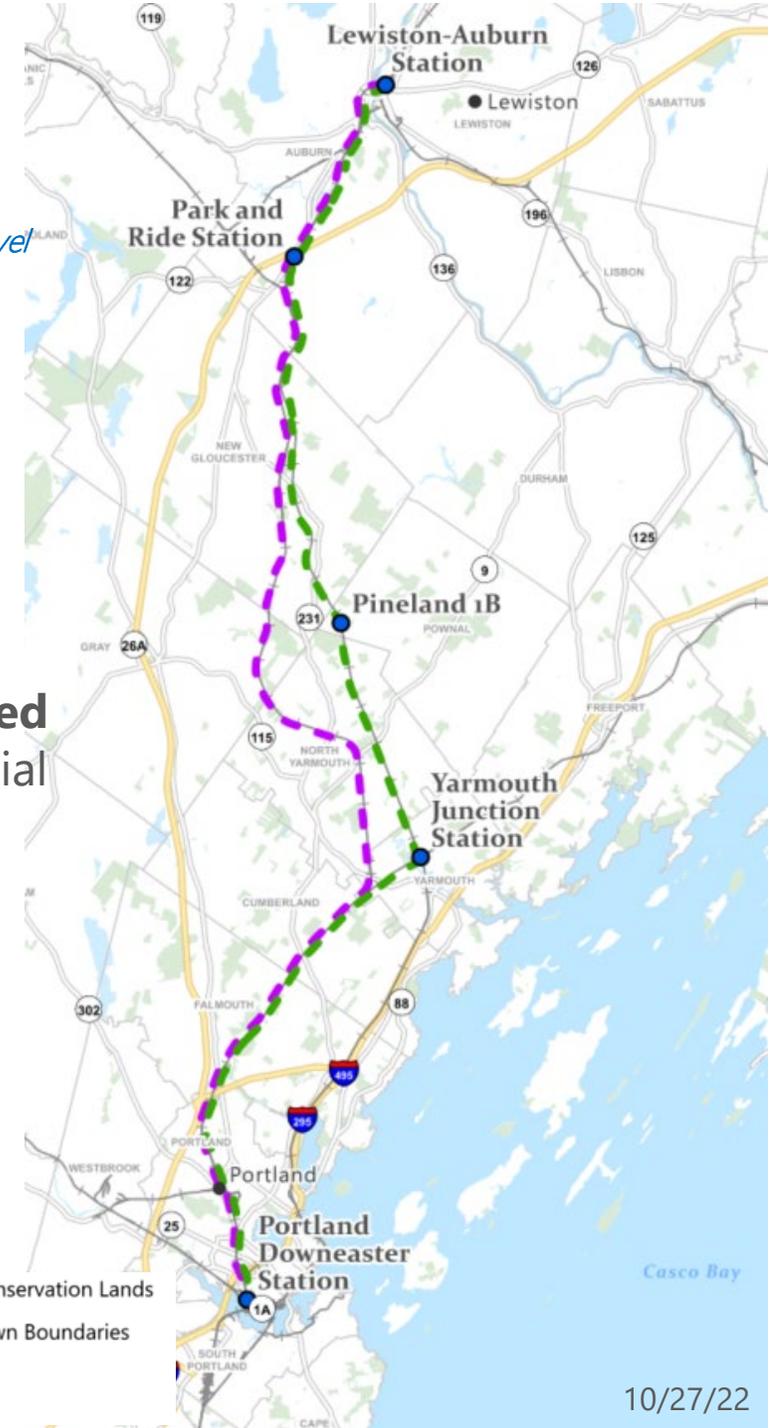
Potential Jobs
300

Potential Property Tax Generated
\$1,020,000 – \$1,780,020 Residential
\$155,000 Non-Residential

- Stations
- Railroad
- Interstate Route
- Secondary Route
- Alternative 1A
- Alternative 1B



- Conservation Lands
- Town Boundaries



What does this mean for station areas?

- Particular station site selection is a later part of the planning and design process.
- Developments are not part of the project and station design. With the additional benefit of transit access, the potential for development is higher, and would be done in coordination with local cities.
- Market demand, along with local requirements will shape the eventual development around station areas.



Statewide Economic Impact Analysis Methodology

- Dollar flow modeling
 - Conducted between different sectors of the economy (how a dollar in one sector is spent and impacts others)
 - Direct investment in economic activity
 - Business-to-business spending
 - Household expenditures
- Estimated a range of potential value added to the Statewide economy, including:
 - Employment
 - Labor Income
 - Dollar Value Added to statewide Maine economy

Model Results – Infrastructure Costs

- **Estimated outcomes of infrastructure investments**

	Alignment 1A	Alignment 1B
Infrastructure Investment (millions)	\$189 - \$230	\$207 - \$254
Employment (positions)	2,522 - 3,075	2,624 - 3,220
Labor Income (millions)	\$129 - \$159.99	\$141.29 - \$173.37
Dollar Value Added to Maine economy (millions)	\$161.94 - \$197.07	\$177.36 - \$217.63

Model Results – Annual Operating & Maintenance Costs

- **Estimated outcomes of Ongoing Annual Operating & Maintenance costs**

	Alignment 1A	Alignment 1B
Annual Operating & Maintenance Costs (millions)	\$15 – 19	\$16 – 20
Employment (positions)	125 – 159	134 – 167
Labor Income (millions)	\$9.92 - \$12.57	\$10.58 - \$13.23
Dollar Value Added to Maine economy (millions)	\$13.90 - \$17.61	\$14.83 - \$18.53

What comes next?

- As part of this economic study:
 - Develop report summarizing potential economic benefits and impacts for Alternatives 1A and 1B
 - Develop Project Purpose and Need
- For the Lewiston-Auburn Passenger Rail Study Overall:
 - Presentation of findings to Maine legislature
 - Update to the evaluation matrix of alignment alternatives to consider as a preferred alignment is selected

Portland – Lewiston- Auburn

Economic Evaluation Study

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