

CITY OF PORTLAND, MAINE
Standing Committee on Sustainability and Transportation
Councilor Andrew Zarro, District 4, Chair
Councilor Roberto Rodriguez, At-Large
Councilor Victoria Pelletier, District 2

Agenda
September 14, 2022
5:00 PM

The Sustainability and Transportation Committee will conduct this meeting remotely via Zoom. Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend live either in person or via Zoom, a recording will be available in the [Agenda Center](#) following the meeting.

For public comment via Zoom, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be unmuted by the host when it is time for public comment.

Please click the link below to join the webinar:
<https://portlandmaine-gov.zoom.us/j/88491223909?pwd=UlpENThTaU5pbll2ei92MmRTODZUdz09>
Passcode: 508916

By telephone: US: +1 309 205 3325
Webinar ID: 884 9122 3909
Passcode: 508916

1. Review and approve minutes from July 13
Minutes from July 13, 2022
 - a. Minutes from July 13, 2022
2. Sustainability Program Updates
 - a. Updates for September 2022
3. Presentation and Discussion
 - a. Update on Portland Bike Share
Presenter: Bruce Hyman
No public comment will be taken
 - b. Naming Donatelli Square
Presenter: Councilor Ali
Public comment will be taken
 - c. Presentation by the Casco Bay Trail Alliance

Representatives from the Casco Bay Trail Alliance will provide an overview of the organization including their mission and vision. The presentation will also update the

Committee about progress at the Rail Use Advisory Council regarding the St. Lawrence and Atlantic rail corridor.

This is informational only.

No public comment will be taken.

4. Other Business

CITY OF PORTLAND, MAINE
Committee on Sustainability and Transportation
Councilor Andrew Zarro (D4), Chair
Councilor Victoria Pelletier (D2)
Councilor Roberto Rodriguez (At-Large)

Draft Minutes July 13, 2022

Members Present: Councilor Zarro, Councilor Rodriguez, Councilor Pelletier

Staff Present: Troy Moon, Erin Ferrell, Gene Pierotti, Kari Twaite

Meeting called to order.

June 8 Minutes

Councilor Rodriguez moves to approve the June 8th meeting minutes. Councilor Pelletier seconds the motion. June 8th minutes passed unanimously, 3-0.

Sustainability Update

Presented by Troy Moon

The Sustainability Office welcomed Resilience Corps member Courtney Crossgrove who will be working with the office a few hours each week until October. Hiring has begun for the Sustainability Associate position with 67 applications received. Erin was promoted to full-time on July 3rd.

2 new charging stations installed in Elm St Garage and 1 new station at Spring St Garage. Improving the charging experience has been a priority. Usage of the networked charging stations remains strong with over 400 charging sessions in June. We are working with CMP and EVgo on the necessary easements and permits to install DC fast chargers on Commercial St and the Spring/High parking lot.

Food scrap recycling drop off program now includes 8 locations. Each location has a scannable code that brings up the form with a few questions about the site.

As of the beginning of June, the Electrify Everything campaign spurred the installation of: 16 air source heat pumps, 10 Solar PV systems, 5 heat pump water heaters, 2 home EV chargers, 1 battery storage system (encouraged, but not technically part of the program). Our program goal was to spur at least 75 - 100 residents to take some action to electrify their home so we are on track - does not include sign ups for community solar. This version of the program ends in October. We've begun imagining what Electrify Everything 2.0 will look like.

The office attended the Maine Climate Council conference in Augusta with Troy presenting on Electrify Everything! And EV charging. Troy presented to the New England Municipal Sustainability Network on tree equity. Erin and Courtney joined Wayside Food Programs picnic to talk about the food scrap recycling program. The office is holding a tabling day in Post Office Park. Had two Coffee and Climate events since the last meeting. The next will be on En-roads in August.

Committee Comment on Sustainability Update

Councilor Zarro asks what happens if a non-EV parks in one of the EV charging stations? The parking division is able to ticket those drivers.

Councilor Rodriguez asks how many charging stations EVgo will be installing by March 2023? 12 level 2 chargers and 8 parking spots with fast chargers by March. We have 36 more level 2 chargers to come and we are working on staying on the timeline.

Councilor Pelletier asks if there is a possibility to expand compost drop sites to more locations in Parkside? This is a possibility with more usage and demand.

Amendment to Chapter 34 - Fertilizer Ordinance

Presented by Troy Moon

On March 23, 2022 the Pesticide Management Advisory Committee (PMAC) presented its annual report to the Sustainability and Transportation Committee as required by Chapter 34 of City Code. The report documented the activities of the committee during the prior year, presented information gleaned from the annual reports submitted to the Sustainability Office by licensed pesticide applicators, and made several recommendations for amendments to the ordinance in fulfillment of the PMAC's responsibility to "advise the Sustainability Director and the Sustainability and Transportation Committee about pesticide use and recommending changes to achieve full and successful implementation of the ordinance." (Chapter 34-6)

In summary, the draft ordinance:

Prohibits application of fertilizers within 75' of a water body or wetland or other environmentally sensitive area

Prohibits application of fertilizers on frozen ground, impervious, or saturated surfaces

Prohibits application of fertilizers when a heavy rain event is forecast or is occurring

Prohibits fertilizer applications when plants are not taking up nutrients, such as during summer dormancy or when the ground is partially or wholly frozen

Prohibits applications of phosphorus except when a soil test conducted within the last three years indicates a need for phosphorus, or phosphorus is being used for new development/re-establishment.

Prohibits the application of fertilizers using prills/pellets on impervious surfaces.

Public Comment on Amendment to Chapter 34

Ken Capron believes the amendment is ignoring wood preservatives that leach into the soils.

Ken sent the committee his comments and a fact sheet. Ken asks if the deep root fertilization of trees has to do with the trees ability to produce acorns. Recommends someone from Maine DEP and an outside chemist be on the PMAC.

Tor Herrington mentions young trees in their neighborhood do not grow successfully due to deep root fertilization. Recommends using cover crops in areas where topsoil is insufficient. Noted Rewild Maine work on invasive species removal and leaving the ground bare after – recommends amending the soil before planting.

Karen Snyder is chair of PMAC and appreciates the other two commenters. Karen would like to mention additions to the ordinance that PMAC members sent to the committee. Karen would like to change the positions in the LMAC to attract more members. Notes the PMAC would like to give more guidance.

Avery Yale Kamila agrees with Karen and is also a member of the PMAC. Avery notes the importance of taking care of our land and people in Portland. Avery notes her neighborhood has few trees or parks. Avery would like to broaden who can serve on the LMAC.

Councilor Comment on Amendment to Chapter 34

Troy notes that street trees are in a tough environment. There is some fertilization with compost and fertilizer used. Deep root fertilization happens in already established trees and is sometimes needed to get existing trees extra nutrients. Telephone poles are treated with preservatives to keep them from rotting but this may not be the appropriate ordinance to address this issue.

Councilor Zarro asks if changing the makeup of the PMAC has been discussed? It has not been discussed on a committee level but can be revisited. Councilor Zarro notes the public notification section in the new ordinance and how it will be enforced. The office will create a toolkit and communicate it to the stores. We may make them signage and language they can post. We can prohibit the use but likely not the sale.

Councilor Pelletier recommends bringing the amendments to Chapter 34 to council in September.

Passage of Amendments to Chapter 34 with additional amendments from PMAC

Councilor Zarro motions to recommend to the council. Councilor Rodriguez seconds. The recommendation is approved 3-0.

Motion to Recommend to the Council Amendments to Chapter 34 as amended

Councilor Rodriguez motions to recommend to council. Councilor Zarro seconds. Recommendation approved 3-0.



CITY OF PORTLAND

Sustainability Office

Troy Moon

Sustainability Director

Sustainability Updates

June 8, 2022

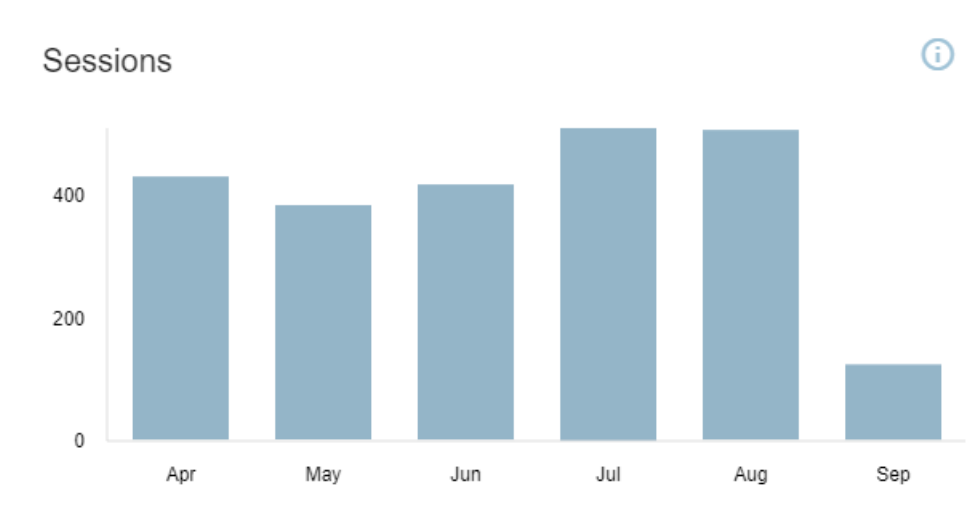
Staffing

We are pleased to welcome our newest team member, Katie Tims. She will be focusing on education and community engagement. We've wanted to do more of this in the past but have not had the capacity. Thanks to the City Council for supporting this new position.

Our part time Resilience Corp member, Courtney Crossgrove, has been a huge help working on our community composting program and developing a lot of great social media content. Her term ends in the beginning of October. We look forward to our new, full time, Resilience Corp member starting shortly thereafter. We will introduce him at a future meeting.

EV Charging

Usage of our EV chargers continues to grow. In both July and August we provided more than 500 charging sessions.



Waste Reduction

The Community Composting Program continues to be successful and well used. Courtney has visited the sites weekly to ensure their cleanliness and to make sure the containers are being emptied often enough. She reports they are in good shape and have very little contamination. We had to add an additional cart at North Street due to high usage.

Energy

The sign up period for Electrify Everything has ended. About 30 residents will receive a home visit this month, which will conclude this version of the program. So far more than 75 people have taken some action to electrify their home through our program, which meets our goal. This does not include residents who signed up for community solar, so the number is likely higher. At the end of the month we will send a questionnaire to everyone who participated to get their feedback about what worked well and what could be improved. We'll present an analysis to the Committee in November.

The Sustainability Team is working to develop the next version of the program.

Bird Safe Glass

Following the Committee's direction to develop a policy for bird safe architecture and design, the Sustainability Office worked with Portland Society for Architecture and Maine Audubon to create a working group of design professionals and developers to review existing bird safe ordinances and to draft recommendations for Portland. We are now refining these recommendations with staff from Planning and Permitting and Inspections. We will be holding a public event (date TBD) in conjunction with PSA to further educate the design community about bird safe policies and to get additional feedback about the draft recommendations.

Education and Outreach:

On July 27 we held a pop up sustainability fair in Post Office Park. We were joined by Revision Energy, the Portland Public Library, and ecomaine.

Throughout the summer the Sustainability Office team attended a series of picnics in the park hosted by Wayside. These included events at Riverton, Payson Park, and Boyd Street. We promoted the community composting program and spoke with residents about reducing food waste.

On August 10 Troy made a presentation about One Climate Future conference visiting Portland to discuss climate impacts to the North Atlantic bioregion – which includes Maine, Atlantic Canada, the UK, and Scandinavia. Attendees were from all of these countries.

On September 10 the Sustainability Office hosted a Sustainable Land Care event in Payson Park to educate residents about organic landcare practices. We were joined by partners including UMaine Cooperative Extension, Cumberland County Soil and Water Conservation District, and others.

Coffee and Climate in August featured a presentation by Pete Dugas demonstrating the En-Roads program that demonstrates the impacts of various policies on carbon emissions. We also discussed carbon pricing as a tool to reduce emissions.

Coffee and Climate in September featured discussion about electric vehicles including a presentation by Efficiency Maine detailing the State's plans for deploying EV charging infrastructure.

Climate and Coffee events are community conversations that happen on the 2nd Friday of the month at 9 AM. We record sessions with guest speakers and post them on www.oneclimatefuture.org, along with other information about our work.

You can also follow us on social media. Instagram @sustainableportlandme / Twitter @SustainPortME / FB @SustainablePortlandME

KATE SNYDER (MAYOR)
ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
TAE Y. CHONG (3)
ANDREW ZARRO (4)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

MARK DION (5)
APRIL D. FOURNIER(A/L)
PIOUS ALI (A/L)
ROBERTO RODRÍGUEZ (A/L)

RESOLUTION DESIGNATING DONATELLI SQUARE

WHEREAS, Since 1900 almost Fifty Thousand Italian Americans have migrated to the State of Maine; and

WHEREAS, The majority of Maine's Italian immigrants settled in City of Portland's Little Italy; and

WHEREAS, Generations of Portland's Italian Americans have worked in Portland as barbers, carpenters, fishermen, longshoremen, railroad workers and masons; and

WHEREAS, The labor and skills that these Italians brought with them contributed to the creation of the beautiful City of Portland; and

WHEREAS, **Vonge Donatelli** and his wife Liliana and their son Faustino migrated to the United States of America and settled in City of Portland's Munjoy Hill in the 1960s; and

WHEREAS, Since their arrival, the Donatelli family have played many roles in building the Italian community; and

WHEREAS, **The Donatelli family** created the Donatelli Cloth and Tailoring Shop in 1972 on Munjoy Hill to serve the thriving Community; and

WHEREAS, The Donatelli Cloth and Tailoring shop have been a fixture on Munjoy Hill and the City of Portland for generations and continue to serve the Portland community; and

WHEREAS, The City of Portland is changing rapidly and the Donatelli Cloth and Tailoring shop have remained a stable reminder of the history of the Munjoy Hill community and Donatelli Square will keep that story for generations to come.

NOW, THEREFORE, BE IT RESOLVED, the Portland City Council recognizes the outstanding contributions made by the Donatelli family to the civic life of Portland; and

BE IT FURTHER RESOLVED, that the City of Portland hereby names the block of Congress Street between St. Lawrence Street and Atlantic Street as Donatelli Square in recognition of these many contributions.

DRAFT

St. Lawrence & Atlantic Berlin Subdivision Rail Corridor

RAIL USE ADVISORY COUNCIL MEETING

July 28, 2022

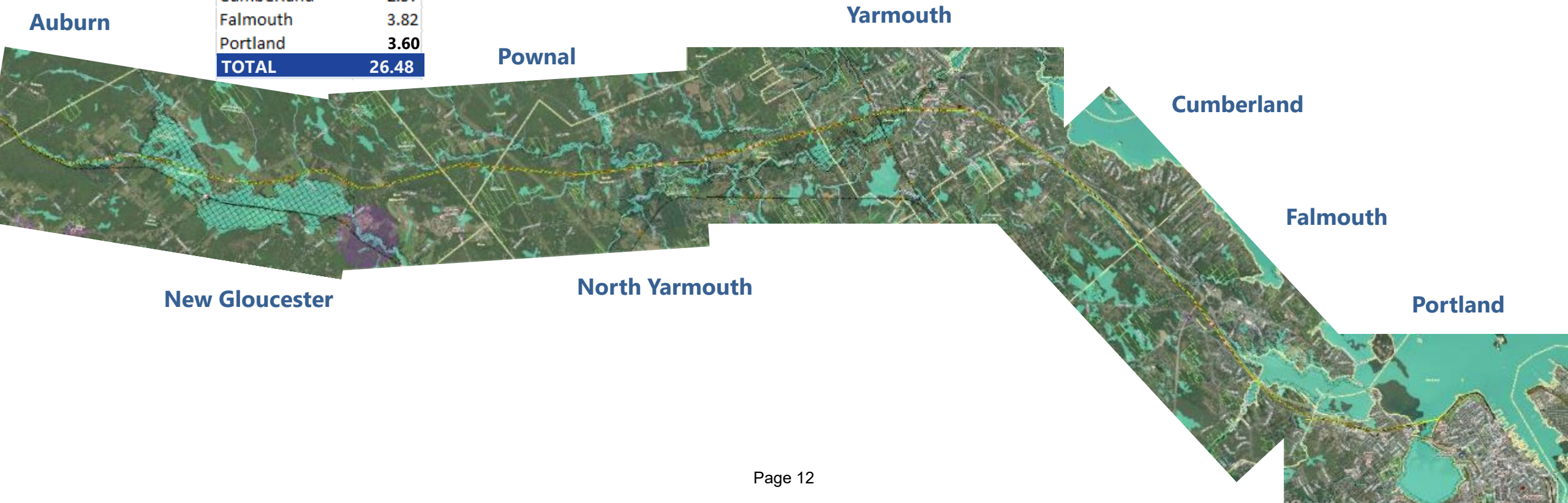


Rail Corridor Context

Berlin Subdivision/SL&A Corridor

■ Length

Town	Miles
Auburn	0.39
New Gloucester	6.93
Pownal	0.84
North Yarmouth	5.08
Yarmouth	3.25
Cumberland	2.57
Falmouth	3.82
Portland	3.60
TOTAL	26.48



Rail Corridor Context: Cross Section Locations

Berlin Subdivision/SL&A Corridor

Length

Town	Miles
Auburn	0.39
New Gloucester	6.93
Pownal	0.84
North Yarmouth	5.08
Yarmouth	3.25
Cumberland	2.57
Falmouth	3.82
Portland	3.60
TOTAL	26.48

Auburn

MP 11.60



Yarmouth



Cumberland



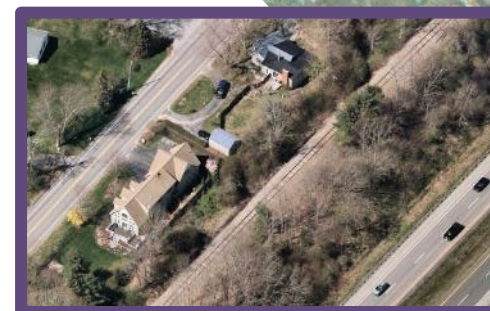
Falmouth

MP 4.45



MP 19.95

North Yarmouth



MP 4.70



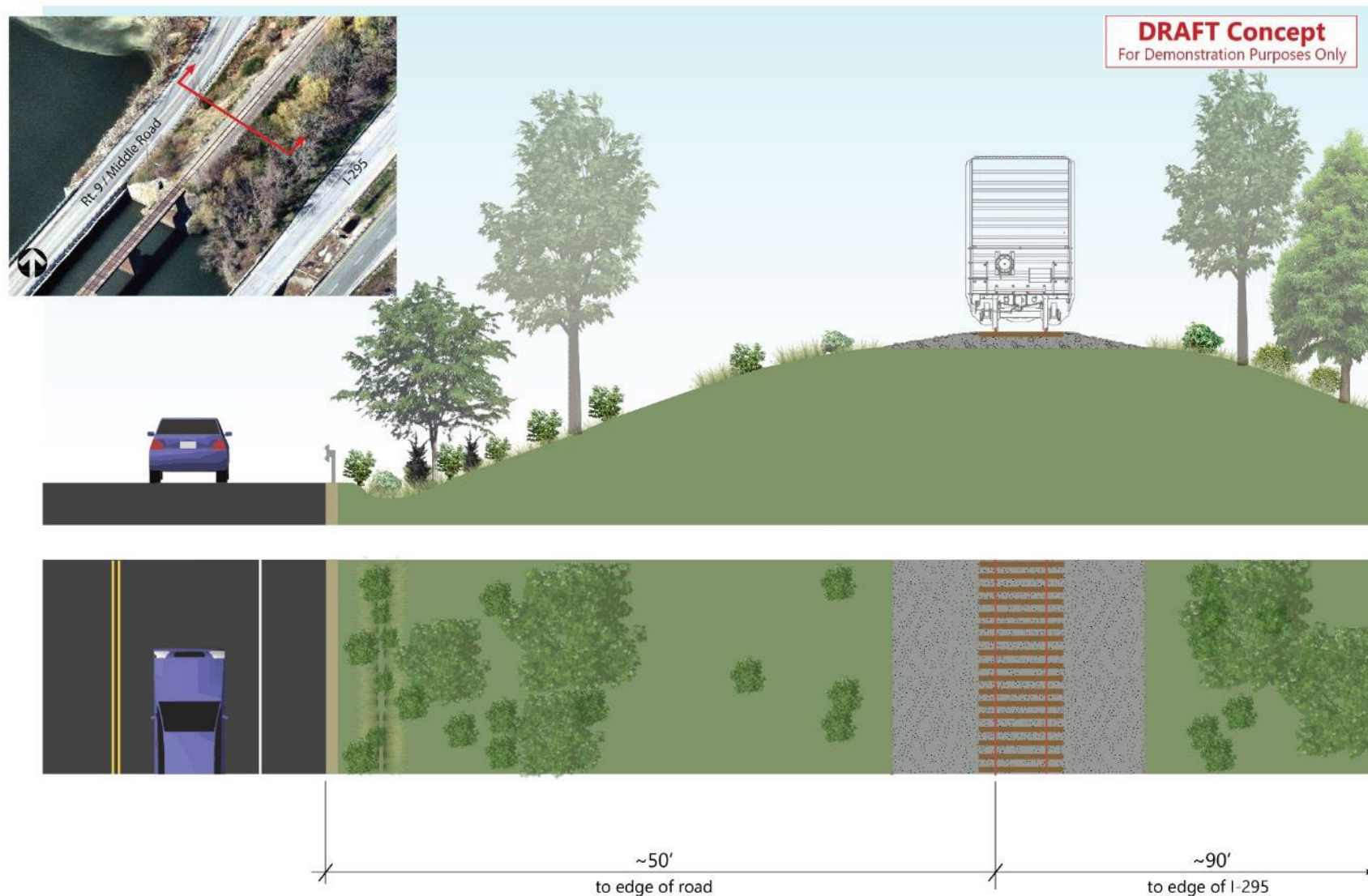
A Falmouth near Middle Road, N of Presumpscot River



04:49 GoPro video screen shot from June 23, 2022 Hi-Rail Tour of the Corridor

A Falmouth near Middle Road, N of Presumpscot River

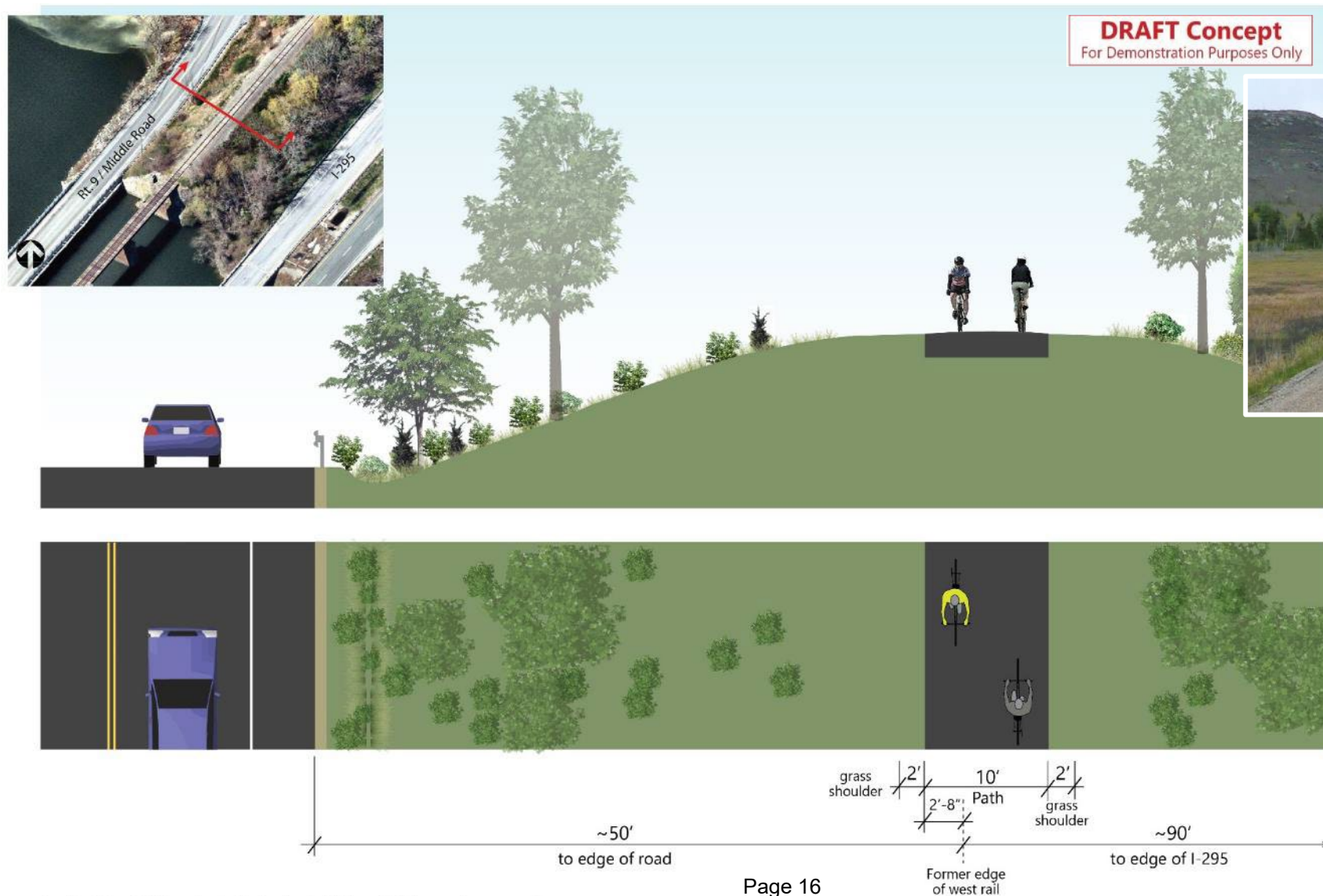
Option 1A: Restoration of Rail Service



* - Corridor ROW varies but is typically 99' in width in most segments

A Falmouth near Middle Road, N of Presumpscot River

Option 2: Trail Until Rail



Down East Sunrise Trail,
Sullivan

* - Corridor ROW varies but is typically 99' in width in most segments

A Falmouth near Middle Road, N of Presumpscot River

Option 3a: Rail with Trail



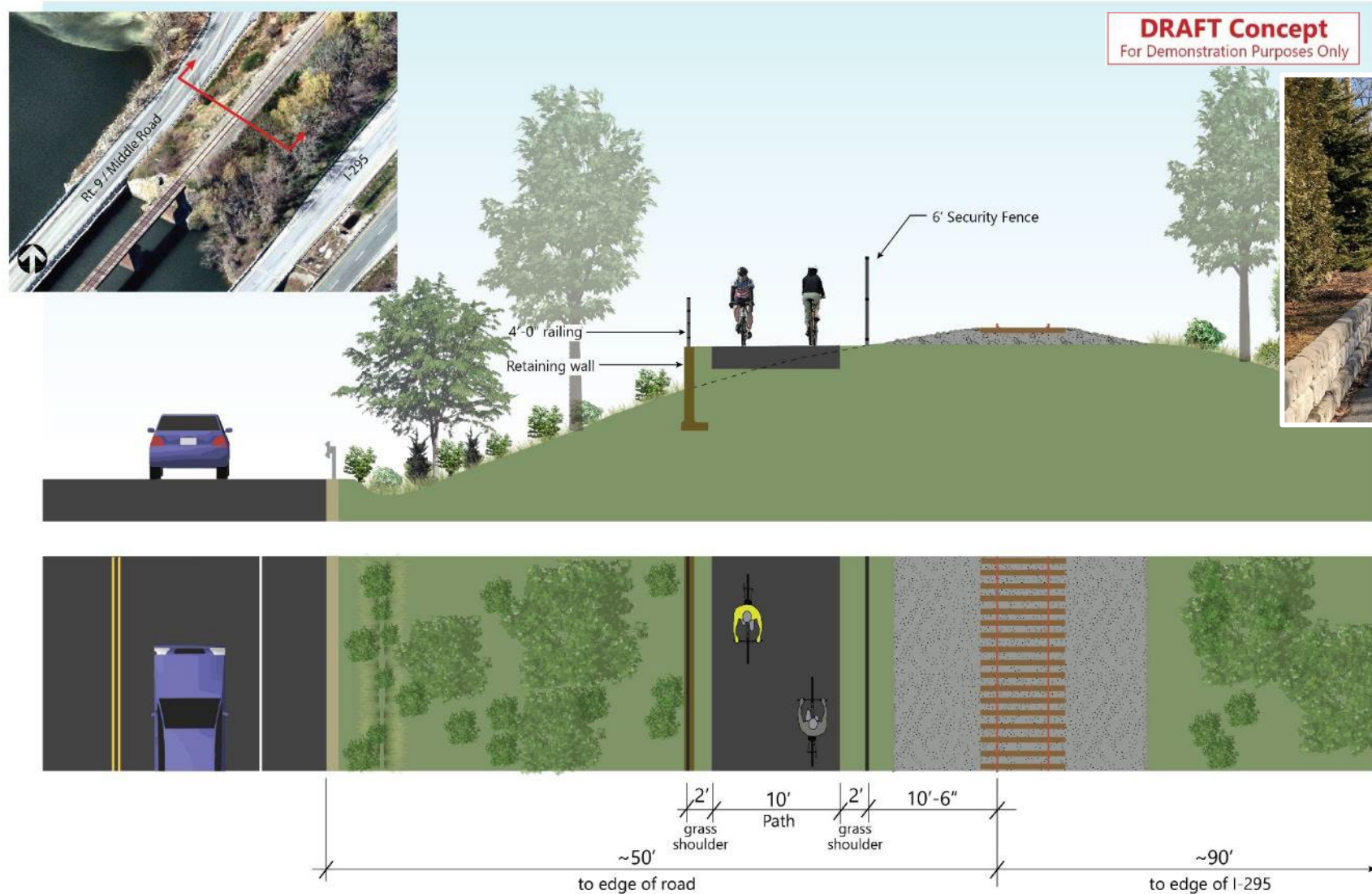
WOW Trail, Laconia NH

Note: setback criteria shown is based on MaineDOT's Minimum Standards for Development of "Trail with Rail" memorandum, dated 01/07/2000 (edited 09/22/2014). The concept shown has not been approved by MaineDOT or any railroad operator; VHB makes no warranties pertaining to the general safety or final acceptance.

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A Falmouth near Middle Road, N of Presumpscot River

Option 3b: Rail with Trail (10'-6" offset)



Ellsworth Trail

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B Falmouth near Middle Road, between Merrill and Cole

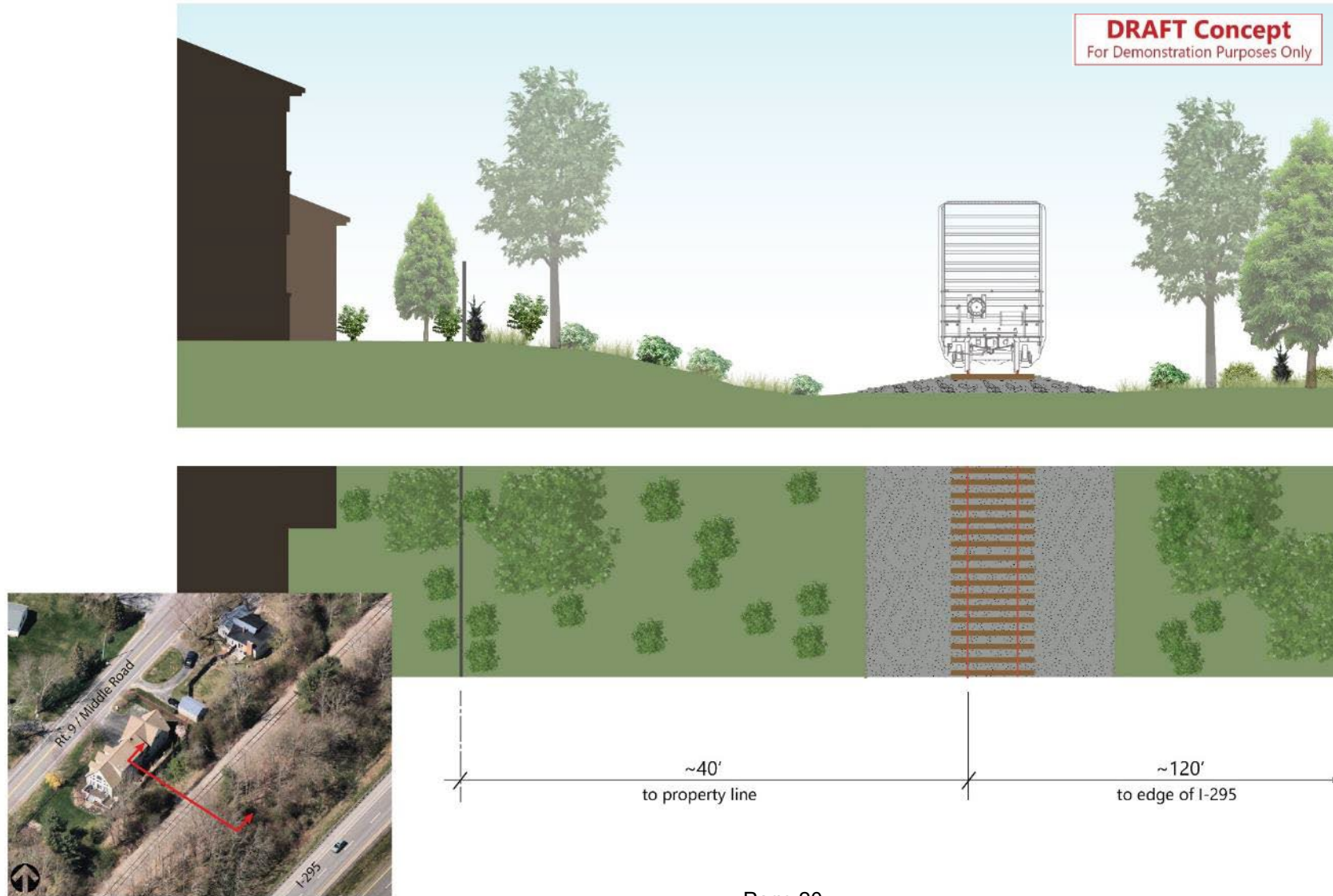


06:07 GoPro video screen shot from June 23, 2022 Hi-Rail Tour of the Corridor

B

Falmouth near Middle Road, between Merrill and Cole

Option 1A: Restoration of Rail Service



* - Corridor ROW varies but is typically 99' in width in most segments

B Falmouth near Middle Road, between Merrill and Cole

Option 2: Trail Until Rail

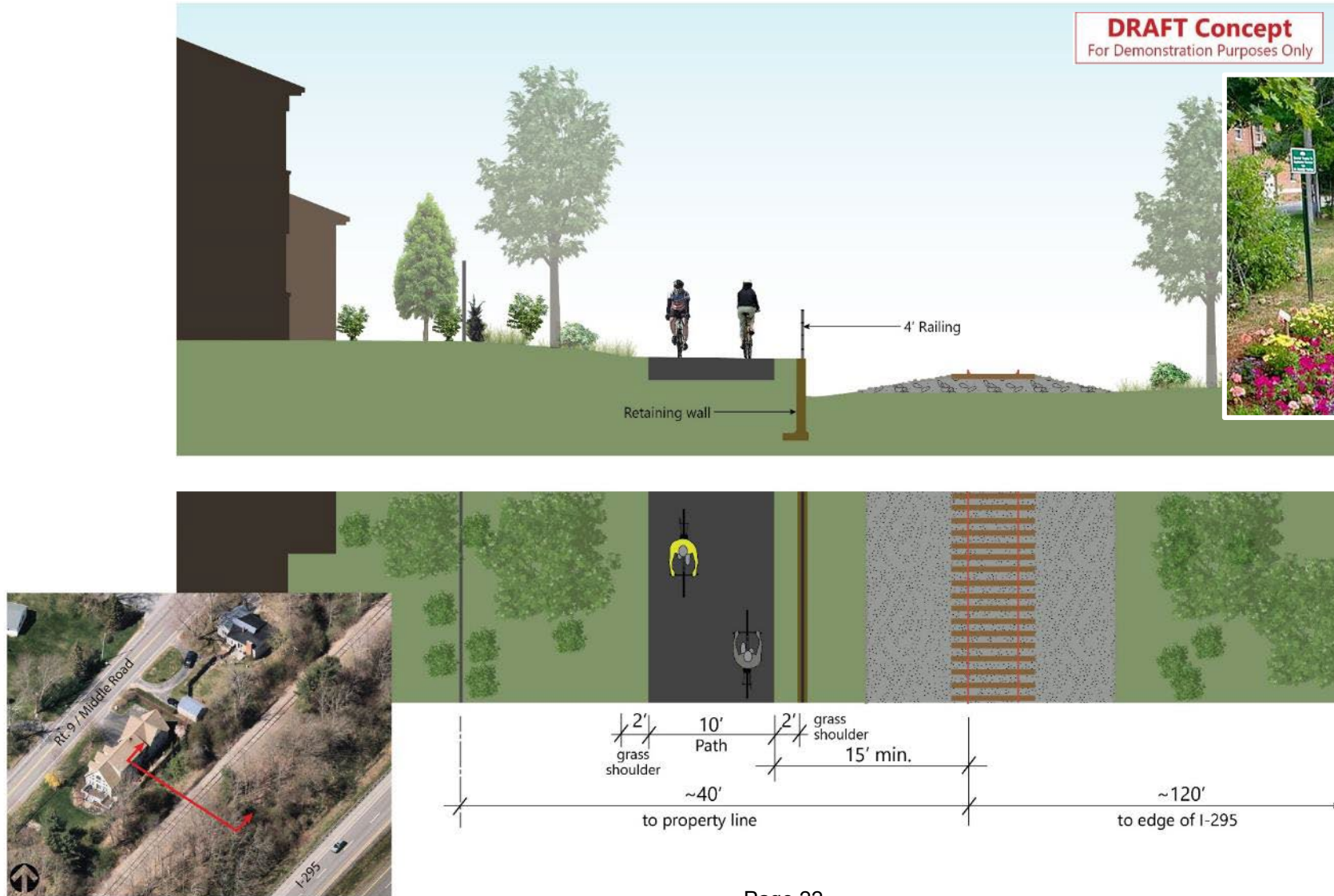


* - Corridor ROW varies but is typically 99' in width in most segments

B

Falmouth near Middle Road, between Merrill and Cole

Option 3a: Rail with Trail



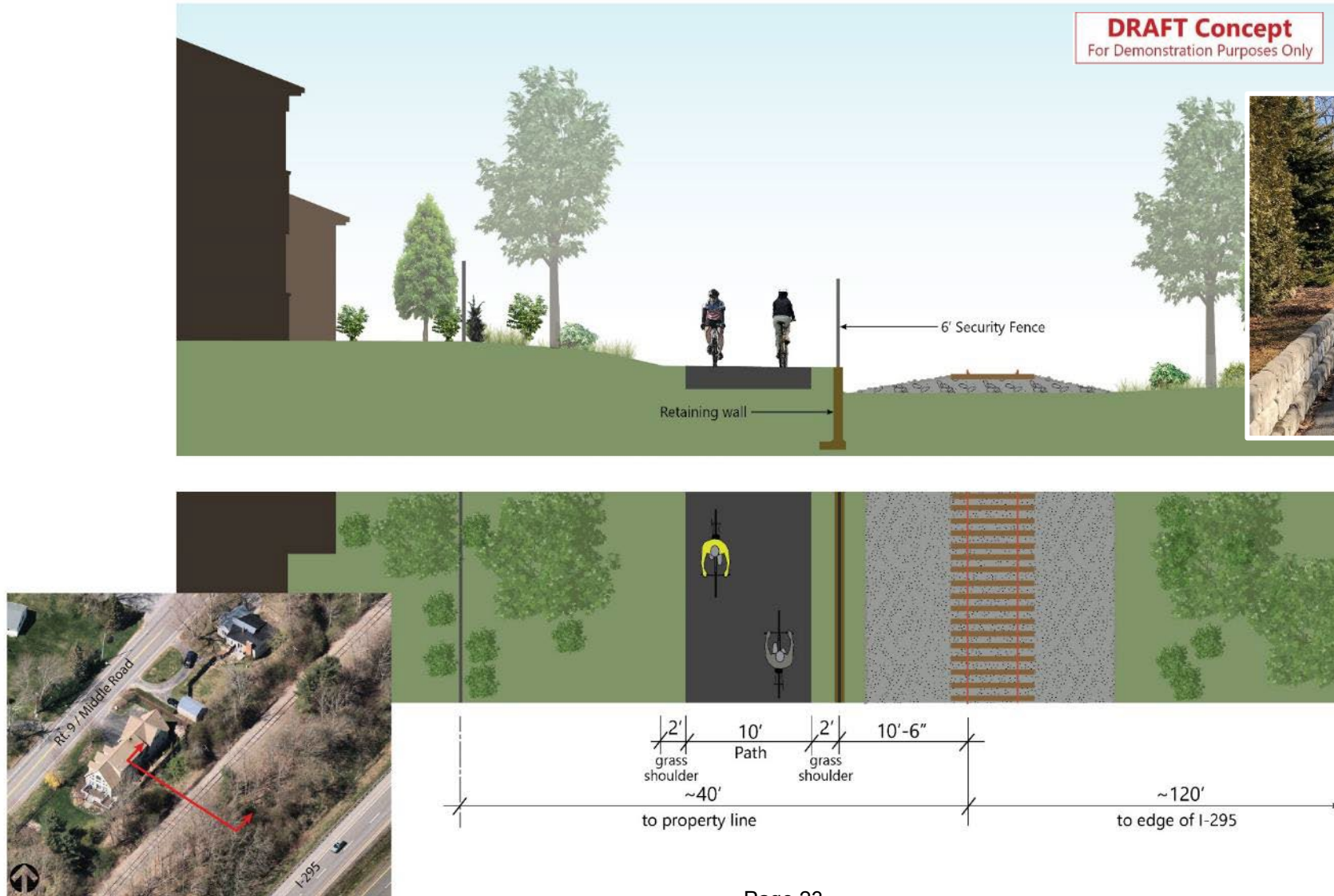
WOW Trail, Laconia NH

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B Falmouth near Middle Road, between Merrill and Cole

Option 3b: Rail with Trail (10'-6" offset)



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C Yarmouth near Elm Street



40:12 GoPro video screen shot from June 23, 2022 Hi-Rail Tour of the Corridor



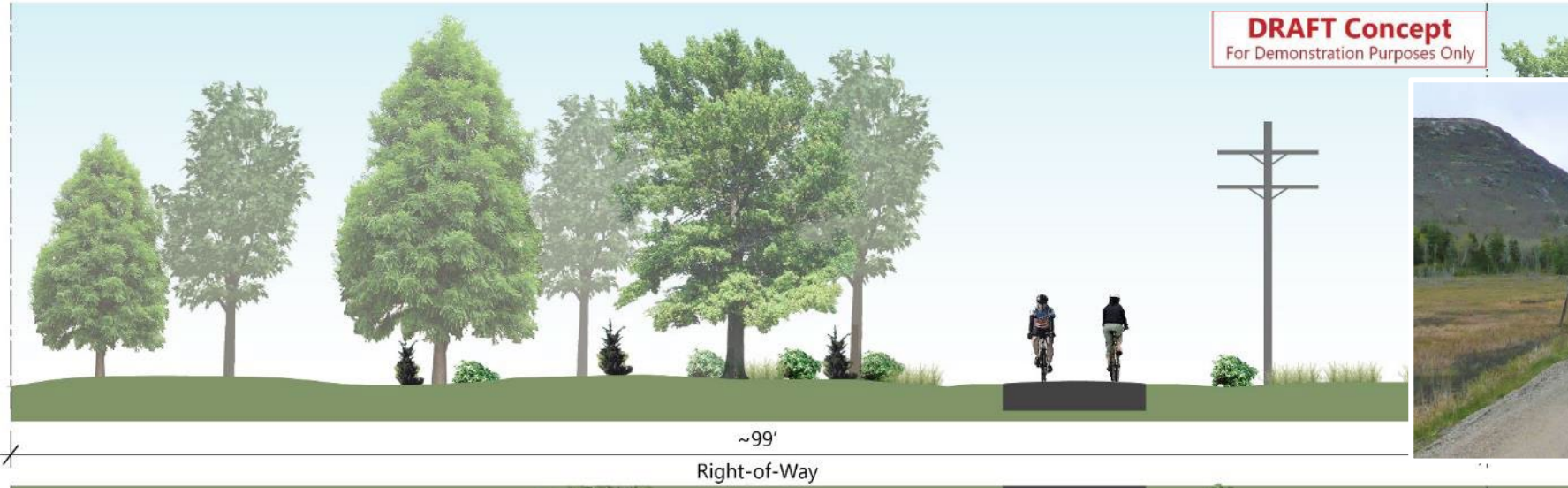
Yarmouth near Elm Street

Option 1A: Restoration of Rail Service

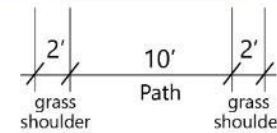
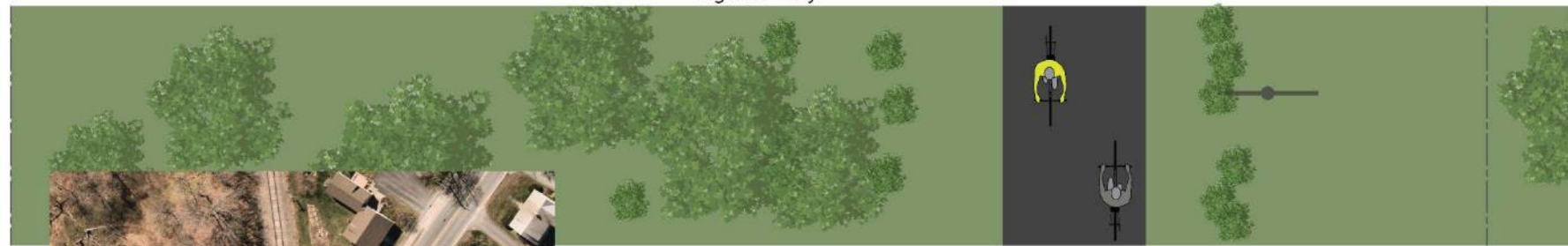


C Yarmouth near Elm Street

Option 2: Trail Until Rail



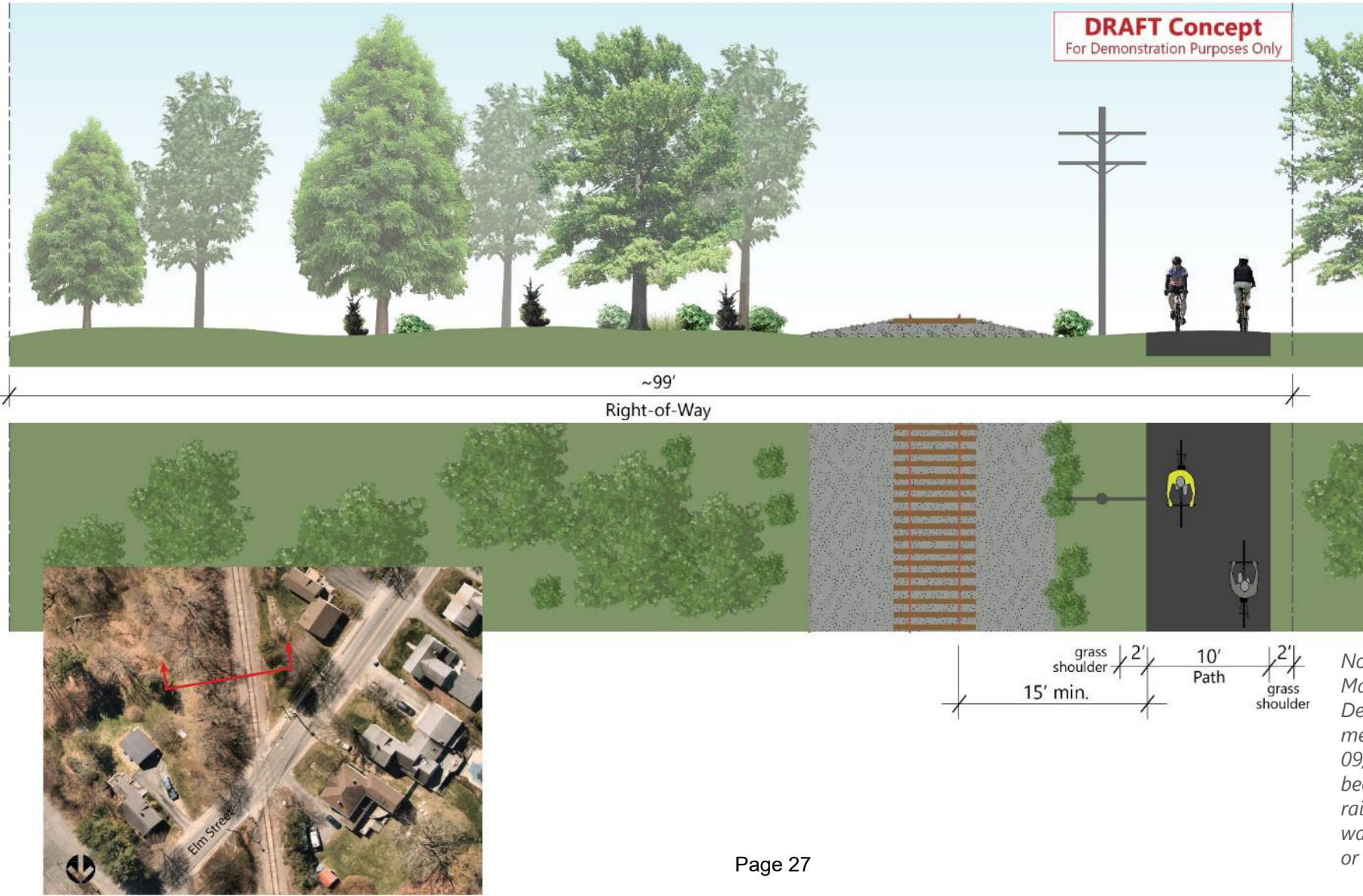
Down East Sunrise Trail, Sullivan





Yarmouth near Elm Street

Option 3a: Rail with Trail

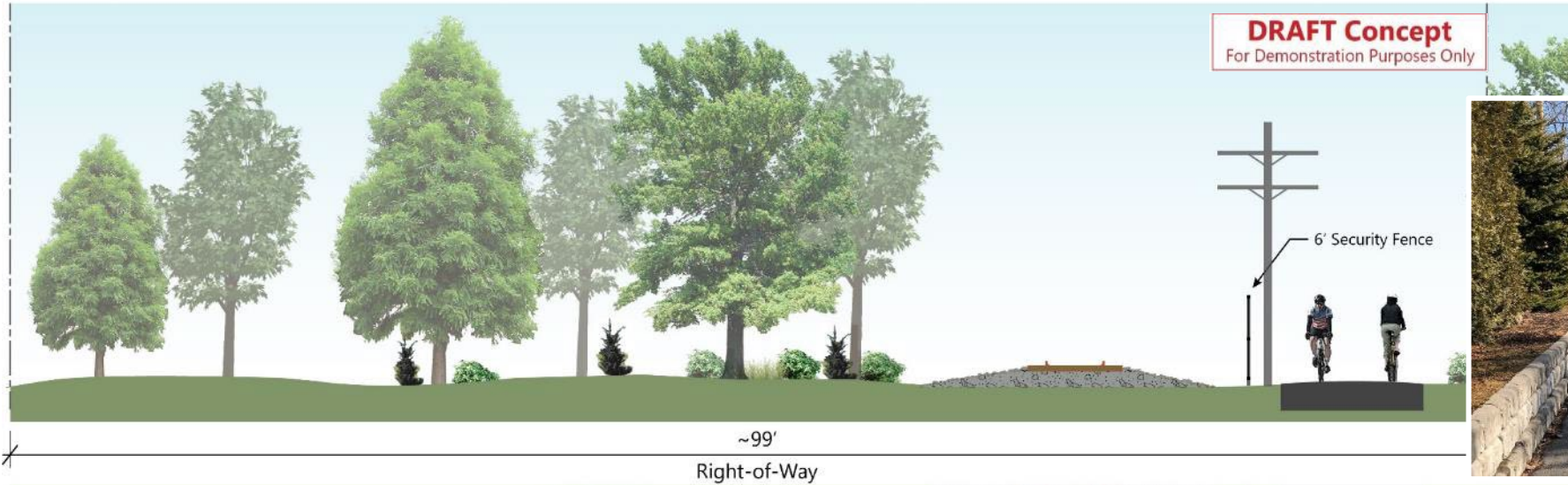


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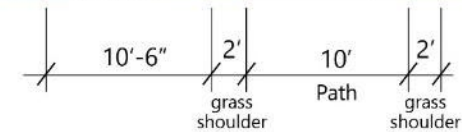
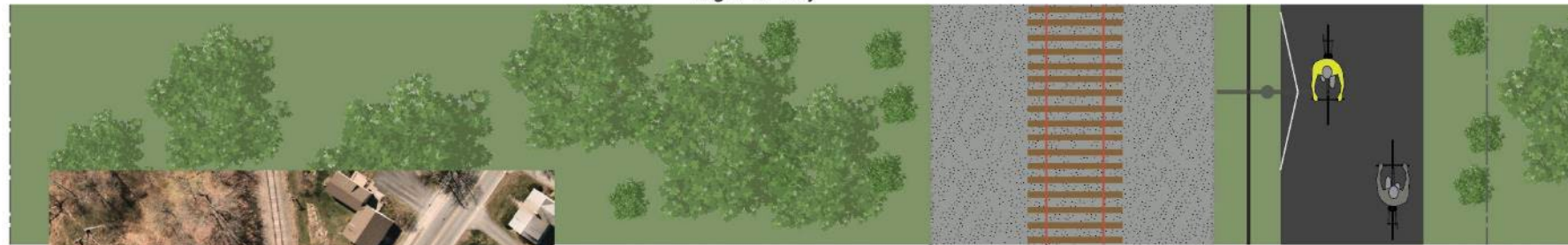


Yarmouth near Elm Street

Option 3b: Rail with Trail (10'-6" offset)



Ellsworth Trail



Note: setback criteria shown is based on MaineDOT's Minimum Standards for Development of "Trail with Rail" memorandum, dated 01/07/2000 (edited 09/22/2014). The concept shown has not been approved by MaineDOT or any railroad operator; VHB makes no warranties pertaining to the general safety or final acceptance.

D New Gloucester near Rt. 231/Intervale Rd overpass



57:10 GoPro video screen shot from June 23, 2022 Hi-Rail Tour of the Corridor

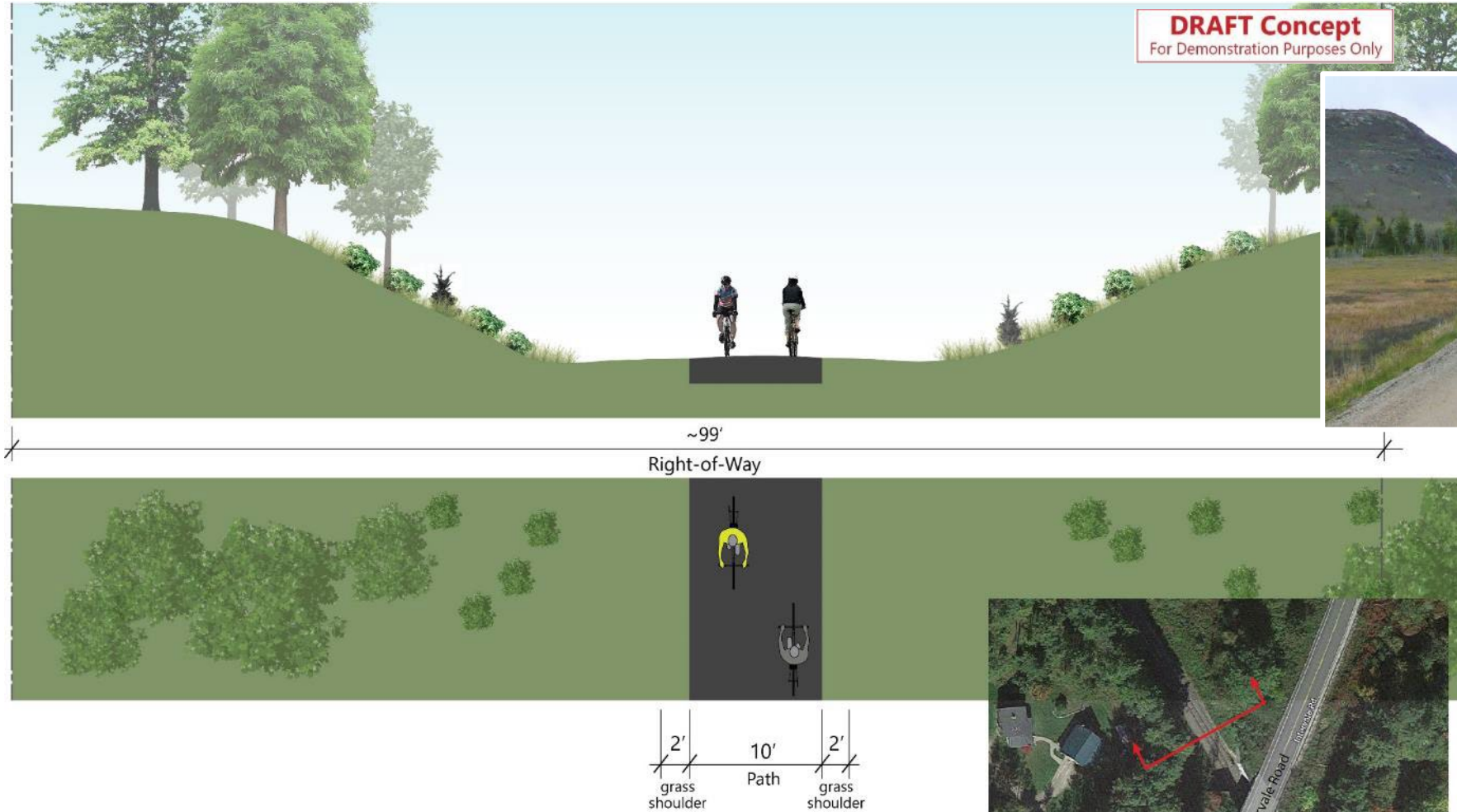
D New Gloucester near Rt. 231/Intervale Rd overpass

Option 1A: Restoration of Rail Service



D New Gloucester near Rt. 231/Intervale Rd overpass

Option 2: Trail Until Rail

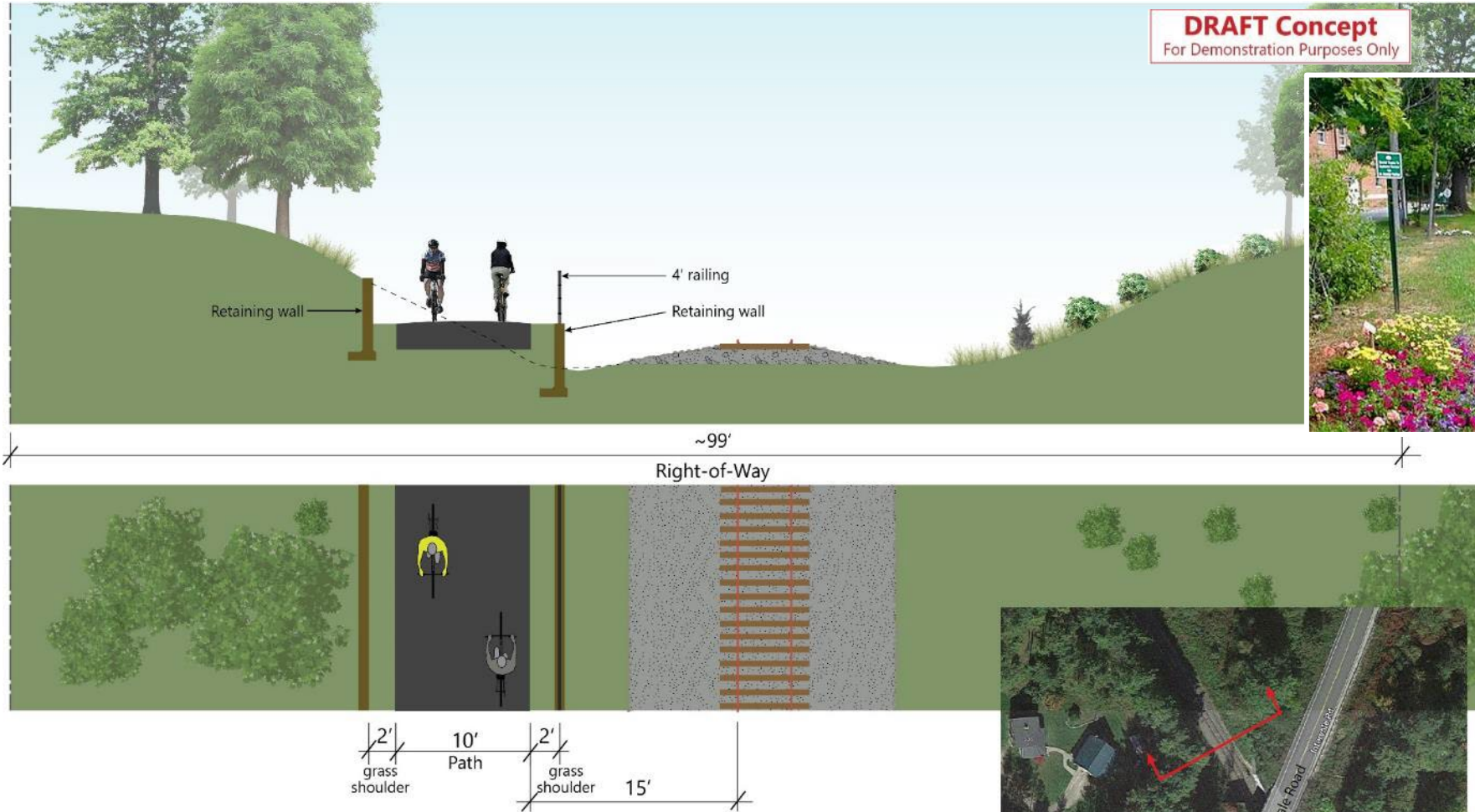


Down East Sunrise Trail,
Sullivan



D New Gloucester near Rt. 231/Intervale Rd overpass

Option 3a: Rail with Trail



WOW Trail, Laconia NH

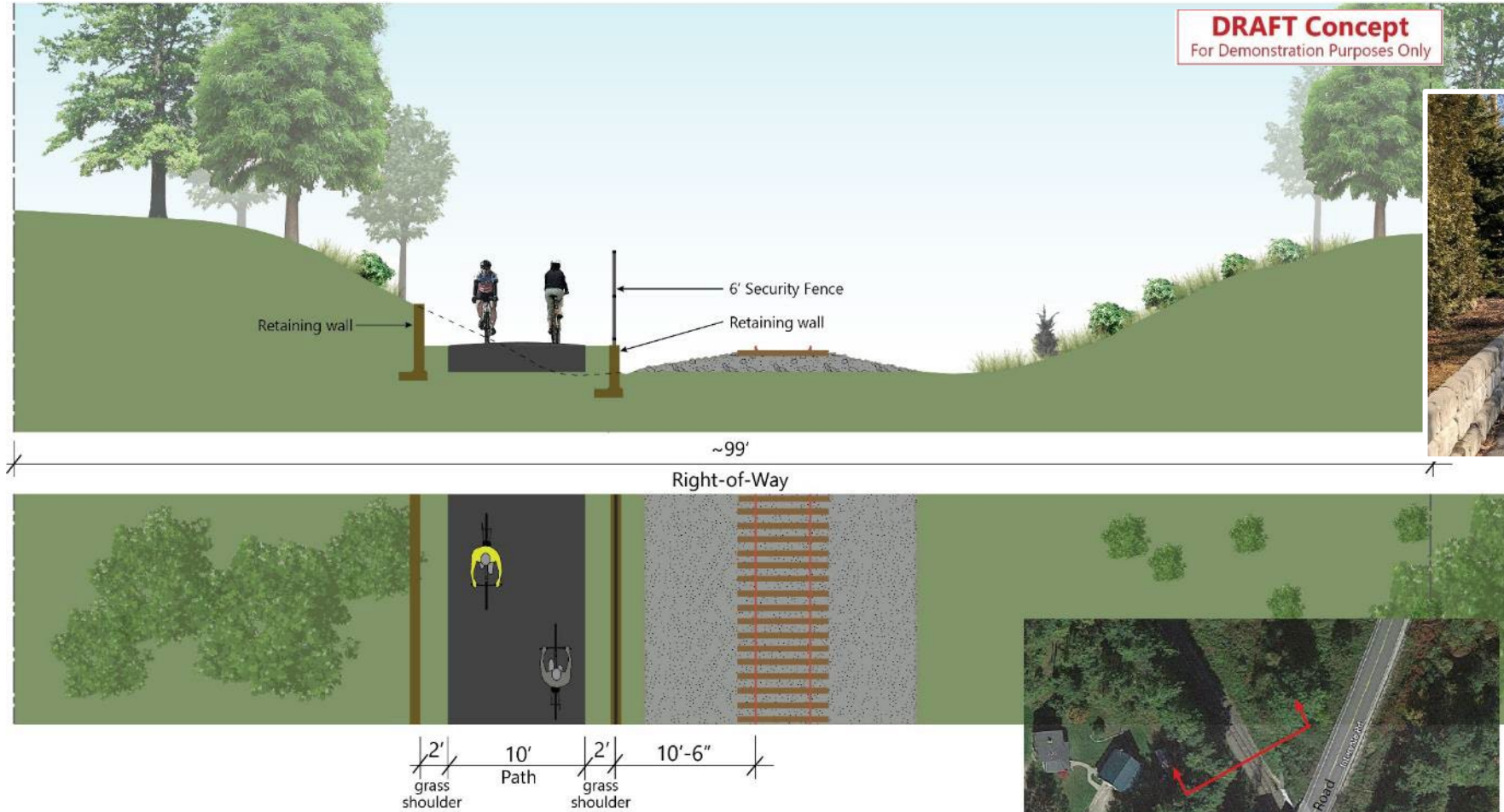


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D New Gloucester near Rt. 231/Intervale Rd overpass

Option 3b: Rail with Trail (10'-6" offset)



Ellsworth Trail

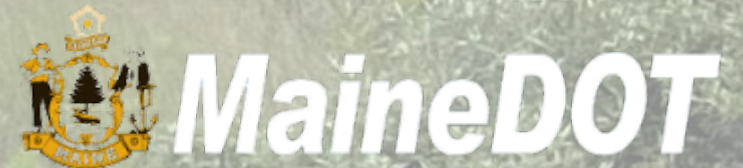


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St. Lawrence & Atlantic Berlin Subdivision Rail Corridor

PRELIMINARY COST ESTIMATES



Preliminary Cost Estimates

Order of Magnitude Cost Estimates*

1. Maintain existing rail corridor conditions

Restoration of Rail Service

- Option 1A: Freight Only - Class 2 Track
 - Maximum Authorized Speed (MAS) = 25 mph
- Option 1B: Passenger Service - Class 3 Track
 - MAS = 60 mph, Passenger / 40 mph, Freight

2. Trail until Rail Configuration

3. Rail with Trail Configuration

4. Ongoing Maintenance Costs

* includes 30% contingency, 10% design, and 15% construction administration



Berlin Subdivision bridge over Allen Road in Pownal

1. Maintain Existing Rail Corridor Conditions



Veranda St. overpass, Portland



Behind Hamilton Marine, Portland



E. Elm St. crossing, Yarmouth



Below Rt. 231/Intervale Rd., New Gloucester

1A. Restoration of Freight Service: MP 1.7 to MP 26

Key Components/Assumptions

- Single Mainline Track (similar to existing)
 - Maintain to Class II conditions (25 mph Freight Only)
 - No mainline signal system
- Tie Replacement (375 to 625 ties per mile)
- Rail Replacement (2 to 4 miles - locations TBD)
 - Equates to ~1/3 to 2/3 length in curved sections
- Rehab Roadway at-grade XINGS (select locations)
 - Track/Pavement Surface
 - Install/Upgrade ACHW devices
- Culvert work (minor rehab to total replacement)
- Excludes future siding install/construction costs

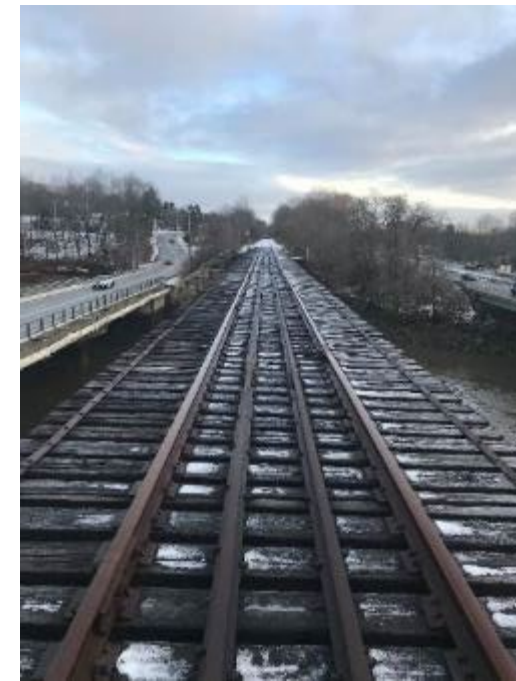


Old Field Road XING in Yarmouth

1A. Restoration of Freight Service

Cost Estimate

- 2018 Lewiston/Auburn Study
 - Adjusted Infrastructure Program for Freight Only
 - Unit Costs adjusted to 2nd Quarter 2022 using by R.S. Means inflation factors for heavy construction
 - Factor = x1.277 to adjust from 2018 to 2022 Q2 cost



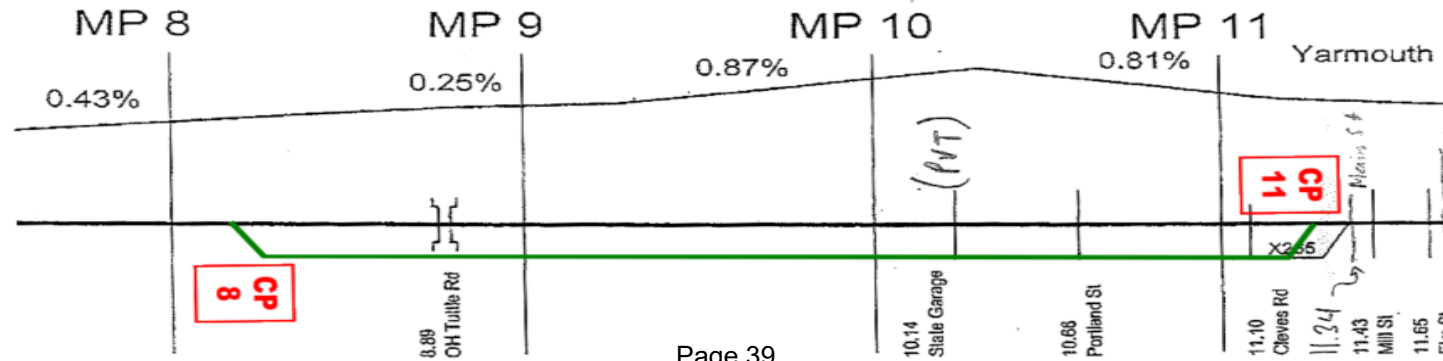
RR Bridge Deck – Presumpscot River Bridge in Falmouth

	Freight Only Service - LOW	Freight Only Service - HIGH
Segment 1 (MP 0.0 to MP 1.7)	NA	NA
Segment 2 (MP 1.7 to MP 26)	\$13,400,000	\$31,000,000
Total Cost	\$13,400,000	\$31,000,000

1B. Upgrades for Passenger Service: MP 1.7 to MP 26

Key Components/Assumptions

- Operate at Class 3 track conditions
- Double track where feasible to allow for operation of multiple train sets
- Tie Replacement (1,200 ties per mile)
- Replace existing jointed rail with CWR
- Install mainline signal system with PTC/ATC
- Rehab all public roadway at-grade XINGS
- Replace Timber Decks at all private/farm XINGS
- Culvert work (minor rehab to total replacement)
 - Assume 30% (42 of 137 locations) require work
- Excludes improvements/costs for passenger station construction
- Excludes any improvements at Danville Junction (north of study area)



1B. Restoration of Rail Corridor: MP 0.0 to MP 1.7

Ocean's Gate to Maine Yacht Center

Restoration of Rail Corridor – Challenges

- Eastern Promenade
- Shoreline/Beach Access (multiple locations)
- Reconstruction of Back Cove Bridge
- Restoration of ROW through Yacht Center
 - (Track Section north of Back Cove Bridge)
- Existing Yacht Center Operations
- Passenger Service Option also includes:
 - Two-track ROW for last Mile (+/-)
 - Main Line Signal System / PTC
 - Costs for future terminal station not included



Eastern Promenade in Portland



Back Cove Bridge in Portland

1B. Passenger Service Upgrades MP 1.7 to MP 26

Cost Estimate

- 2018 Lewiston/Auburn Study
 - Train Operation and Level of Service assumptions consistent with previous study
 - Unit Costs adjusted to 2nd Quarter 2022 using by R.S. Means inflation factors for heavy construction
 - Factor = x1.277 to adjust from 2018 to 2022 Q2 cost



Berlin Subdivision Corridor in Yarmouth

	Passenger Service
Segment 1 (MP 0 to MP 1.7)	\$60,000,000
Segment 2 (MP 1.7 to MP 26)	\$214,000,000
Total Cost	\$274,000,000

2. Trail Until Rail *and* 3. Rail with Trail

Cost Estimates Include:

- Trail construction
 - Begins at MP 1.2 (Eastern Prom Trail continues south)
- Grade crossing upgrades
 - marked crosswalks
 - warning signs, and potential flashing beacons
- Bridge improvements
 - New Back Cove trail bridge

Not Included:

- Additional ROW
- Environmental mitigation costs
- Parking or other trailhead improvements (e.g., info kiosks)



2. Trail Until Rail

Cost Estimating Assumptions

- Trail construction includes:
 - Removal of existing tracks
 - Resurfacing/regrading of ballast
 - Replacement with stonedust/gravel or asphalt pavement trail surface
- Bridge improvements include:
 - New timber trail surface
 - Timber bridge railings

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	Gravel Path	Paved Path
Segment 1 (MP 1.2 to MP 1.7)	\$19,100,000	\$19,200,000
Segment 2 (MP 1.7 to MP 26)	\$28,400,000	\$35,800,000
Total Cost	\$47,500,000	\$55,000,000

3. Rail with Trail

Cost Estimating Assumptions

- Trail incorporates min. 15' offset from the nearest rail
- Retaining walls, etc. used to ensure design stays within state-owned ROW
- Bridge carrying the rail tracks includes new adjacent structure to carry trail
- Roadway bridges over rail corridor to be rebuilt, as needed, to accommodate rail and trail if horizontal clearance is not sufficient
- More detailed feasibility study required to look at on-road bypass of constrained areas
- Restoration of rail service NOT included

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	Gravel Path	Paved Path
Segment 1 (MP 1.2 to MP 1.7)	\$19,300,000	\$19,300,000
Segment 2 (MP 1.7 to MP 26)	\$70,700,000	\$75,000,000
Total Cost	\$90,000,000	\$94,300,000

4. RAIL: Ongoing Maintenance Cost Estimates

- Cost includes ongoing track/signal system inspection and cyclic maintenance
- Track maintenance generally includes:
 - Surfacing
 - Cross tie replacement
 - Grade crossing panel replacement
 - Switch maintenance
 - Brushcutting
- Signal system maintenance generally includes:
 - Correcting signal malfunctions
 - Repairs to crossing safety equipment
 - Upgrades to obsolete components



Tamper for Track Surfacing



Signal Bungalow Interior

4. RAIL: Ongoing Maintenance Cost Estimates

	Annual Cost (per Track Mile)	Annual Cost (26-mile corridor)
Freight Service	\$82,000	\$2,132,000
Passenger Service	\$90,000	\$2,340,000

NOTES:

- Costs are based on maintenance of similar services in New England
- Higher cost for passenger service is due to additional signal system requirements

4. TRAIL: Ongoing Maintenance Cost Estimates

	Annual Cost (per mile)	Annual Cost (26-mile corridor)
Gravel Path	\$3,500 - \$5,500	\$91,000 - \$143,000
Paved Path	\$3,000 - \$5,000	\$78,000 - \$130,000

NOTES:

- Maintenance costs can vary widely depending on context, trail design, and seasonal conditions
- Estimated costs are based on 2015 study by the Rail to Trails Conservancy and Pennsylvania Dept. of Conservation and Natural Resources
- MaineDOT policy for other trails across the state typically have agreements with local municipalities or non-profit entities to fund maintenance of the trail

RUAC Support Study Next Steps

- On-going assessment of existing corridor conditions
- High-level environmental assessment
- Analysis of economic benefits
 - Demographics of potential trail users
 - Economic impacts of restoration of rail service (construction jobs, economic output, use of rail compared to other freight modes)
 - Real estate impact of rail service and/or new trail
 - Tourism impacts



Rail junction in Yarmouth

St. Lawrence & Atlantic Berlin Subdivision Rail Corridor

RAIL USE ADVISORY COUNCIL MEETING

July 28, 2022

