

# *Environmental Assessment for the Auburn Intermodal Passenger Center*

Auburn  
Androscoggin County,  
Maine

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PIN 7903.00, NH 7903(00)E

Prepared Pursuant to 23 CFR 771 and U.S.C. 4332 (2)(c)

Prepared for

**U.S. Department of Transportation  
Federal Highway Administration**



**Maine Department of Transportation**



March 2007



**FEDERAL HIGHWAY ADMINISTRATION**

**FINDING OF NO SIGNIFICANT IMPACT**

**FOR**

**AUBURN INTERMODAL PASSENGER CENTER**

The FHWA has determined that Alternative 6C, located along Flight Line Drive within the Auburn-Lewiston Airport in Auburn, Maine, the Preferred Alternative, will have no significant impact on the human environment. This FONSI is based on the attached revised Environmental Assessment (EA), Public Hearing Transcripts, and Responses to comments received which have been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and any appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA, Public Hearing Transcripts, and Responses to comments.

Alternative 6C will be constructed in two phases. Phase 1 will be to construct the parking lot, bus berths, and terminal building. Phase 1 has independent utility. Phase 2 would provide passenger rail connection to the Auburn Intermodal Passenger Center from Portland, Maine. While the Environmental Assessment analyzed whether the Auburn Intermodal Passenger Center could accommodate passenger rail service, it did not analyze the need for or the benefits and impacts of a new rail line. Separate environmental findings will need to be made by the Federal Transit Administration before the second phase can be implemented.

March 16, 2007  
Date

  
Peter Z. Kjeskovic, Assistant Division Administrator





STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE  
04330-0016

DATE: 3/12/07  
TIME: 10:00 AM

March 12, 2007

Jonathan McDade  
Federal Highway Administration  
40 Western Ave. Room 614  
Augusta, Maine 04330

RE: Auburn Intermodal Passenger Center Request for Environmental Determination

Dear Mr. McDade:

After the recent release of the Auburn Intermodal Passenger Center Environmental Assessment and closure of the public comment period on January 31, 2007, the Maine Department of Transportation (MaineDOT) requests that the Federal Highway Administration (FHWA) conclude the National Environmental Policy Act (NEPA) process with a Finding of No Significant Impact (FONSI). The following documentation, with revisions to the Environmental Assessment (EA) document, Public Hearing transcript, and responses to comments received provides the information to substantiate a FONSI.

**Purpose and Need**

Purpose

The purpose of the project is to create an integrated, multimodal, passenger facility that helps meet the region's current and projected transportation demands.

Need

The need for the proposed project is the lack of means for travelers to connect with other travel modes in the region, which forces travelers to rely on private automobiles for mobility. The lack of alternative modes of travel results in increased congestion on highways, including I-95 and I-295.

**Alternatives Considered**

The following provides brief summaries of the six sites analyzed and of the three conceptual layouts considered in the EA. The Proposed sites are all located in Auburn, Maine near Kitty Hawk Avenue and Flight Lane Drive. All Alternatives considered were adjacent to or in close proximity to the existing Auburn Airport. Please see the EA for a more comprehensive discussion of the alternatives analysis.

Sites Analyzed

*No Action Alternative*

With the No Action Alternative, no intermodal facility would be constructed. There would be no regional or local bus service or train service to the area. No construction activities would occur and the site would remain in its current condition. This was retained as the baseline for comparison purposes, however.





### *Build Alternatives*

Six sites were evaluated within the Study Area based on their proximity to the Auburn-Lewiston Municipal Airport, the Saint Lawrence and Atlantic railroad, and I-95 (the Maine Turnpike).

Alternative Site 1 was dismissed from further consideration because it would result in poor operating efficiencies and because the new railway spur connecting the Saint Lawrence Atlantic Rail line (SLR) with the proposed Intermodal center would require two costly grade separated crossings.

Alternative Site 2 was dismissed from further consideration because of poor operational efficiency related to both the potential passenger rail service and the existing freight rail service, increased safety concerns because of the need for three at grade crossings, and construction impacts from the need to relocate Airport hangars. The railroad spur, which is required to connect the proposed Intermodal facility to the existing Saint Lawrence and Atlantic rail line, would need to cross Kitty Hawk Avenue, the parking lot driveway, and the bus driveway, increasing the risk for vehicular accidents associated.

Alternative Site 3 was dismissed from further consideration because it would not provide direct Intermodal connectivity to the airport.

Alternative Site 4 was dismissed from further consideration because it would result in operational conflicts with rail traffic entering and exiting the facility. It would have also required property takings and offers poor access to parking facilities.

Alternative Site 5 improves the schematic layout of Alternative Site 3, but was dismissed from further consideration because of poor pedestrian connection between the rail and the airport.

Alternative Site 6 improves the schematic plan of Alternative Site 1 by modifying the railroad access configuration. This reconfiguration eliminates the need to grade separate the Kitty Hawk Avenue railroad crossing. Alternative Site 6 would be able to accommodate future airport expansion, provide a more efficient railway alignment, reduce bus/auto and bus-railway conflicts, and provide an aesthetically pleasing appearance. For these reasons, Alternative Site 6 was identified as the preferred site and carried forward for more detailed study.

### Schematic Site Plans

Once Alternative Site 6 was identified as the Preferred Site, refinements were made to the site plan to clearly identify the potential impacts of the proposed project. Following is a summary of the site plan alternatives that were evaluated in the EA.

Option A. Access to the site is via Flight Line Drive with separate entrances for passenger vehicles and buses. The bus turn-around and berths are on the south side of the facility and the parking area to the north contains spaces for 550 cars. The terminal building is east of the bus facility, providing good connectivity between air, transit, and the rail platform adjacent to Flight Line Drive. There would not be an area allowing for expansion of the terminal building.

Option B. Has passenger vehicle access from Kitty Hawk Avenue and bus access from Flight Line Drive. The 520 space parking area is east of the intersection of Kitty Hawk Avenue and Flight Line Drive and the terminal building and bus berths are located in the northern part of the site. There is room for the possible expansion of the terminal building between the proposed terminal building site and the future apron.

Option C. Has parking for 517 cars in the northern part of the site. Automobiles would enter the parking area from Flight Line Drive and buses would enter the bus berths and turn-around from Kitty Hawk





Avenue. The terminal building would be between the parking area and the bus turn-around. Future expansion of the terminal could occur south of the parking area and west of the apron. The terminal building would be central to the train platform, parking, bus and air facility.

#### The Preferred Alternative

The preferred alternative consists of Alternative Site 6 and schematic site plan C (Alternative 6C). It includes 517 parking spaces, a train platform that could accommodate up to eight passenger rail cars and a separate bus drop-off and pick-up area with bus parking.

Alternative 6C would be constructed in two phases. The first phase would include construction of the parking lot, bus berths, and terminal building. Phase one of the Intermodal terminal development would have independent utility.

The second phase would include construction of the train platform and the railroad spur. This phase is dependent upon a separate Federal Transit Administration project analysis that must conform to the New Starts Small Starts requirements. Separate environmental findings will need to be made by the Federal Transit Administration before the second phase can be implemented.

#### **Interagency Coordination**

MaineDOT has involved a number of agencies, local officials, and the public in the planning and conceptual design of the proposed project. This project was presented at MaineDOT's Interagency Coordination Meeting on November 12, 2002 and on October 10, 2006. Comments from the officials attending the interagency meetings were taken into consideration as part of the planning and conceptual design process.

#### **Public Involvement and Opportunity to Comment**

On October 28, 2002 Maine DOT held a Public Informational and Scoping Meeting to seek public comments regarding the preparation of an Environmental Assessment and possible Section 4(f) evaluation, if needed, for the project. A public hearing for the EA was held in Auburn on January 18, 2007.

#### **4F and Section 106 Compliance**

The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertaking through consultation with the Maine Historic Preservation Commission and other interested parties to identify historic properties potentially affected by the proposed project and then assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on those properties. As documented in Appendix A of the EA, in a memorandum from the Maine Historic Preservation Commission, there are no historic properties (architectural or archaeological) within the subject parcel. No part of the parcel is sensitive for significant prehistoric or historic archeological sites, and there are no structures on or adjacent to the parcel that are eligible for nomination to the National Register of Historic Places. The letter confirms that the proposed undertaking will have no effect upon historic properties.

According to Section 4(f) of the Department of Transportation Act of 1966, codified as 49 U.S.C. 703, the Secretary of Transportation may not approve the use of land from a significant publicly owned park, recreation area, or wildlife or waterfowl refuge or any significant historic site unless a determination is made that there is no feasible and prudent alternative to the use of land from the property, and the action includes all possible planning to minimize harm to the property resulting from such use (23 CFR 771.135).



The project site does not result in the use of a public park, recreation area, or wildlife and waterfowl refuge or any significant historic site, and therefore, is in compliance with 4(f) requirements.

## **Impacts to Environmental Resources**

### Wetlands, Threatened and Endangered Species

Two small wetlands are located immediately west of the Preferred Alternative. The northern end of the larger wetland extends north into an area that has been identified by the Airport for a possible future aviation expansion, if necessary. Since the apron is not currently part of the proposed project, no direct or indirect impacts to this wetland would occur. Implementation of the Preferred Alternative would not result in the loss of wetlands.

Upland Sandpipers were found in an area adjacent to the project site, at the airport. Only the mowed fields surrounding the runways provide suitable nesting habitat for the upland sandpiper. The majority of the Preferred Alternative site has been previously disturbed, is shrubby and forested in some areas and does not include any mowed fields sufficiently large to provide nesting habitat. The Preferred Alternative would not impact the species or its habitat.

### Traffic

As noted in the EA, there are no substantial adverse impacts at any of the Traffic Study Area intersections when comparing future traffic conditions with the Preferred Alternative to future conditions without it.

### Social and Economic Environment

The Preferred Alternative would neither displace any existing housing nor disrupt any existing neighborhoods. It would not create changes in neighborhood cohesion for any social groups or established neighborhood patterns. It may create the opportunities to improve employment, housing and social interaction among currently disadvantaged social groups in the region. General social groups that would benefit by the Preferred Alternative include the elderly, handicapped, non-drivers, transit dependent, and minority and ethnic groups by providing a central connecting point for intercity buses, local transit buses, potential commuter or intercity rail, general aviation, and automobile drivers; the proposed project would expand transportation options for all of these groups.

### Minorities and Low-Income Populations

As noted in the EA, the Preferred Alternative is not expected to have any substantial impacts on minorities or low-income populations. An economic study prepared for the EA found that the Preferred Alternative would have a positive impact on the regional and local economy.

### Air Quality

With implementation of Phase 1 of the Preferred Alternative would result in a reduction in volatile organic compounds (VOC), carbon monoxide (CO) and Nitrogen oxides (NOx) emissions. Phase 1 would result in a slight increase in particulate matter (PM<sub>10</sub>) emissions with an estimated 6.12 kg/day. Implementation of full project buildout (Phases 1 and 2) would result in a slight increase in emissions due to the addition of the tram service. As noted in the EA, VOC emissions will increase by 9.74 kg/day, NOx emissions will increase by 211.69 kg/day, PM<sub>10</sub> emission will increase by 4.96 kg/day. The project site is designated as "Attainment" for all National Ambient Air Quality Standards, therefore, this slight increase in emissions will be in compliance with air quality conformity requirements.

### Noise



Predicted sound levels indicate that there would be no noise impacts from traffic or rail service generated by the Preferred Alternative. Future noise levels at surrounding areas would be less than the FHWA criteria of 67 dBA.

### **Determinations and Findings**

FHWA served as the lead agency under NEPA for the project. MaineDOT prepared an EA in compliance with NEPA, 42 U.S.C. 4321 et seq and with FHWA's regulations, 23 C.F.R. Part 771. The EA analyzes and describes the project's potential significant impacts.

A copy of the updated EA accompanies this letter. The edits to the EA, in response to the comments received, were in the form of minor clarifications and revisions and did not lead to substantive changes with one exception. The Army Corps of Engineers requested an updated discussion for the Auburn Industrial Park, a separate project that is near the project site, in the cumulative impacts analysis. The enclosed errata complies with their request. The additional analysis did not change the conclusions in the EA about impacts to wetlands and no new mitigation was required or suggested.

After reviewing the EA, its supporting documents, and public comments, MaineDOT recommends a finding under 23 C.F.R. 771.121 that the Preferred Alternative will have no significant adverse impacts on the environment. The record provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required.

Sincerely,



David A. Cole,  
Commissioner

DAC/ACP/ap

Cc

A. Price, Maine DOT,  
E. Perez, Maine DOT,  
R. Charette, Maine DOT,  
R. Roy, Maine DOT.

1 encl.



# Changes and Corrections

This section provides corrections (errata) to the Environmental Assessment, and provides additional information/clarification on the Cumulative Impacts assessment contained in the EA.

**EA page 1-2.** The Federal Transit Authority (FTA) is a participating agency.

**EA page 4-17.** The Cumulative Impacts analysis for the AIPC has been updated based on recent changes in the proposed Auburn Industrial Park, which has expanded in size from approximately 78 acres to approximately 150 acres.

**Auburn Industrial Park.** A new industrial park is proposed for development in 2006.<sup>1</sup> A portion of the approximately 150-acre parcel is within the Study Area, south of Kitty Hawk Avenue and across the road from the proposed AIPC site. The park would have direct rail access and is located in the Foreign Trade Zone #263 (a development zone that allows qualifying companies to save money conducting international trade by either eliminating or deferring the payment of tariffs) and a Pine Tree Development Zone (this zoning designation uses a combination of tax incentives to spur economic development in targeted areas of the state). An industrial park would increase the amount of commercial and industrial development in the area.

## Wetlands

Past actions impacted wetlands on the Airport and in the surrounding area due to development of the Airport, industrial airpark, and the intermodal freight facility. The amount of wetland impact is unknown. The Proposed Action would not impact wetlands. Foreseeable actions such as the proposed runway extension and apron expansion would likely disturb wetlands. If the airport were to construct an aviation apron in the future, it could affect approximately 2,000 square feet of wetland. The Auburn Industrial Park is currently proposing to fill several acres of wetlands to accommodate the first phase of the proposed development and infrastructure. Because this project is still under review by the U.S. Army Corps of Engineers and MaineDEP, the actual loss of wetlands in those areas is unknown. Any impact to wetlands would be regulated according to the federal Clean Water Act and any local or state regulations. Because the proposed action (the Auburn Intermodal Passenger Center) would not impact wetlands, the proposed action would have no adverse cumulative impact to wetlands.

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<sup>1</sup> Lewiston Auburn Economic Growth Council. Locating Your Business. <http://www.economicgrowth.org/html/locating-biz.html>. 2000.





# ENVIRONMENTAL ASSESSMENT

FOR THE

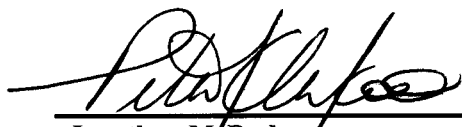
AUBURN INTERMODAL PASSENGER CENTER

AUBURN

ANDROSCOGGIN COUNTY, MAINE

PIN 7903.00, NH 7903(00)E

November 2006




11-27-06

Date

for

Jonathan McDade  
Division Administrator  
Federal Highway Administration  
Room 614 Federal Building  
Augusta, Maine 04330  
(207) 622-8350



11/30/06

Date

David Cole  
Commissioner  
Maine Department of Transportation  
16 State House Station  
Augusta, Maine 04333-0016  
(207) 624-3250

The following people may be contacted for additional information:

Mark Hasselmann  
Federal Highway Administration  
Room 614, Federal Building  
Augusta, ME 04330

Ms. Tracy Perez  
Maine Department of Transportation  
Office of Passenger Transportation  
State House Station 16  
Augusta, ME 04333-0016





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# 1

## Purpose and Need

The Maine Department of Transportation (MaineDOT) is proposing to construct the Auburn Intermodal Passenger Center (AIPC) in order to increase accessibility and mobility for travelers, reduce highway congestion, and to improve air quality.

This Environmental Assessment (EA) provides the Federal Highway Administration (FHWA) with the information required to evaluate alternatives and determine whether the selected alternative would likely have a significant impact on the natural, human, and social environment. Following publication of the EA and the close of the comment period, which will include a public hearing, the FHWA will determine whether to prepare an Environmental Impact Statement (EIS) or to issue a Finding of No Significant Impact (FONSI).

Trains will not likely travel to the proposed AIPC until such time as MaineDOT implements other proposed St. Lawrence & Atlantic Railroad (SLR) system improvements. These improvements are being studied in a separate EA being prepared for the Portland North Passenger Rail Service Extension Study (PIN No. 09503.20) and are not foreseeable in the current 20-year planning period. In the immediate future, the AIPC would primarily be used for buses. The AIPC would partially meet the Project Purpose and Need even if rail improvements are not completed.

Based on Maine DOT's current expectations as to the availability of FHWA and FTA funding, development of the AIPC would be funded and constructed in two phases:

- ▶ Phase 1 would include constructing the terminal building, driveway, bus parking areas and the parking lot. Phase 1 would be operational by 2010. During this phase the facility would only be served by buses.
- ▶ Phase 2 would include constructing the train platform and the facility would offer access to passenger rail service. Phase 2 would be operational by 2030. This phase is dependent upon the extension of train service from Portland to Auburn. The extension of passenger rail to this facility is being evaluated in a separate process as part of the FTA's New Starts/Small Starts Regulations.

Even though the AIPC would be built in phases, this EA assumes the complete buildout of both phases in order to fully evaluate potential environmental impacts.

This chapter provides background on the proposed project, defines the Study Area and the Project Purpose and Need, and outlines the regulations and permits potentially required for construction of the AIPC.

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## 1.1 Study History

Consideration of the AIPC by MaineDOT grew initially out of MaineDOT's *1997 Maine Strategic Passenger Transportation Plan* and MaineDOT's *Twenty Year Plan*, which concluded that construction of the AIPC would help meet regional transportation demands by reducing highway congestion through the use of modal options and by providing the necessary facilities to support passenger rail, transit, and general aviation services. The FHWA, the FTA (cooperating agency), and MaineDOT initiated this EA under the National Environmental Policy Act (NEPA) in October 2002. A Scoping Meeting was held to introduce the Auburn Intermodal Passenger Center Study to the public and to obtain feedback regarding potential issues and the project's Purpose and Need. The meeting was held in Auburn, Maine on October 28, 2002. Minutes from the meeting are provided in Appendix B. Issues that were of most concern to the public were the transportation aspects of the project including connectivity among travel modes, automobile/bus traffic, and accommodating future aviation growth at the Auburn-Lewiston Municipal Airport (Airport).

MaineDOT presented the proposed project to state and federal regulatory agencies at its interagency meeting on November 12, 2002. Coordination with state and federal agencies occurred through data requests and correspondence in 2001 and 2006. No concerns were raised at this meeting or through agency coordination.

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## 1.2 Study Area

Figures 1-1 and 1-2 depict the vicinity and Study Area for this EA. The Study Area encompasses the west side of the Airport including Runway 4-22, and an area south of the Airport between it and the St. Lawrence and Atlantic Railroad (SLR). The Study Area is connected to Exit 75 of the Maine Turnpike Interstate 95 (I-95) via Kitty Hawk Avenue and Route 202.

Proximity to the Airport, railroad, and the Maine Turnpike is essential for the proposed AIPC to satisfy the Purpose and Need for the project, which is to enhance integration and connectivity of the intermodal transportation system. Therefore, the Study Area was identified as the area directly adjacent to the Airport and the SLR, and with access to the Maine Turnpike.

The Study Area includes the western portion of the Airport, which contains a Fixed Based Operator (FBO), parking, maintenance, and hangar facilities. The Airport has 63 based aircraft and averages 89 operations per day.<sup>1</sup> The Study Area also includes the SLR (tracks run along the south and west limits of the Study Area) and portions of Kitty Hawk Avenue, Lewiston Junction Road, Flight Line Drive, and Airport Drive.

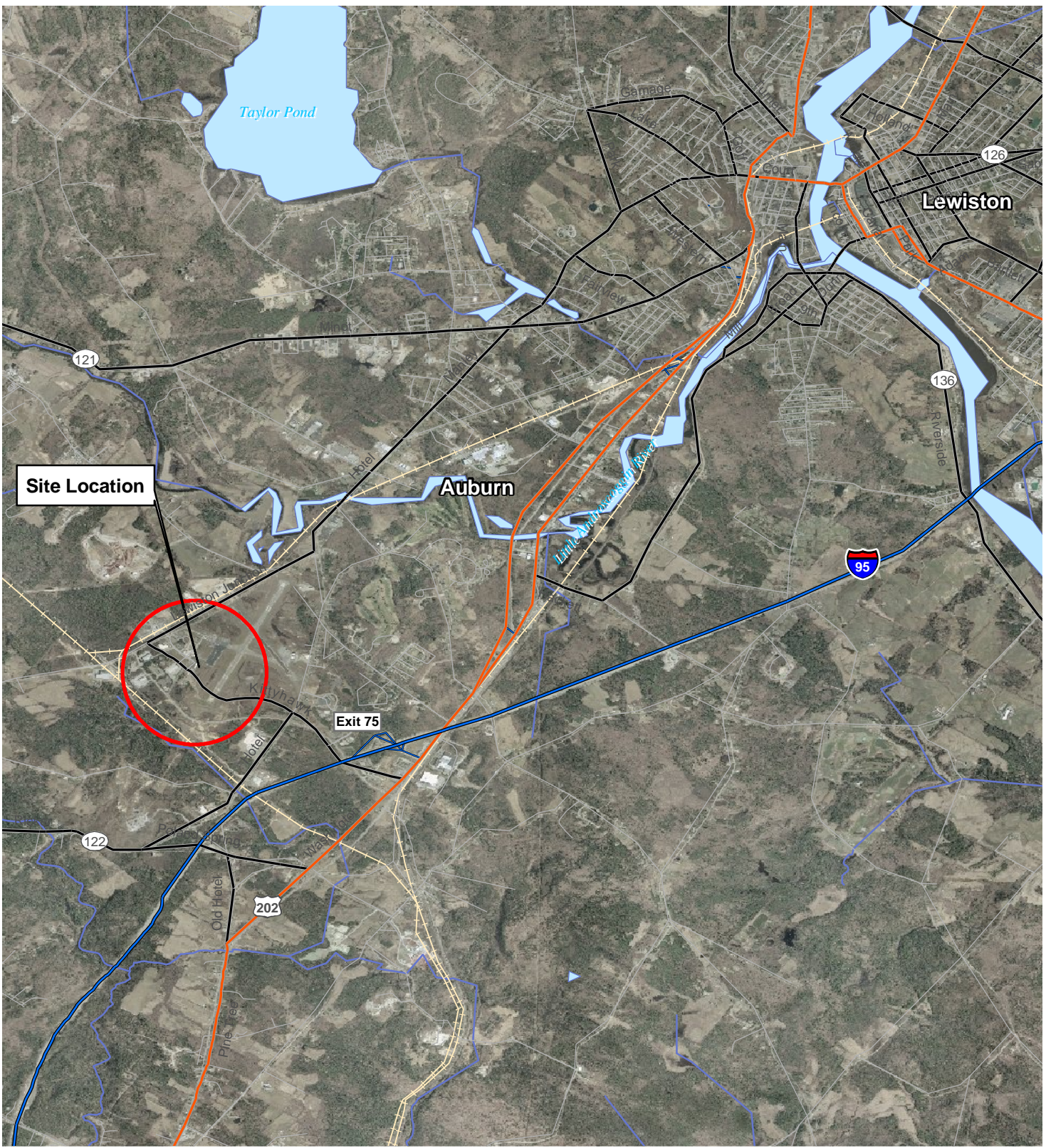
The Intermodal Freight Transfer Facility is also in the Study Area (Figure 1-2). This facility was opened in 1994 by the State of Maine and the local railroad to provide a truck-to-rail transfer facility.



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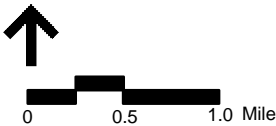
<sup>1</sup> AirNav.com. 2006. Auburn/Lewiston Municipal Airport FAA Information. [www.airnav.com](http://www.airnav.com). Last updated April 13, 2006. Accessed June 7, 2006.





Project Vicinity

Figure 1-1



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## 1.3 Purpose and Need

The **need** for the proposed AIPC is the lack of means for travelers to connect with other travel modes in the region, which forces travelers to rely on private automobiles for mobility. The lack of alternative modes of travel results in increased congestion on state highways including I-95 (Maine Turnpike) and I-295. The **purpose** of the AIPC is to create an integrated, multimodal, passenger facility that helps meet the region's current and projected transportation demands. Two specific needs addressed by this AIPC are: 1) to reduce highway congestion by encouraging the use of other travel modes; and 2) to provide the necessary facilities to support the use of passenger rail, transit, and general aviation services.

The proposed AIPC fits with the overall objectives presented by the *1997 Maine Strategic Transportation Plan* and MaineDOT's *Twenty Year Transportation Plan*,<sup>2</sup> which set forth the following goals:

- Increase access and mobility options for all types of travelers;
- Enhance integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight; and
- Protect and enhance the environment, promote energy conservation, promote economic growth, and improve the quality of life for Maine citizens.

The *1997 Maine Strategic Transportation Plan* proposed to extend passenger railway service from Portland north to Lewiston/Auburn.<sup>3</sup> The proposed AIPC would provide a point of distribution for future passengers traveling between Auburn and Portland.

Goals of the project include:

- Establishing connectivity between the Auburn area and Amtrak rail service (which currently terminates in Portland);
- Creating a passenger facility capable of serving passenger rail service, airport users, motor coaches, car pools, and private automobiles;
- Establishing connections between the highway system, bus services, air service, park and ride, rail system, and bicycle and pedestrian facilities;
- Emphasizing fiscal sustainability without reliance on public operating subsidies;
- Giving consideration of the fiscal consequences to the City of Auburn;
- Integrating proposed transportation facilities and services with the ability to support additional traffic and parking;
- Connecting to downtown business areas of Lewiston and Auburn;
- Limiting negative impacts on the community and neighborhoods; and
- Supporting the policies of the U.S. Transportation Equity Act for the 21st Century (TEA-21) and Maine's Sensible Transportation Policy Act (STPA).

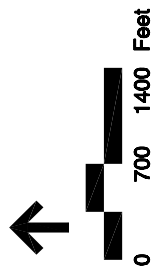


<sup>2</sup> *Twenty Year Transportation Plan, 2000-2020, Keeping Maine Moving*, January 2001. Maine Department of Transportation.

<sup>3</sup> *Maine Strategic Passenger Transportation Plan, Final Report*, prepared for the Maine Department of Transportation by Wilbur Smith-Associates, et.al., July 14, 1997.



Airport Property Line
   
 Airport Easement Area
   
 Study Area



Study Area

Auburn Intermodal Passenger Center  
Environmental Assessment

Figure 1-2  
Page 1-5

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## 1.4 Maine Sensible Transportation Policy Act

The Maine Sensible Transportation Policy Act (STPA) (23 M.R.S.A. § 73) was enacted in 1991. It provides a decision-making framework for examining a range of transportation alternatives for MaineDOT's capital investment and project decisions. Under MaineDOT's rules for implementing the STPA (103 CMR Subchapter I, Section 4B), the number one policy objective of the STPA is to "promote the coordinated and efficient use of all available and future modes of transportation." Another important policy objective is to minimize the "harmful effects of transportation on public health and on air and water quality, land use and other natural resources." Finally, the STPA Rules also require a public participation process that allows the public to identify and comment on transportation concerns. The proposed AIPC is fully consistent with these three, and all other, policy objectives listed in the STPA Rules. By providing an efficient and economical connection among transportation modes, the proposed AIPC would promote the coordinated use of automobile, bus, rail, air, bicyclist, and pedestrian travel. It will help minimize impacts to the environment by encouraging alternative modes of transportation other than automobile use. The proposed AIPC has been the subject of a public review process that has provided input from interested stakeholders, the general public, and federal and state environmental resource agencies.

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## 1.5 Scope of this Environmental Analysis

This EA provides the FHWA and MaineDOT with a full analysis of the effects of the Preferred Alternative for satisfying the Project Purpose and Need. It is the result of a process established by National Environmental Policy Act (NEPA). The NEPA process is intended "to guide public officials in making balanced decisions based on an understanding of project needs, environmental consequences, alternative effectiveness, and alternative costs, and take actions that protect, restore, and enhance the environment." The intent of NEPA "is a not better document but better decisions" (40 CFR 1500.1). Specifically, this EA evaluates the engineering, social, economic, and environmental feasibility of a range of reasonable alternatives and provides a detailed analysis of the Preferred Alternative.

MaineDOT has consulted with federal and state resource agencies, the affected municipalities, and the public regarding issues of potential impact and concern through the NEPA process. Coordination with state and federal agencies occurred in 2001 and 2006. A public Scoping Meeting was held in Auburn on October 28, 2002. Issues that were of most concern to the public were related to the transportation aspects of the project including connectivity among travel modes, automobile/bus traffic, and accommodating future general aviation growth at the airport. MaineDOT presented the Study at its interagency review meeting on November 12, 2002. No concerns were raised at this meeting.

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## **1.6 Required Permits**

In addition to NEPA and STPA review, two environmental permits are likely to be required for construction of the proposed AIPC:

- ▶ National Pollutant Discharge Elimination System (NPDES) General Permit for construction from the Maine Department of Environmental Protection (MDEP); and
- ▶ Stormwater Permit under the Stormwater Management Law, also administered by the MDEP.

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## **1.7 Other EISs/EAs That Pertain to This Study**

There are no Environmental Impact Statements or Environmental Assessments (EAs) ongoing, or previously prepared, which influence the scope of the Auburn Intermodal Passenger Center EA.

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## **1.8 Decision That Must Be Made**

This EA provides the FHWA and MaineDOT with the decision-making tool to identify the Preferred Alternative that best satisfies the Study Purpose and Need with the least adverse impacts on the social, economic, and natural resources, and to determine the significance of impacts that would result from implementing the Preferred Alternative.

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# 2

## Alternatives

MaineDOT, in coordination with a Public Advisory Committee (PAC),<sup>4</sup> identified and assessed various alternatives for the location and design of the proposed AIPC to ensure that the most practicable alternative would be considered during the planning process. The PAC was advisory and provided a connection with local citizens. The objective of the alternatives analysis was to identify a Preferred Alternative that would satisfy the project's Purpose and Need. The limited flexibility of railroad and Airport infrastructure greatly limits the possibilities for alternative terminal sites. Therefore, the Study Area was narrowed to the vicinity of the Airport, the SLR, and the Maine Turnpike (I-95) (see Chapter 1, Section 1.2).

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### 2.1 Program Development

In order to determine the feasibility of potential sites, it was necessary to determine the facility's required size. Therefore, MaineDOT and the consultant team, with input from the PAC, developed a program for the facility based upon the anticipated number of users of each of the travel modes. Important design features, such as the number of bus berths and parking spaces, were determined based on the results of an *Intermodal Terminal Demand Forecast* (Demand Forecast) in 2001.<sup>5</sup> The Demand Forecast used population and job growth estimates, transportation planning documents, and the findings of an Alternative Modes Feasibility Study<sup>6</sup> to determine growth forecasts. The demand forecast process, undertaken before identifying alternative sites, analyzed three growth scenarios (low, middle, and high) for the alternative mode transportation network in the years 2006, 2011, and 2021. The low-growth scenario assumed the growth rate at the Airport would be similar to the growth rate of jobs in Androscoggin County. The middle-and high-growth scenarios assumed a two and three percent rate of growth at the Airport, respectively. Refer to the Demand Forecast for details on the three scenarios.<sup>7</sup>

MaineDOT determined the middle-growth scenario was the most appropriate to use when developing potential usage estimates of the AIPC. The middle-growth scenario assumes that modifications to the area's transportation network would include implementing seasonal rail service between Auburn and Montreal with a large advertising campaign in Montreal promoting Maine tourism, replacing previously initiated commuter bus



<sup>4</sup> The PAC included officials from the Maine Turnpike, the Cities of Lewiston and Auburn, the Androscoggin Valley Council of Governments (AVCOG), the SLR, Vermont Transit, the Auburn-Lewiston Municipal Airport, Western Maine Transportation Services, and MaineDOT.

<sup>5</sup> *Intermodal Terminal Demand Forecast, Final Report*, September 2001, Prepared for the Maine Department of Transportation by Multisystems.

<sup>6</sup> *Alternative Modes Feasibility Study, Final Report: Findings and Recommendations*, Prepared by the Greater Portland Council of Governments, Androscoggin Valley Council of Governments, Southern Maine Regional Planning Commission in Association with HNTB Corporation, Sponsored by Maine Department of Transportation and Maine Turnpike Authority. January 1996.

<sup>7</sup> *Intermodal Terminal Demand Forecast, Final Report*, September 2001, Prepared for the Maine Department of Transportation by Multisystems.

service with commuter rail service to Portland via Pineland (New Gloucester, ME), and eventually relocating the I-95 Exit 75 to Kitty Hawk Road. The relocation of Exit 75 is a separate project and does not depend on the development of the AIPC. The AIPC construction is not contingent on relocating the exit.

The results of the 2021 middle-growth scenario demand forecast were used to develop a design program for the AIPC by identifying the size and facility requirements for each of the potential modes to be served. Based upon the growth scenario, the following design criteria were identified: 14 bus berths, a bus station, parking for 550 cars, a 450-foot rail platform adjacent to a 540-foot siding track, a new runway apron for approximately 18 planes, and an airport Fixed Base Operator (FBO). These elements would provide the facilities necessary to support the anticipated levels of use for the proposed AIPC for 2021 and beyond.

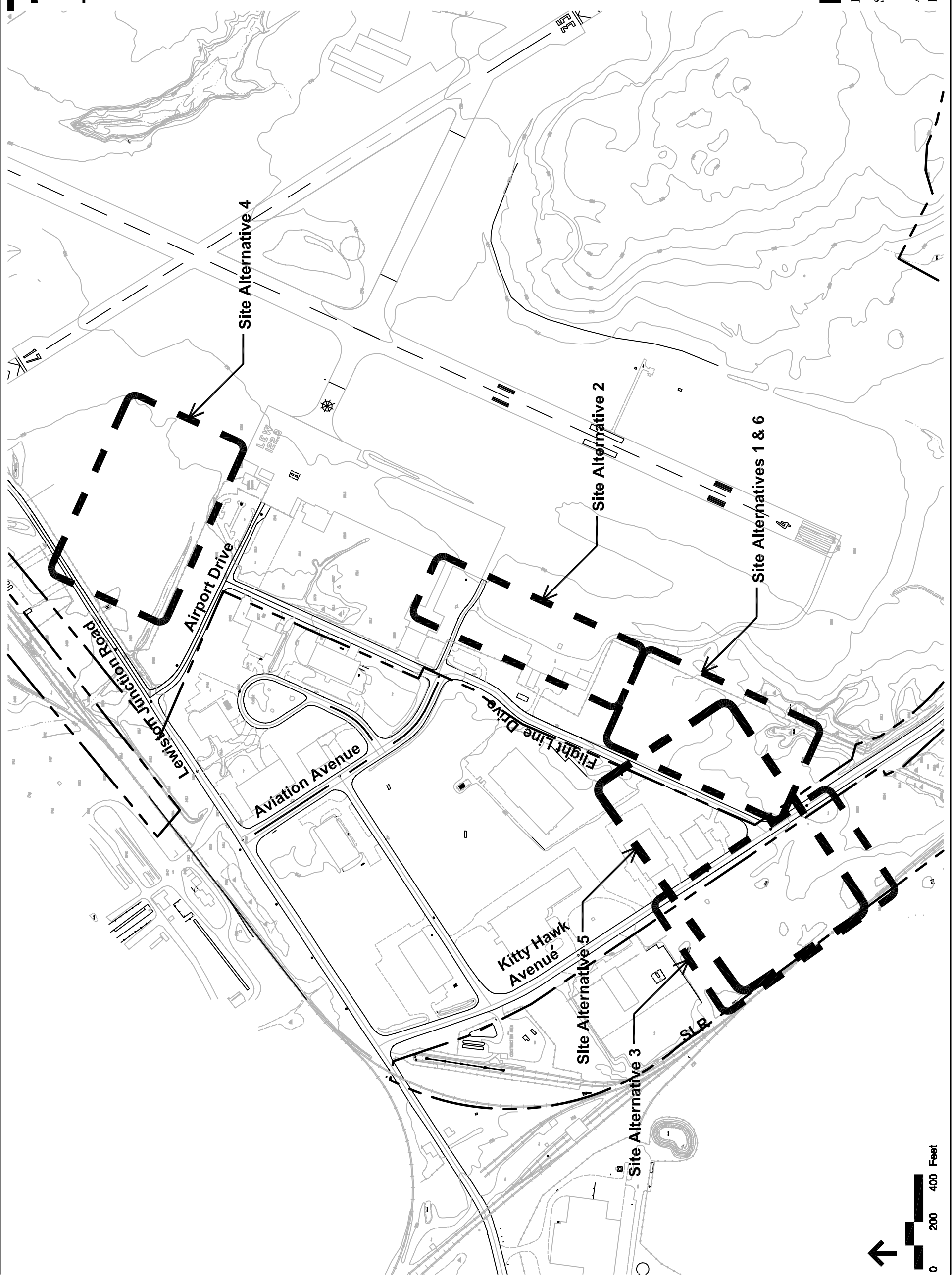
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## 2.2 Identification of a Preferred Site

Six alternative sites were identified within the Study Area based on their proximity to the Auburn-Lewiston Municipal Airport, the SLR, and I-95 (the Maine Turnpike). A schematic plan that incorporated the elements described in Section 2.1 was developed for each alternative site. The general locations of the six alternative sites are shown in Figure 2-1. An environmental analysis was completed for all site alternatives that found the sites were all equivalent and none of the sites would affect wetlands, historic resources, Section 4(f) properties, or other sensitive resources. A schematic layout for each location is shown on Figures 2-2 through 2-7. Each site is described briefly below.

- ▶ **Site Alternative 1** (Figure 2-2) is bound by Flight Line Drive, Kitty Hawk Avenue, and the Airport. Vehicular entry to the site is from Flight Line Drive. This site alternative requires a new railroad spur that would branch off the SLR main line and cross Kitty Hawk Avenue into the site.
- ▶ **Site Alternative 2** (Figure 2-3) is east of Flight Line Drive across from Aviation Avenue. It is similar to Site Alternative 1, but would require constructing a longer railroad spur. This site would allow the new apron to be integrated with the existing apron.
- ▶ **Site Alternative 3** (Figure 2-4) is bound by Kitty Hawk Avenue on the northeast and the SLR to the southwest. It would require a new railroad track parallel to the existing SLR with connections at both ends. Vehicular entry would be from Kitty Hawk Avenue. Site Alternative 3 would require the use of an existing airport building for airport operations.
- ▶ **Site Alternative 4** (Figure 2-5) is on the airport property with vehicular entry off the Lewiston Junction Road. It would require a new railroad spur that would branch off from the Lewiston Branch of the SLR and cross Lewiston Junction Road.
- ▶ **Site Alternative 5** (Figure 2-6) would divide the proposed facility into two parts, on either side of Kitty Hawk Avenue. The airport aviation operations would be on the northeast side of Kitty Hawk Avenue and the bus and rail operations would be on the southwest side of Kitty Hawk Avenue. Site Alternative 5 would require a new railroad track parallel to the existing SLR with connections at both ends similar to Site Alternative 3.
- ▶ **Site Alternative 6** (Figure 2-7) is a revision to the layout of Site Alternative 1, the major differences being that the railroad platform is farther west so that it is adjacent to Flight Line Drive and the bus parking and terminal building are shifted from the north end of the site to the south.

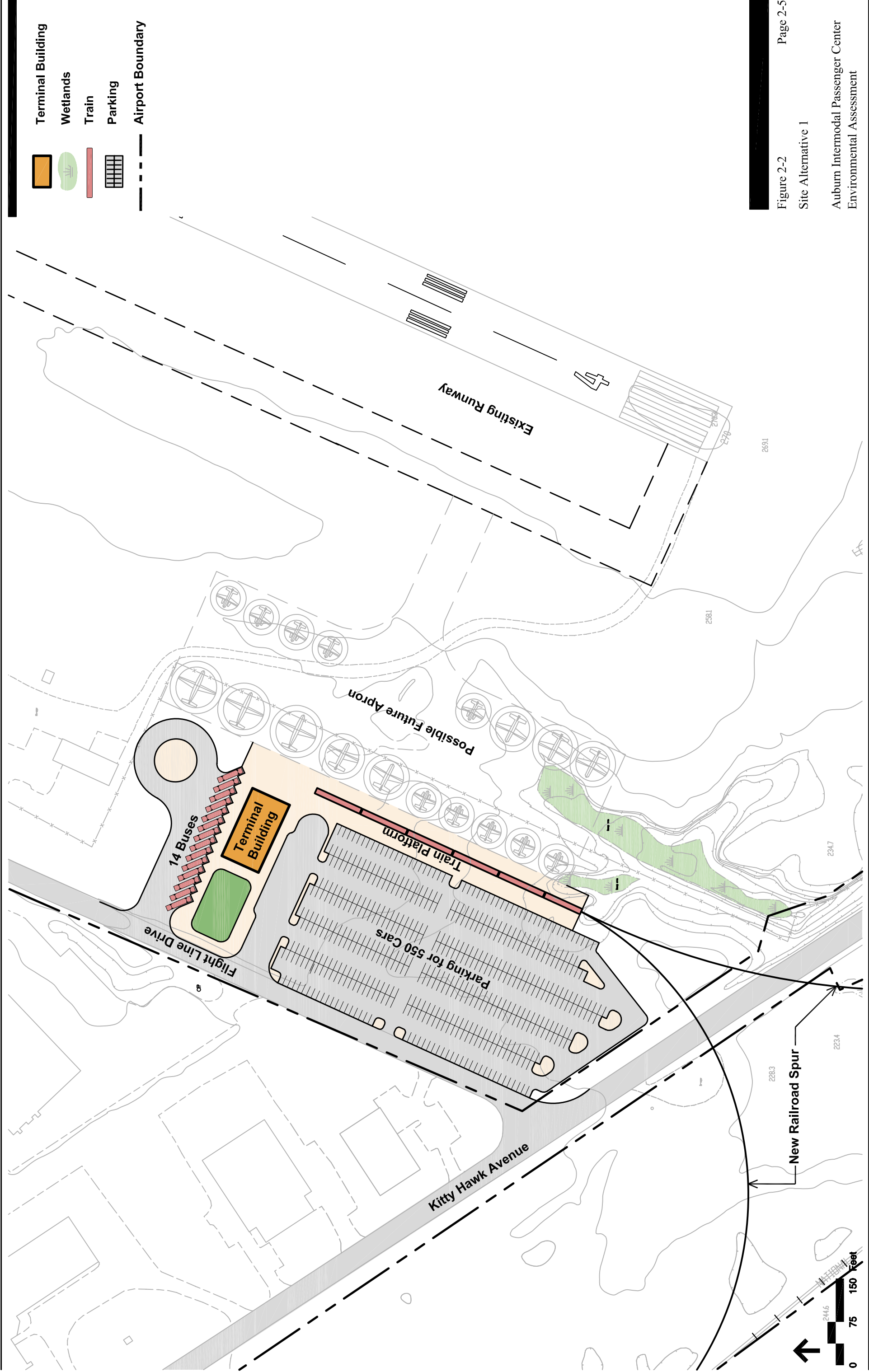




— Alternative  
 — Site Boundaries  
 - - - Airport Boundary

Site Alternatives

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


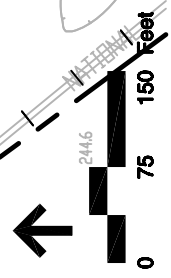
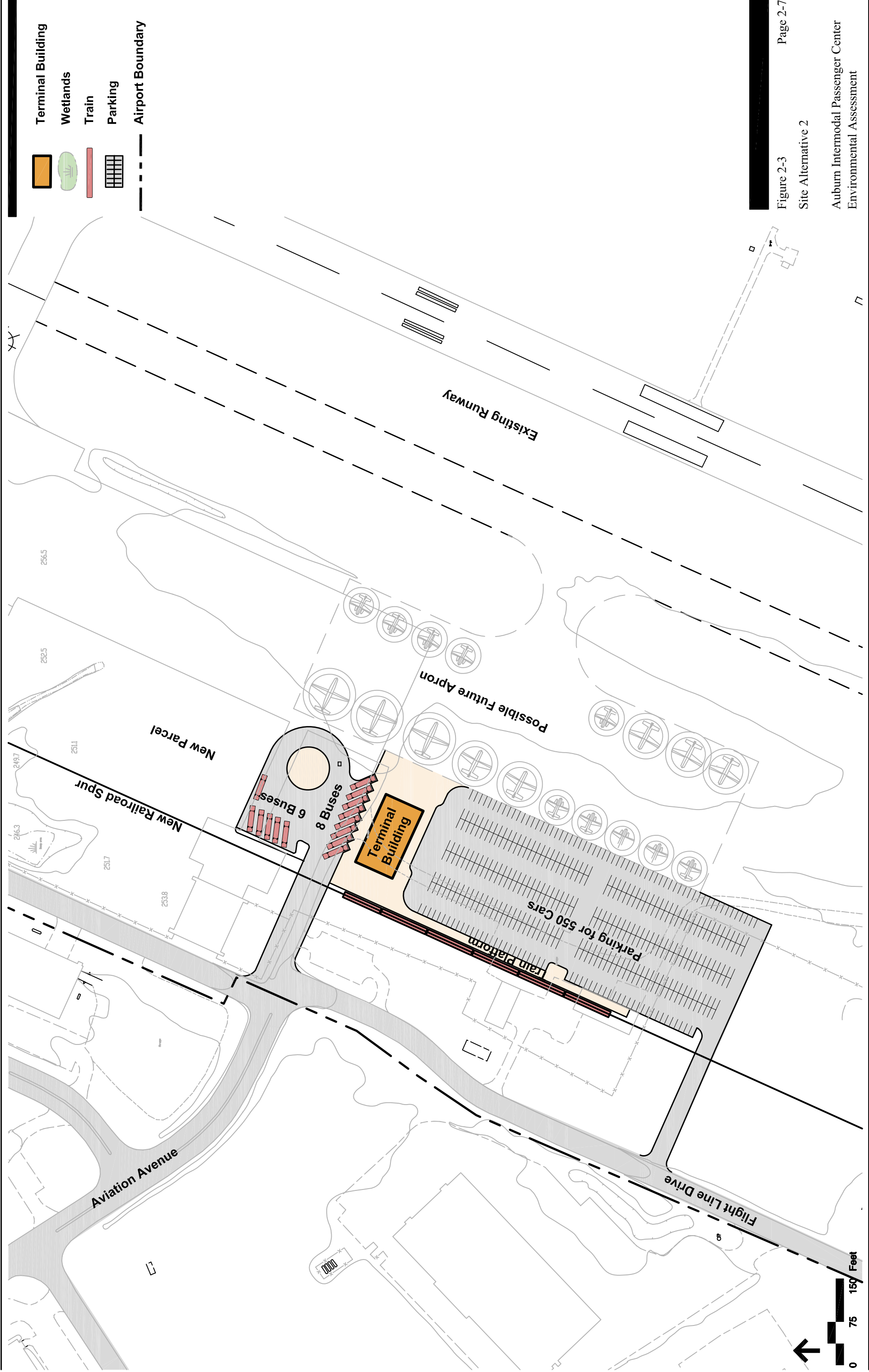





-  Terminal Building
-  Wetlands
-  Train
-  Parking
-  Airport Boundary

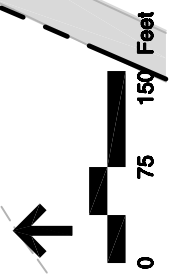
Figure 2-2  
Site Alternative 1



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-  Terminal Building
-  Wetlands
-  Train
-  Parking
-  Airport Boundary



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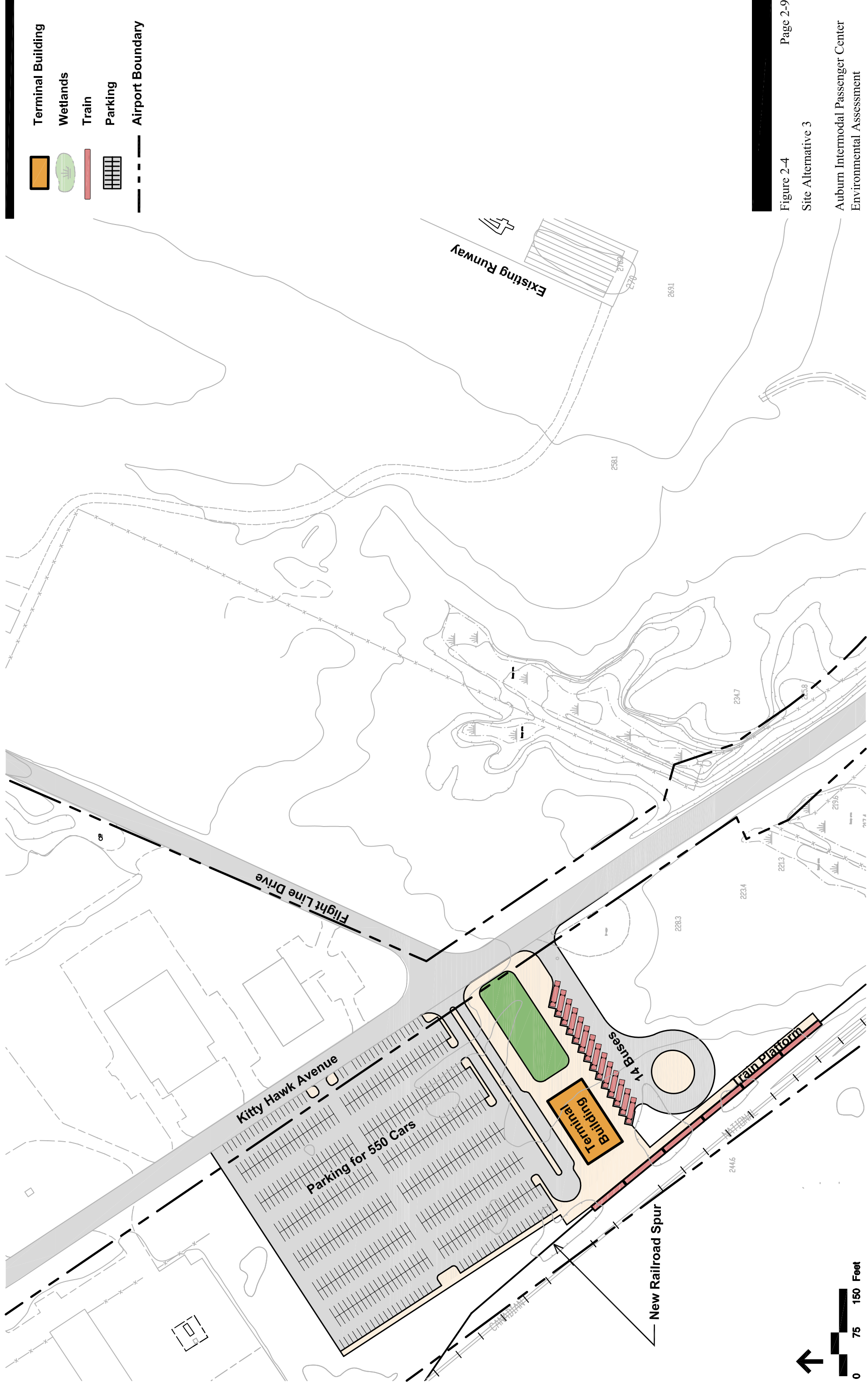
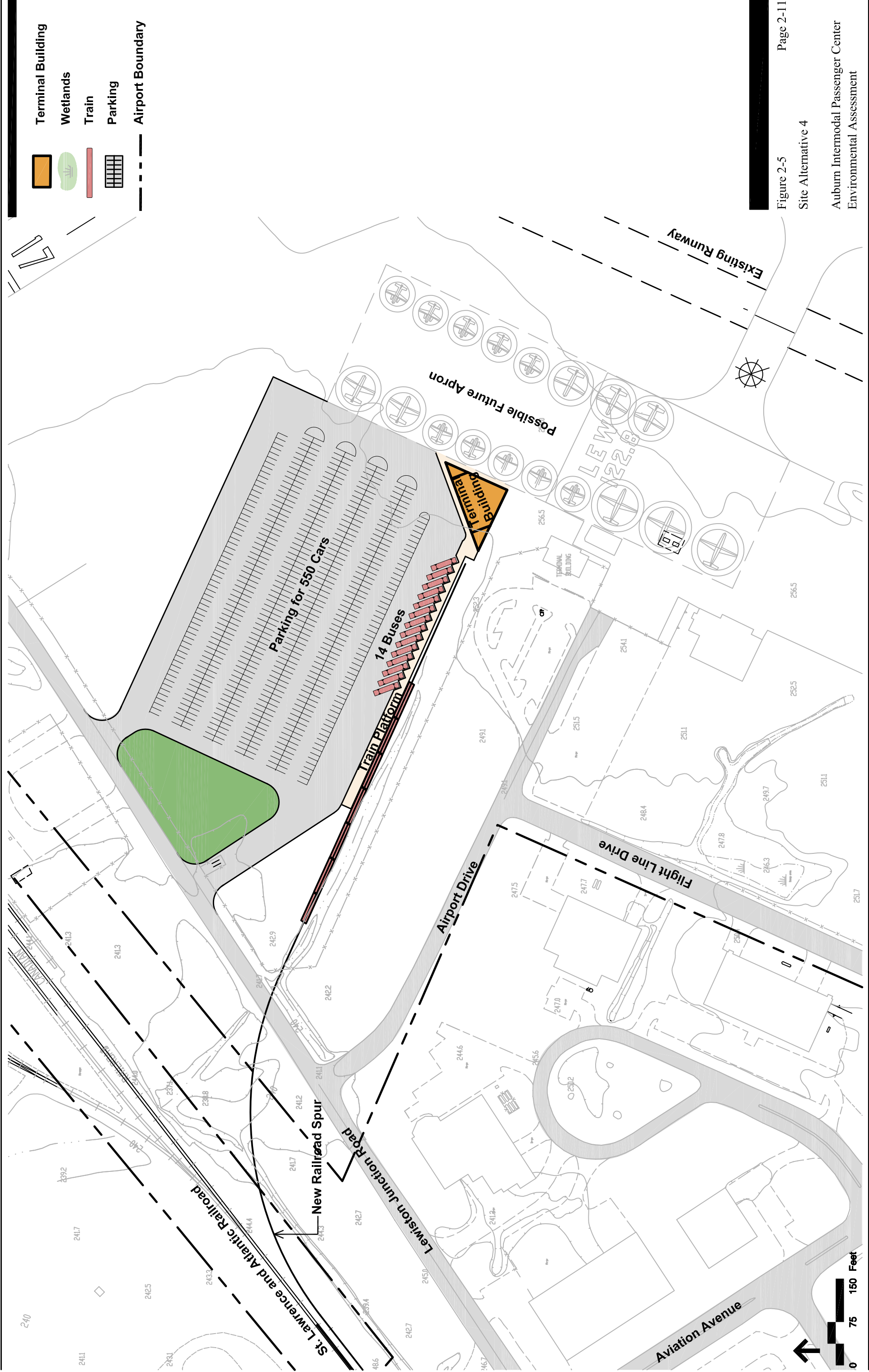







Figure 2-4  
Site Alternative 3

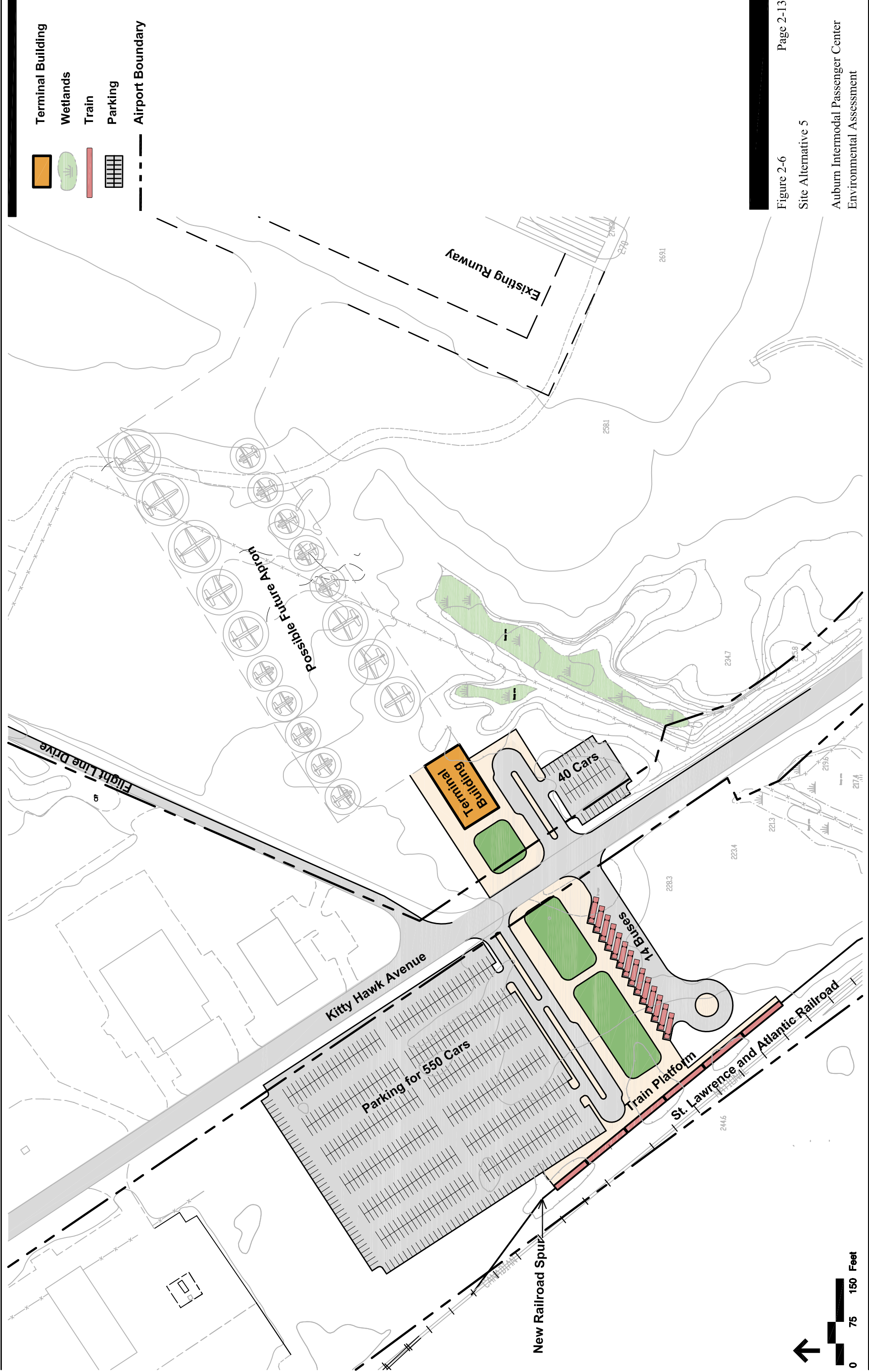
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-  Terminal Building
-  Wetlands
-  Train
-  Parking
-  Airport Boundary

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

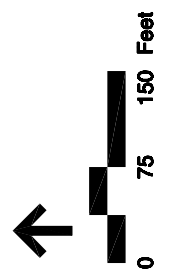
-  Terminal Building
-  Wetlands
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-  Parking
-  Airport Boundary

Figure 2-6  
Site Alternative 5



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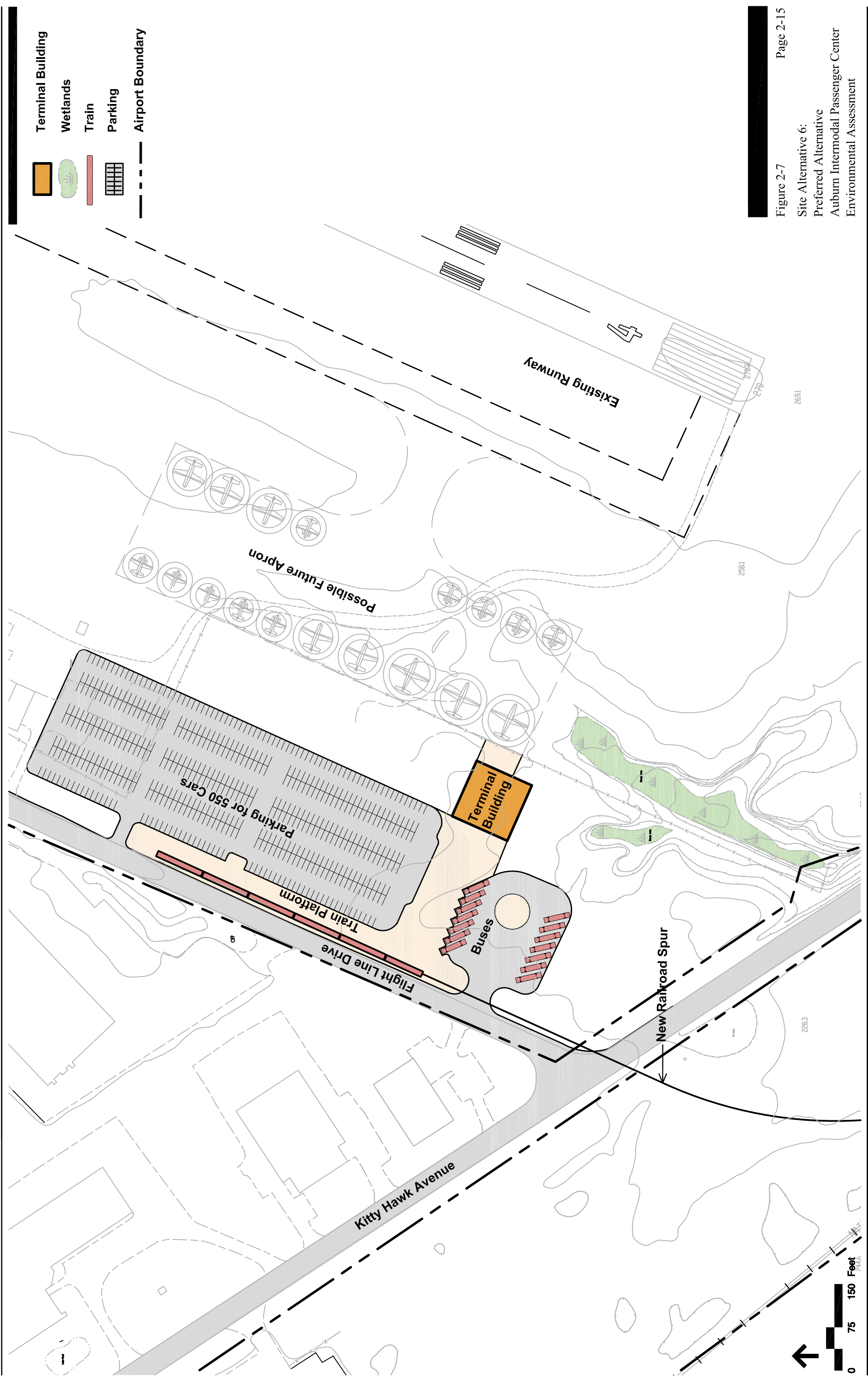


Figure 2-7

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The Site Alternatives were analyzed against a set of criteria developed by MaineDOT and the PAC to determine which site offered the most reasonable and practicable solution for satisfying the Purpose and Need. Table 2-1 presents a summary of the evaluation and lists the criteria considered.<sup>8</sup> All site alternatives would provide a multi-modal passenger facility. The alternative site analysis was undertaken to identify the most beneficial site that offered the most efficient operation and best satisfies the Purpose and Need. Alternatives 1 through 5 were not carried forward in this analysis because those alternatives were not consistent with the project's Purpose and Need. None of the alternative site designs would impact wetlands, however, Alternatives 3 and 5 may impact wetlands as the result of constructing the new railroad spur.

The No-Action Alternative was also studied. Under the No-Action Alternative, a new intermodal facility would not be constructed. The No-Action Alternative would not satisfy the Purpose and Need because it would not help reduce highway congestion, improve mobility options, or help to integrate the region's transportation system. The No-Action Alternative provides the baseline against which other alternatives are compared.

**Table 2-1 Site Alternatives Analysis**

Criterion	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6
Accommodation of full design program	moderate	moderate	poor	moderate	poor	moderate
Compatibility with land use	poor	poor	good	good	good	good
Construction impacts	moderate	poor	moderate	moderate	good	moderate
Facilitates all modal transfers	good	good	poor	good	poor	good
Municipal and state permit requirements	poor	moderate	moderate	moderate	moderate	moderate
Operating efficiency	poor	poor	poor	poor	poor	good
Pedestrian environment	good	good	good	moderate	poor	good
Positive marketing tool/architecturally significant facility	good	moderate	moderate	poor	good	moderate
Potential revenue generation	good	moderate	good	moderate	good	moderate
Prominent siting	moderate	poor	good	poor	good	good

Source: *Task 3 Report/ Draft/ Auburn/Lewiston Intermodal Center*, September 9, 2002, Wallace Floyd Design Group.

**Alternative Site 1** was dismissed from further consideration because it would result in poor operating efficiencies and because the new railway spur connecting the SLR with the proposed intermodal center would require two costly, grade-separated crossings of Kitty Hawk Avenue.

**Alternative Site 2** was dismissed from further consideration because of poor operational efficiency related to both the potential passenger rail service and the existing freight rail service, increased safety concerns because of the need for three at-grade road crossings, and construction impacts from the need to relocate Airport hangers. The railroad spur would need to cross Kitty Hawk Avenue, the parking lot driveway, and the bus driveway, increasing the risk for vehicular accidents associated with trains using the spur.

▼  
<sup>8</sup> See *Task 3 Report/ Draft/ Auburn/Lewiston Intermodal Center*, September 9, 2002, Wallace Floyd Design Group for a more complete description of the Alternative Site review.

**Alternative Site 3** was dismissed from further consideration because it would not provide direct intermodal connectivity because it lacks a direct connection to the Airport.

**Alternative Site 4** was dismissed from further consideration because it would result in operational conflicts with rail traffic entering and exiting the Auburn Intermodal Facility located just north of the intersection of Kitty Hawk Avenue and Flight Line Drive (low operational efficiency). Furthermore, it would likely require property takings and offer poor access to parking facilities.

**Alternative Site 5** improves the schematic layout of Alternative Site 3, but was dismissed from further consideration because of poor pedestrian connection between the rail and Airport facilities.

**Alternative Site 6** improves the schematic plan of Alternative Site 1 by modifying the railroad access configuration. This reconfiguration allows Site Alternative 6 to eliminate the need to grade separate the Kitty Hawk Avenue railroad crossing. Alternative Site 6 would be able to accommodate future airport expansion, provide a more efficient railway alignment, reduce bus/auto and bus/railway conflicts, and provide an aesthetically appealing appearance. For these reasons, Alternative 6 was identified as the preferred site and carried forward for more detailed study.

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## 2.3 Schematic Site Plan Refinement

Once Alternative Site 6 was identified as the Preferred Site, refinements were made to the site plan to clearly identify the potential impacts of the proposed AIPC. To help identify potential impacts, three site plan options were developed for consideration. Each site plan option included automobile parking, an airport runway apron, a railroad spur and train platform, a terminal building, bus berths, access drives, and landscaping. All site plan options would require an at-grade railroad crossing of Kitty Hawk Avenue.

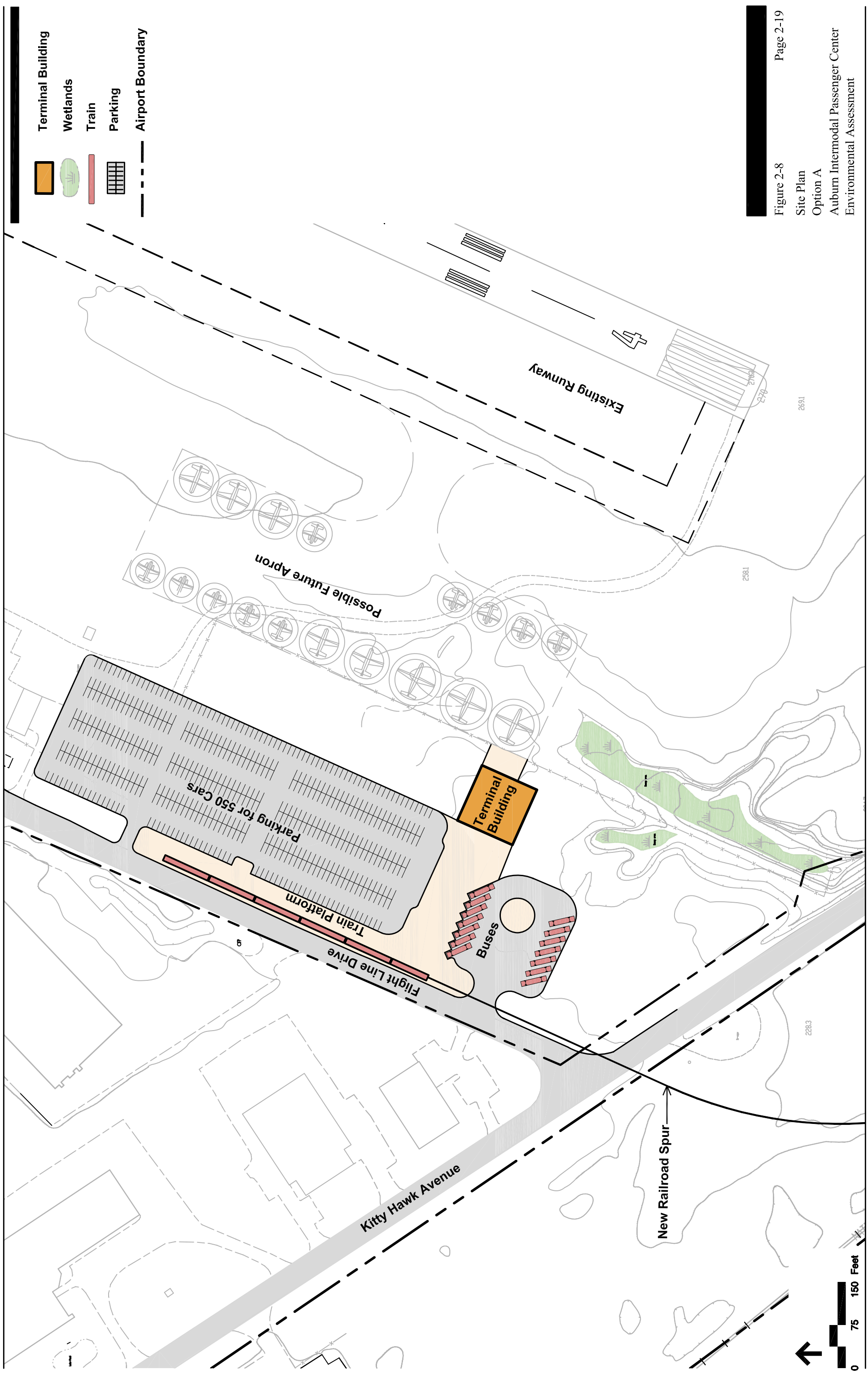
Site Plan Option A (Figure 2-8) is accessed from Flight Line Drive. The bus turn-around and berths are on the south side of the facility and the parking area to the north contains spaces for 550 cars. The terminal building is east of the bus facility, providing good connectivity between air, transit, and the rail platform adjacent to Flight Line Drive.

Site Plan Option B (Figure 2-9) has automobile access from Kitty Hawk Avenue and bus access from Flight Line Drive. The 520-space parking area is east of the intersection of Kitty Hawk Avenue and Flight Line Drive, and the terminal building and bus berths are located in the northern part of the site. There is room for further expansion of the terminal building between the proposed terminal building site and the future apron.

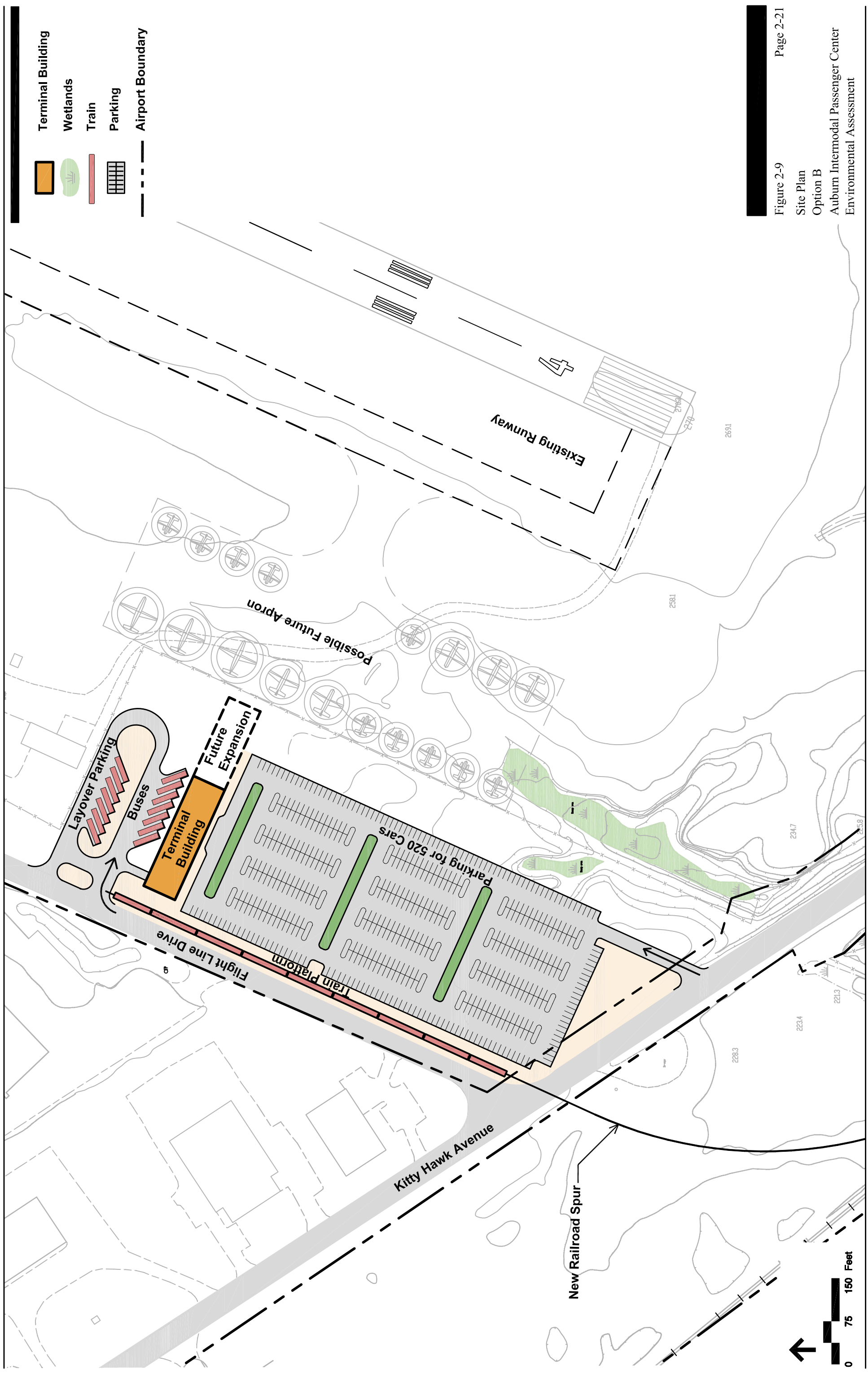
Site Plan Option C (Figure 2-10) includes parking for 517 cars in the northern part of the site. Automobiles would enter the parking area from Flight Line Drive and buses would enter the bus berths and turnaround from Kitty Hawk Avenue. The terminal building would be between the parking area and the bus turn-around. Future expansion of the terminal would occur south of the parking area and west of the apron. The terminal building would be central to the train platform, parking, bus, and air facility.

Site Plan Options A, B, and C were compared using factors such as connectivity, safety, and aesthetics. This section summarizes the main issues identified by MaineDOT and the PAC for each Site Plan Option.

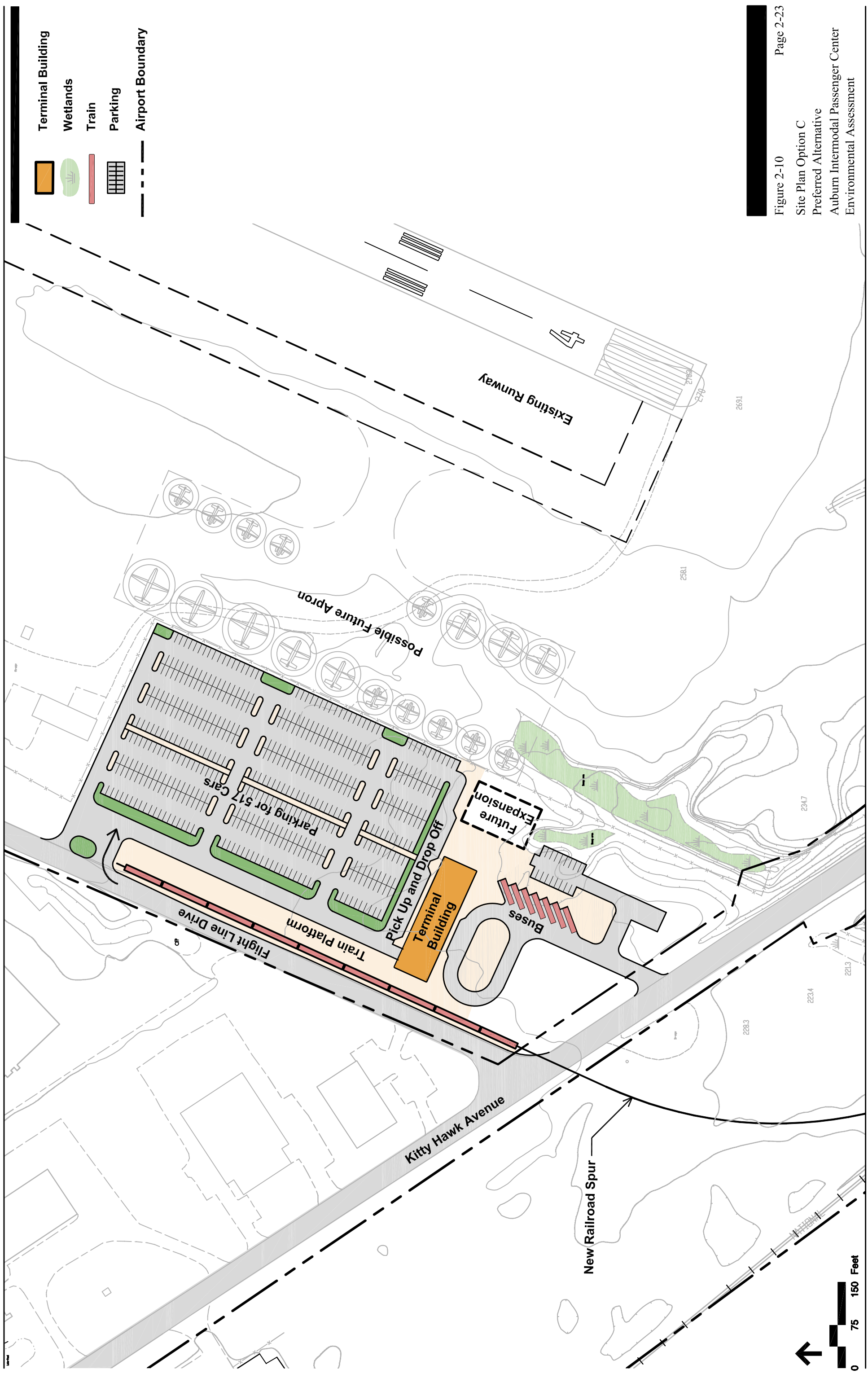




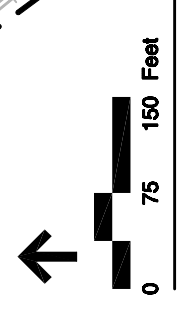
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- Terminal Building
- Wetlands
- Train
- Parking
- Airport Boundary



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Site Plan Option A is approximately 9 acres in size. This design would limit the length of trains that could access the platform (to five cars) because the location of the bus access (railroad crossing) restricts the platform length. In addition, the at-grade rail crossing of the entrance to the bus parking area would increase potential conflicts between trains and buses, which is a safety concern. The AIPC parking lot would accommodate 550 cars. The bus lot allows space for 14 buses.

Site Plan Option B is approximately 7 acres in size. This design would eliminate the safety concern at the bus parking lot entrance and allow longer train lengths (up to eight cars), but this maximum length may not be needed. The parking lot would accommodate 520 cars. The bus lot allows space for 14 buses. However, the on-site pedestrian and vehicle circulation would be a concern. In addition, having the parking area located at the “front” or entrance to the facility was considered as negative for aesthetic reasons. Also, the setback of the AIPC from Kitty Hawk Avenue would not meet the goal to establish the facility as a prominent location and destination.

Site Plan Option C offers advantages in terms of connectivity, aesthetics, and safety of automobiles and pedestrians. This option minimizes the potential bus/rail conflict by having the bus access occur from Kitty Hawk Avenue, prior to the railroad crossing. The platform would allow longer train lengths than Option A (up to eight cars). This would allow for a cab car for trains entering the station and the railroad would not need to construct a wye (a wye is a triangular shaped arrangement of tracks with a switch at each corner that allows a train of any length can be turned). Other options would require the wye. The central terminal building would easily accommodate air, rail, and transit services, providing optimal operational efficiency and connectivity. This option would have a prominent location with good visibility from Kitty Hawk Avenue. For these reasons, Site Plan Option C at Site Alternative 6 was identified as the Preferred Alternative.

The Preferred Alternative is approximately 9 acres in size. The AIPC would include an automobile parking lot with 517 spaces, a train platform that could accommodate up to eight cars (but this maximum length may not be needed), and a separate bus drop off and pick up area with bus parking (7 spaces). The automobile parking lot and bus depot would each have a pick up and drop off lane adjacent to the terminal building on opposite sides of the terminal building. The train platform would also be accessed through the terminal building. The railroad spur to connect the facility with the SLR system would cross Kitty Hawk Avenue and be constructed on the eastern side of Flight Line Drive (Figure 2-10).

**Table 2-2 Site Plan Options Summary**

Criterion	Option A	Option B	Option C
Site Size (acres)	7	7	9
Parking Spaces	550	520	517
Bus Parking Spaces	14	14	7
Maximum Train Length	500	750	750

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# 3

## Affected Environment

This chapter describes the existing conditions in the Study Area, including transportation facilities and socioeconomic and environmental resources that would be affected by or may affect the Preferred Alternative. Chapter 4 discusses the beneficial and negative impacts of the Preferred Alternative compared to the No-Action Alternative.

In conformance with FHWA and FTA guidance, this EA focuses only on those resources that have a reasonable likelihood to be affected by, or to affect, the Proposed Action. Because the AIPC is proposed for construction within an already developed area, impacts to natural resources are expected to be minor. MaineDOT has determined that many natural resources/constraints are not relevant to this EA either because they are not present, or if present, would not be affected by, or affect, construction. A number of impact categories were studied and have been found to be inconsequential to the analysis. These categories are listed below in Table 3-1 and not discussed further in this EA.

**Table 3-1 Resources/Constraints Found to be Inconsequential to the Analysis**

Resource	Comments	Controlling Law/Regulation/Guidance
Geography, geology, and soils	The topography and soils in the Study Area do not pose any substantial problem for construction	National Pollutant Discharge Elimination System (NPDES) – General Permit for Stormwater Discharges from Construction Sites from the Maine Department of Environmental Protection. Stormwater Permit Under Storm Water Management Law.
Surface Water Drinking Supplies	The closest surface water drinking supply is Lake Auburn, 3 miles north of the Study Area.	Maine Drinking Water Program, Department of Human Services.
Groundwater Drinking Water Supplies	There are no EPA designated Sole Source Aquifers or mapped sand and gravel aquifers in the Study Area.	Safe Drinking Water Act of 1974 (Public Law 93-523, 42 U.S.C. 300 et. seq).
Waterbodies	The Alternatives would not affect any waterbodies. The nearest stream is Moose Brook, an intermittent stream approximately 1,000 feet south of the SLR.	Section 404 of federal Clean Water Act. Maine Natural Resources Protection Act (NRPA).
Water Quality	Because the Alternatives are not near any surface waterbody, no impact to water quality is expected.	MDEP Stormwater Permit Under Storm Water Management Law.

**Table 3-1 Resources/Constraints Found to be Inconsequential to the Analysis (continued)**

Resource	Comments	Controlling Law/Regulation/Guidance
Floodplain	The Study Area does not encroach on any 100-year floodplain.	Executive Order 11988. Local Floodplain Ordinances.
Vegetation	The Alternatives would not impact any Exemplary Natural Communities or rare plant species. No rare plants or plant communities, as designated by the Maine Natural Areas Program, would be affected. Minor amounts (less than 9 acres) of clearing of mixed deciduous/ coniferous woodland would be necessary.	Maine Natural Resource Protection Act (38 M.R.S.A. Sec. 480) (NRPA).
Wildlife	The Alternatives would not affect any Significant Wildlife Habitat.	NRPA.
Freshwater Fisheries	Because no waterbodies would be affected, no impact on fisheries is expected.	Section 404 of the federal Clean Water Act. NRPA.
Land Use, Zoning, Right-of-way	The Alternatives would be built on municipally owned land, zoned for industrial use. The Alternatives would be an allowed use.	Auburn Zoning Ordinance.
Farms and Farmland	No farms or farmland soils would be affected by the Alternatives.	Federal Farmland Protection Policy Act of 1981.
Community Facilities and Neighborhoods	No community facilities such as schools, churches, nursing homes, hospitals, or any residential neighborhoods would be affected by the Alternatives.	
Uncontrolled Petroleum and Hazardous Wastes	MaineDOT Site Assessment found "no significant environmental concerns that would affect site development"	Maine Department of Environmental Protection (MDEP), Bureau of Remediation and Waste Management Rules.
Historic/Archaeological Resources	No historic or archaeological resources are present at site. MHPC has issued a finding of No Effect.	Section 106 of the National Historic Preservation Act of 1966 as amended (NHPA).
Section 4(f) Resources	No Section 4(f) resources would be affected by the Alternatives.	Section 4(f) of the DOT Act of 1966.
Section 6(f) Resources	No Section 6(f) resources would be affected by the Alternatives.	Section 6(f) of the Land and Water Conservation Fund Act of 1965 (LAWCON), 16 U.S.C. 460.
Utilities	There are no major utility installations that would incur substantial costs to relocate.	Uniform Relocation Assistance and Real Property Act of 1970, 42 U.S.C. 61.

1 Memorandum to MaineDOT Planning from Dwight Doughty, Environmental Office, October 7, 2003. Initial Site Assessment for Uncontrolled Oil and Hazardous Waste, Lewiston/Auburn Intermodal Center. See Appendix C.

2 Memorandum to MaineDOT/ENV from Earl G. Shettleworth, State Historic Preservation Officer. June 1, 2006. Regarding PIN 07903.00 Auburn Airport, Intermodal Facility; Auburn; MHPC #2938-01.

### 3.1 Physical and Biological Environment

This section discusses wetlands and rare species that have been identified in the vicinity of the Preferred Alternative. Wetlands and rare species are not within the area affected by the Preferred Alternative.

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### 3.1.1 Wetlands

Wetlands are regulated and protected under state and federal regulatory programs because of the important functions they provide to the public. The State of Maine Natural Resources Protection Act Regulations (38 MRSA, Sections 480-A to 480-Z) (NRPA) are designed to protect Maine's natural resources, including rivers, streams, great ponds, and freshwater wetlands. Section 404 of the Federal Clean Water Act regulates discharges of fill to wetlands. Executive Order 11990 also protects wetlands by directing federal agencies to avoid new construction in wetlands where there is a practicable alternative.

Two small wetlands (approximately 0.64 and 0.07 acres in size) occur immediately east of the Preferred Alternative as shown on Figure 2-10. These wetlands drain south toward Moose Brook, which is approximately 1,000 feet south of the SLR tracks southwest of Kitty Hawk Avenue.

The north portion of the Preferred Alternative site is flat with areas cleared of trees. The dominant species in vegetated areas is white pine (*Pinus strobes*). The south portion of the site that is closer to the Kitty Hawk Avenue and Flight Line Drive intersection contains second growth forest. Dominant species in this area include white pine, gray birch (*Betula populifolia*), Red maple (*Acer rubrum*), and trembling aspen (*Populus tremuloides*).

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### 3.1.2 Threatened and Endangered Species

Threatened and endangered species are important to biodiversity because they represent elements that are unique or few in numbers in an ecological system. The U.S. Fish and Wildlife Service (USFWS) verified that no federally-listed plant or animal species occur in the Study Area. However, the Maine Department of Inland Fisheries and Wildlife (MDIF&W) identified one state-listed threatened species, the upland sandpiper (*Bartramia longicauda*), as occurring in the fields surrounding the Airport runways, east of the Preferred Alternative (Figure 3-1). At the Airport, only the mowed fields surrounding the runways provide suitable nesting habitat. This habitat is not present within the Preferred Alternative site. Although the site has some grassy areas, it is mixed with forest and the grassy patches are not large enough to be used as habitat by the sandpiper. Neither the birds nor their habitat occurs at the preferred site.

MDIF&W also identified significant wildlife habitat of inland waterfowl/wading bird area associated with the Airport. No waterfowl/wading bird wildlife habitat is on the Preferred Alternative site.

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## 3.2 Transportation Environment

This section discusses existing traffic conditions near the proposed AIPC.

The Study Area includes portions of Kitty Hawk Avenue, Lewiston Junction Road, Flight Line Drive, and Airport Drive. The Preferred Alternative site is on the corner of Kitty Hawk Avenue and Flight Line Drive.

Peak commuter hour traffic demands on key Study Area roadways were collected in March 2003 by conducting manual turning movement counts (TMCs). The purpose of collecting this data was to identify the current traffic conditions along area roadways and help quantify the potential traffic shifts that might occur

when the proposed project is constructed. Based on a preliminary evaluation of the local roadway system and potential travel routes to the proposed terminal, a Traffic Study Area for the proposed AIPC was developed that includes the following intersections:

- Washington Street (Route 4/202) at Kitty Hawk Avenue
- Washington Street (Route 4/202) at Maine Turnpike (I-95) Exit 75 Off Ramp
- Kitty Hawk Avenue at Hotel Road
- Kitty Hawk Avenue at Flight Line Drive
- Kitty Hawk Avenue at Lewiston Junction Road

Turning movement counts were performed at key intersections during the weekday evening peak commuter hours (4:00 PM to 6:00 PM) in early March 2003 (Figure 3-2). The average and peak month conditions were then analyzed. Using MaineDOT's historical count data for arterial roadways to quantify seasonal variations during any given week of the year, it was determined that the first week of March represents lower than average traffic conditions on the Route 4/202 corridor. Therefore, based on historic factors for seasonal fluctuations in traffic volumes, existing counts were adjusted upward by 22 percent to represent average conditions and 53 percent to represent peak conditions.

In May 2006, additional turning movement counts were collected at three of the five locations within the Study Area (Figure 3-2):

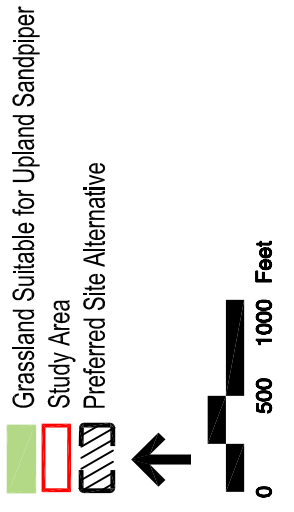
- Washington Street (Route 4/202) at Kitty Hawk Avenue
- Kitty Hawk Avenue at Flight Line Drive
- Kitty Hawk Avenue at Hotel Road

In most cases, the adjusted 2006 average and peak traffic volumes were equal to or less than the same adjusted traffic volumes based on the 2003 observations. For this reason, the assumptions and findings presented in this report, which are based on the 2003 traffic volumes, remain valid. A traffic comparison on an intersection-by-intersection basis and seasonal traffic data are provided in the *Transportation Technical Report*.<sup>9</sup>



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9 Vanasse Hangen Brustlin, Inc. Traffic Technical Report, Auburn Intermodal Passenger Center, August 2003.



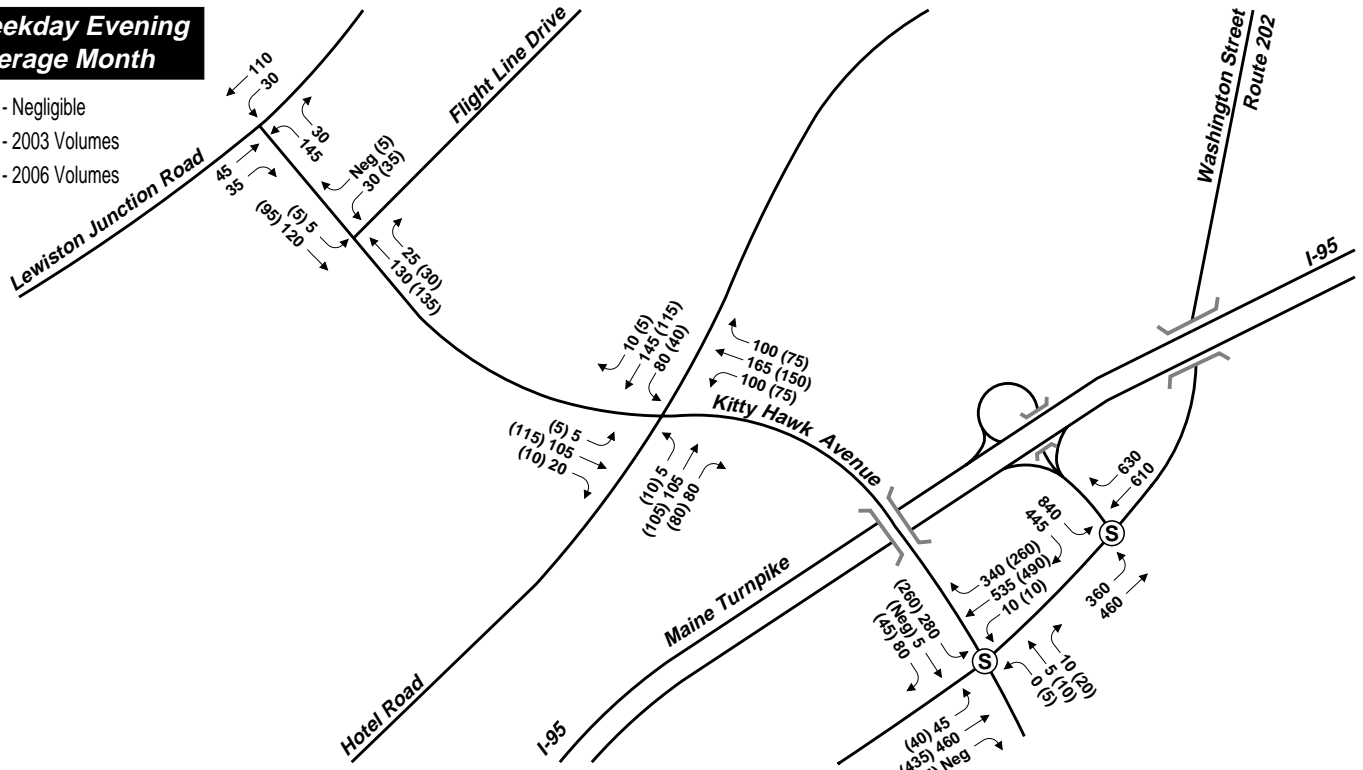
Grassland Areas Suitable  
For Upland Sandpiper  
Auburn Intermodal Passenger Center  
Environmental Assessment

Figure 3-1  
Page 3-5

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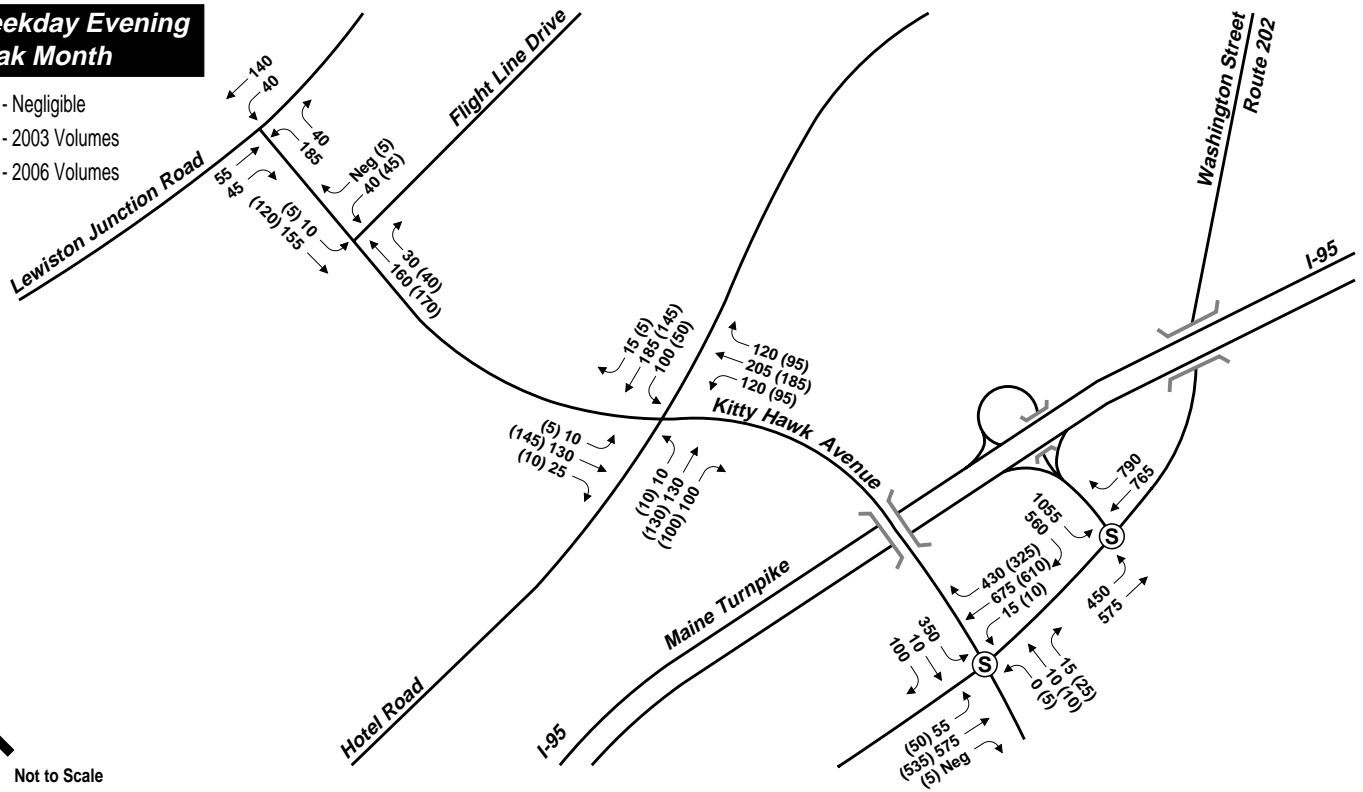
**Weekday Evening  
Average Month**

Neg - Negligible  
 XX - 2003 Volumes  
 (XX) - 2006 Volumes



**Weekday Evening  
Peak Month**

Neg - Negligible  
 XX - 2003 Volumes  
 (XX) - 2006 Volumes



↑  
 Not to Scale

Existing Conditions  
 Peak Hour Traffic Volumes

Figure 3-2  
 Page 3-7

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## 3.3 Socioeconomics

This section discusses the social and economic environment of the Study Area.

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### 3.3.1 Social and Economic Environment

The area within one-half of a mile of the proposed project site is used, almost exclusively, for industrial and commercial business. The site location and all land within a one-mile radius of the site within Auburn, is zoned as Industrial. The site is located in the Airport Industrial Park, which includes more than 18 industrial, transportation and distribution companies employing more than 740 persons. To the east on Kitty Hawk Avenue are the Kitty Hawk Industrial Park, a 96-unit apartment complex, and an office park. Less than one mile away on Hotel Road is the Proctor and Gamble Tambrands factory, the region's seventh largest employer.<sup>10</sup> Gates Formed-Fibre Products and International Paper Company, which employ more than 600 people, are on Washington Street, at the end of Kitty Hawk Avenue, within 1.5 miles of the site.

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### 3.3.2 Minority and Low-Income Populations

In accordance with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Population and Low Income Populations*, and subsequent procedures developed by the U.S. Department of Transportation, activities that have potential to generate an effect on human health or the environment must include explicit consideration of whether their effects on minority populations and lower-income populations are disproportionately high.

According to the 2000 Census, Auburn's population is 97 percent white and 3 percent minorities (*i.e.*, non-white). This is approximately the same as the State's minority percentage. According to the latest federal Census, the minority population percentage in Auburn is comparable to both Androscoggin County and Maine, which are within approximately one-tenth of one percent of each other. Therefore, Auburn does not contain disproportionate minority populations.

The median household income in Androscoggin County is \$44,082, which is slightly lower than Maine (\$45,179) and about ten percent higher than the national average, which is \$41,433. The median household income in Auburn (\$35,652), however, is considerably lower than either the Maine or the United States. These communities therefore, have a lower-income population. Per capita incomes in the city, the region, and the state are relatively close, between \$18,500 and \$19,500, although all are about ten percent lower than the national average of \$21,690. Approximately 12 percent of Auburn's population lives below the poverty level, compared to 10.6 percent in Maine and 12.1 percent nationwide. Table 3-2 presents income information near the proposed AIPC.

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▼  
10 Lewiston Auburn Economic Growth Council.



**Table 3-2 Comparison of Population\* and Income Levels\*\***

Location	Total Population	Total Percent White	Total Percent Minority <sup>1</sup>	Median Household Income	Per Capita Income	Families Below Poverty Level	Percent Families Below Poverty Level	Persons Below Poverty Level	Percent Persons Below Poverty Level
United States	281,421,906	75.1	24.9	\$41,433	\$21,690	6,976,950	6.6	34,077,004	12.1
Maine	1,274,923	96.9	3.1	\$45,179	\$19,533	26,611	5.1	135,501	10.6
Androscoggin County	103,793	96.9	3.1	\$44,082	\$18,734	2,067	4.9	11,115	10.7
Auburn	23,203	97.0	3.0	\$35,652	\$19,942	536	5.5	2,688	11.6

\* Source: United States Census Bureau, Census 2000.

\*\* Source: Androscoggin Valley Council of Governments.

<sup>1</sup> Minority includes Black or African American, Asian, Native Hawaiian and other Pacific Islander, some other race or more than one race.

## 3.4 Atmospheric Environment

This section discusses existing air quality and noise levels in the Study Area.

### 3.4.1 Air Quality

The Study Area is in an attainment area for all pollutants. For this project, an air quality analysis was prepared to evaluate the air quality impacts of the proposed AIPC. The air quality study was conducted in compliance with the U.S. Environmental Protection Agency (EPA) and MDEP guidelines. This study includes a microscale analysis and a mesoscale analysis.

The microscale analysis evaluated carbon monoxide (CO) at four intersections that would be impacted by passenger center-related traffic and/or that represent the highest congested locations in the project's vicinity. The intersections included are:

- Kitty Hawk Avenue at Flight Line Drive,
- Kitty Hawk Avenue at Hotel Road,
- Kitty Hawk Avenue at Route 202, and
- Route 202 at I-95 On- and Off-ramps.

The microscale analysis found that the existing CO concentrations (both 1- and 8-hour values) are well below the National Ambient Air Quality Standards (NAAQS) of 35 and 9 parts per million (ppm), respectively. The predicted existing CO levels for the 1-hour analysis ranged from 3.7 ppm (Kitty Hawk Avenue at Flight Line Drive) to 9.2 ppm (I-95 at Route 202). The corresponding existing 8-hour CO concentrations, which are calculated based on 1-hour concentrations by applying a 0.7 persistence factor, ranged from 2.6 to 6.4 ppm.

The predominant sources of regional pollution impacts anticipated from the proposed AIPC are emissions resulting in the increase in travel from private automobiles, buses, or passenger rail services. The total emissions over the AIPC area were calculated based upon train trips, vehicle miles of travel, and speeds. The results of the existing conditions mesoscale analysis are shown in Table 3-3.

**Table 3-3 Mesoscale Analysis Air Quality 2003 Conditions**

Pollutant	Volatile Organic Compounds (VOC)	Carbon Monoxide (CO)	Nitrogen Oxides (Nox)	Particulate Matter (PM10)
Amount (Kg/Day)	23.95	415.89	61.64	1.21

Section 4.4.1 discusses air quality impacts. Detailed information on the air quality analysis is included in the *Atmospheric Technical Report*.<sup>11</sup>

### 3.4.2 Noise

A noise analysis was conducted to evaluate the change in noise characteristics from the proposed AIPC. The vicinity of the proposed AIPC was evaluated and noise sensitive locations were selected based upon their exposure to noise sources. Noise sources for the analysis included the existing aircraft flyover noise from the Auburn-Lewiston Municipal Airport, nearby roadways, and neighborhood specific sources such as commercial or industrial activity. A noise monitoring program was conducted to establish the existing sound levels at three receptor locations: Flight Line Drive, Hotel Road, and Kitty Hawk Avenue. The noise monitoring data are presented in Table 3-4.

The most commonly used indicators for community noise surveys are the energy-averaged equivalent sound level (Leq) and the day-night averaged sound level (Ldn). This noise analysis used Ldn and Leq sound levels. The Leq is the steady-state sound level, which in a given period of time (typically one hour) contains the same acoustic energy as the time-varying (fluctuating) sound level during that same period. The Ldn noise indicator is a 24-hour weighted average sound level. The Ldn is derived from hourly Leq values that are energy-averaged and includes a nighttime penalty. The 10 dBA nighttime (10:00PM to 7:00AM) penalty is added to nighttime Leq values to account for increased sensitivity during these hours.

**Table 3-4 Noise Monitoring Data**

Monitoring Site Location	Leq <sup>1</sup> (dBA)	Ldn <sup>2</sup> (dBA)
Flight Line Drive	54	52
Hotel Road	59	57
Kitty Hawk Avenue	61	59

Source: Vanasse Hangen Brustlin, Inc.

- 1 Leq is the average (equivalent) sound level.
- 2 Ldn is a 24-hour weighted average sound level.

Section 4.4.2 discusses noise impacts. Detailed information on the noise impact analysis is described in the *Atmospheric Technical Report*.<sup>12</sup>



<sup>11</sup> Vanasse Hangen Brustlin, Inc. *Atmospheric Technical Report*, Auburn Intermodal Passenger Center, October 2004.  
<sup>12</sup> Vanasse Hangen Brustlin, Inc. *Atmospheric Technical Report*, Auburn Intermodal Passenger Center, October 2004.

# 4

## Environmental Consequences and Mitigation

This section discusses the Preferred Alternative's potential impacts to the natural and social environment. Potential mitigation measures to compensate for unavoidable impacts are also discussed.

The physical impacts were based upon the buildout of the Preferred Alternative depicted in Figure 2-10.

As discussed at the beginning of Chapter 3, the analysis determined that there was no likelihood of significant impacts to a number of natural resources and social constraint categories. Therefore, these resources are not discussed in this chapter. Refer to Table 3-1 for that list of resources.

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### 4.1 Physical and Biological Environment

This section discusses environmental consequences of the Preferred Alternative to wetlands and rare species.

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#### 4.1.1 Wetlands

Two small wetlands (approximately 0.64 and 0.07 acres in size) are immediately east of the Preferred Alternative as shown on Figure 2-10. The northern end of the larger, more easterly wetland extends north into an area that has been identified by the Airport for a possible future aviation apron, if necessary. At this time, however, the Airport does not plan to construct a new apron. Since the apron is not currently considered part of the AIPC, no direct (*i.e.*, filling) or indirect impacts to this wetland would occur due to the AIPC. The smaller wetland would be immediately adjacent to the east side of a small employee parking area. This wetland would not be impacted. Therefore, implementation of the Preferred Alternative would not result in the loss of wetlands.

Best Management Practices (BMPs) would be employed during all phases of construction of the Preferred Alternative to prevent sedimentation and protect the adjacent wetlands. BMPs would include installing sediment control barriers between construction areas and the wetlands. All work would be completed according to the standards of the NRPA and Maine's Stormwater Management Law.

The No-Action Alternative would not affect wetlands.

Since construction of a new apron is not dependent on the AIPC and could potentially proceed with or without the AIPC, it represents a potential cumulative wetland impact (See Section 4.6).

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### 4.1.2 Threatened and Endangered Species

At the Airport, only the mowed fields surrounding the runways provide suitable nesting habitat for the upland sandpiper. The majority of the Preferred Alternative site has been previously disturbed, is shrubby and forested in some areas, and does not include any mowed fields sufficiently large to provide nesting habitat for upland sandpiper. Furthermore, it abuts Flight Line Drive and Kitty Hawk Avenue. Therefore, the site of the Preferred Alternative does not consist of upland sandpiper habitat and does not support any individuals. The Preferred Alternative would not impact the species or its habitat. Since the Preferred Alternative site does not contain inland waterfowl/wading bird area, this habitat would not be impacted if the alternative were implemented.

The No-Action Alternative would not affect any threatened or endangered species.

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## 4.2 Transportation Environment

An analysis was done to estimate the impact that construction of the Preferred Alternative would have on traffic in the vicinity and to compare it to the No-Action Alternative. This section summarizes the results of the traffic analysis.

---

### 4.2.1 Future Conditions

Using the 2001 Maine Transportation Count Book,<sup>13</sup> a conservative two percent historic growth rate was used to project the 2020 and 2030 No-Action future traffic volumes. These years are ten and twenty years from the estimated year of completion, which is 2010. Future conditions for traffic volumes were analyzed using the Middle Growth Scenario of the Intermodal Terminal Demand Forecast, which includes assumptions about potential developments and changes to the transportation system within the region over the next 20 years (up to 2021).

The No-Action Alternative traffic volume networks are shown in Figures 4-1 and 4-2. In addition to the historic growth projections, future development in the area would also likely affect future traffic volumes. The traffic analysis was prepared consistent with the *Intermodal Terminal Demand Forecast's* Middle-Growth Scenario, which was described in Section 2.1.<sup>14</sup> The *Intermodal Terminal Demand Forecast* estimated the potential increase in passenger trips per day that would be generated by additional plane, bus, and rail services provided by the project within the region over the next 20 years. Assuming that 20 percent of these daily passenger trips would occur during the weekday-evening commuter period, an estimate of the potential peak hour trip generation for the Preferred Alternative was developed. Trip generation projections for the 2020 and 2030 Middle-Growth Scenario under average and peak season conditions are shown in Table 4-1.



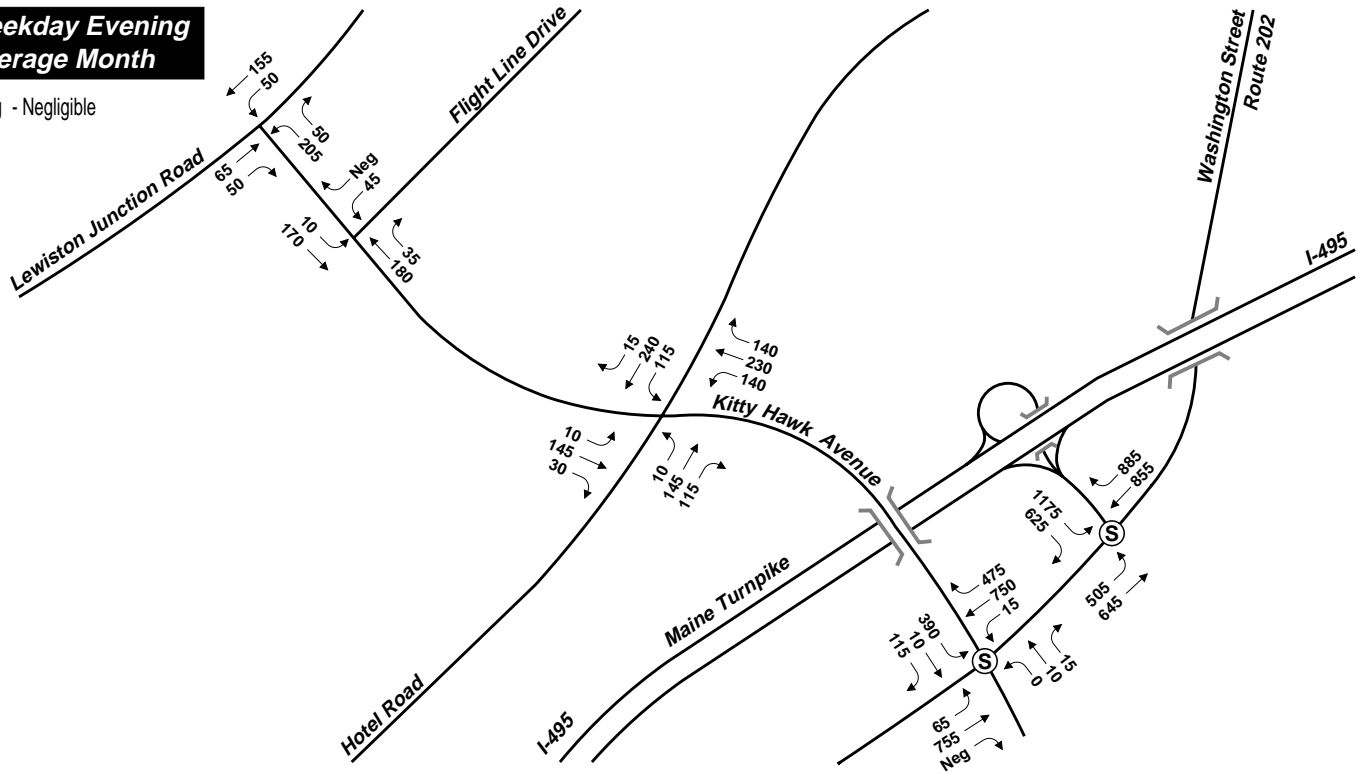
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<sup>13</sup> Maine Department of Transportation. *Traffic Volume Counts, 2001 Annual Report Data collected and published by the State of Maine Department of Transportation Traffic Engineering Division*. December 2002.

<sup>14</sup> *Intermodal Terminal Demand Forecast, Final Report*, September 2001, Prepared for the Maine Department of Transportation and Wallace Floyd Design Group by Multisystems.

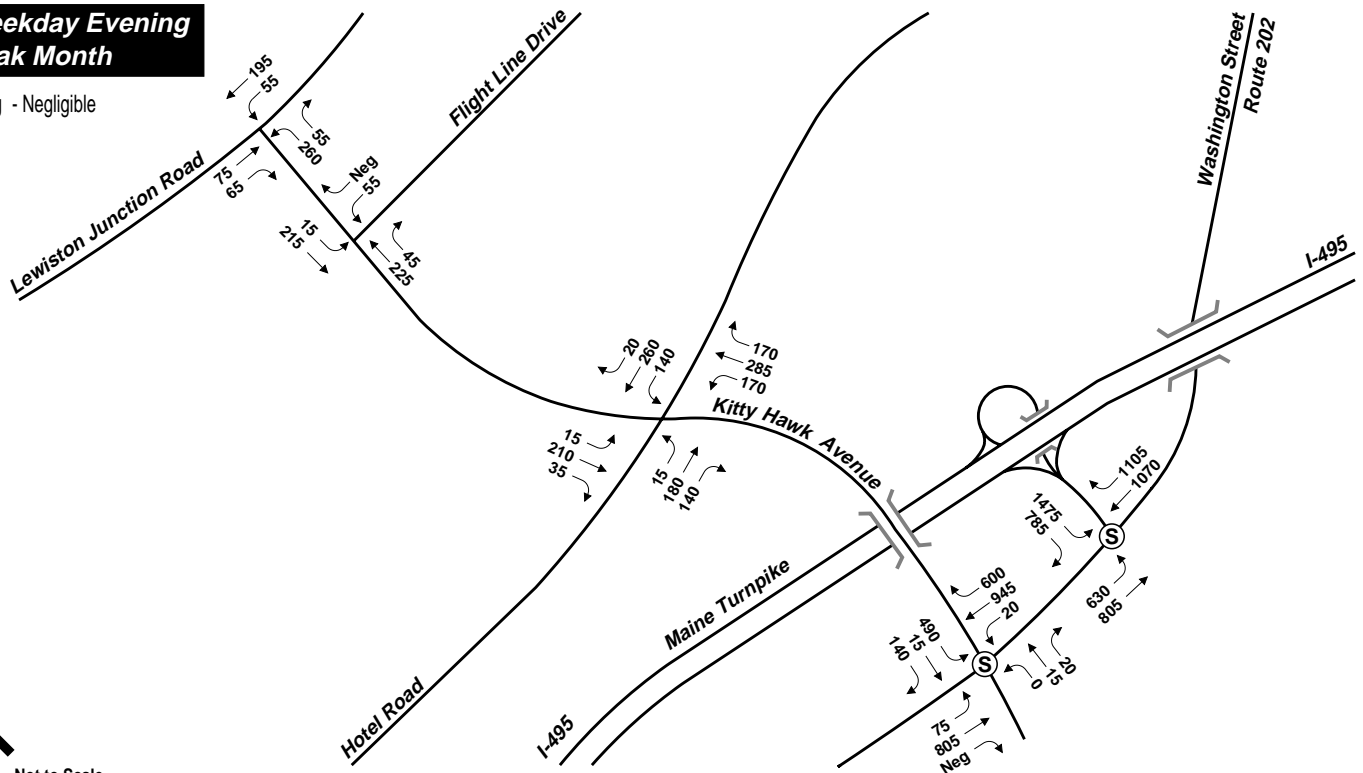
**Weekday Evening  
Average Month**

Neg - Negligible



**Weekday Evening  
Peak Month**

Neg - Negligible



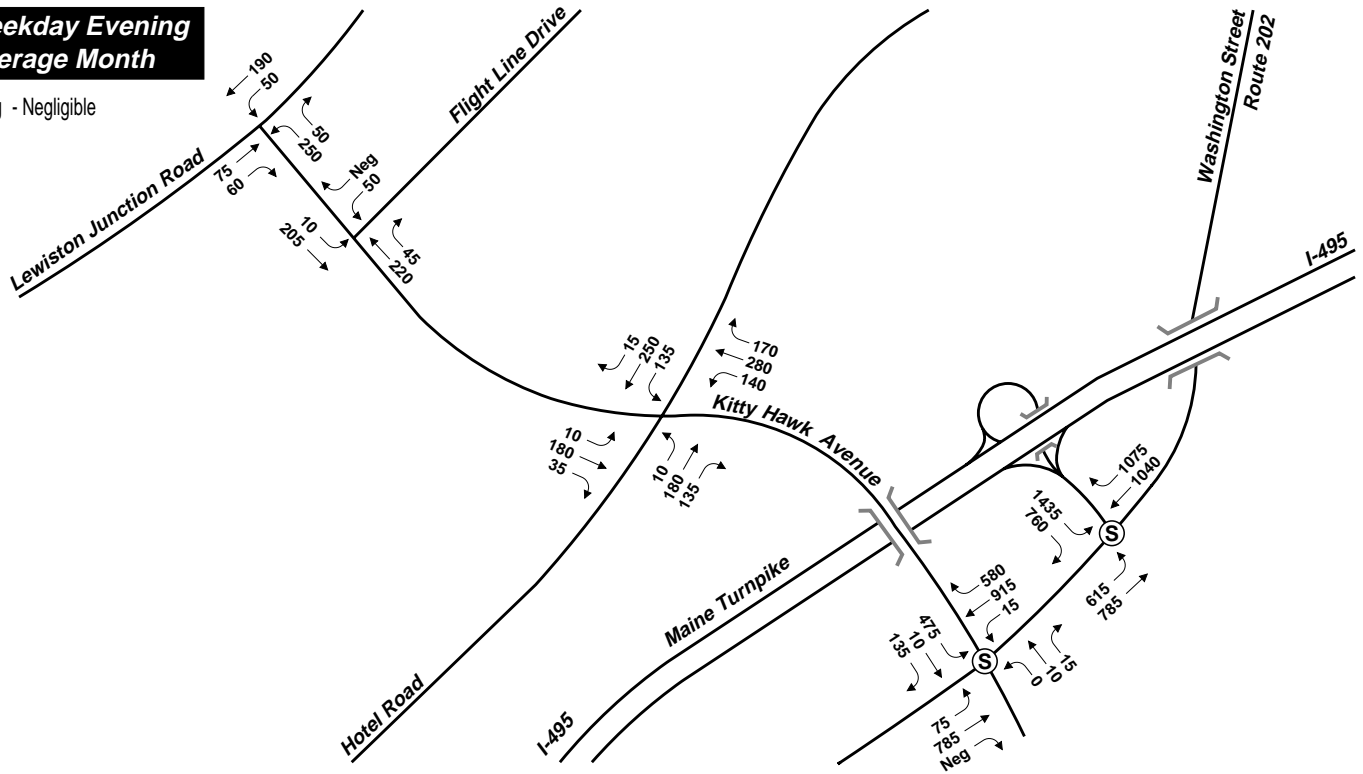
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2020 No-Build Conditions  
Peak Hour Traffic Volumes

Figure 4-1  
Page 4-3

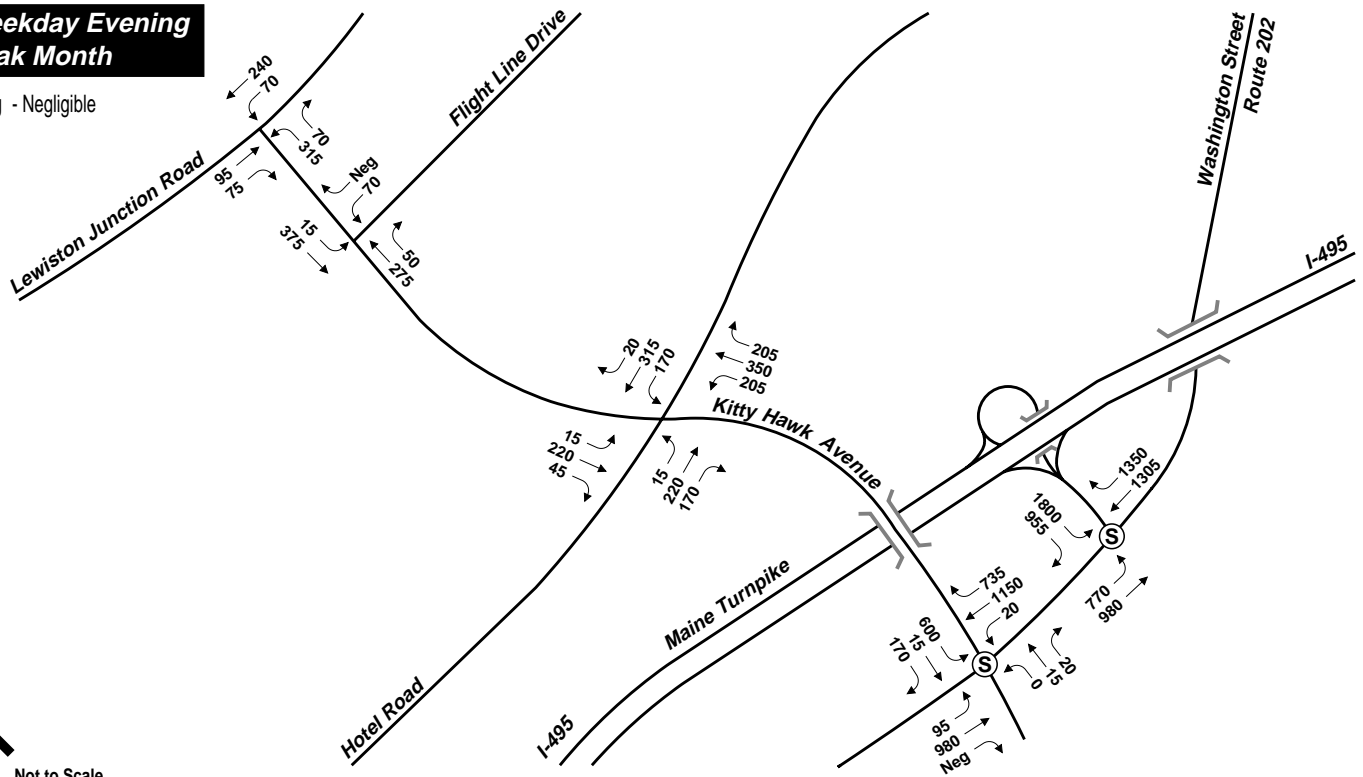
**Weekday Evening  
Average Month**

Neg - Negligible



**Weekday Evening  
Peak Month**

Neg - Negligible



↑  
Not to Scale

2030 No-Build Conditions  
Peak Hour Traffic Volumes

Figure 4-2  
Page 4-4

**Table 4-1 Trip Generation Estimates**

	2020 Middle-Growth Scenario		2030 Middle -Growth Scenario	
	Total Daily Trips Average Season <sup>1</sup>	Total Daily Trips Peak Season <sup>1, 2</sup>	Total Daily Trips Average Season <sup>1</sup>	Total Daily Trips Peak Season <sup>1, 2</sup>
<b>Automobiles</b>				
Airport Operations	181	235	200	260
Ridesharing	76	99	76	99
Commuter Rail to Portland (Traffic) <sup>4</sup>	376	489	388	504
<b>Buses</b>				
Charter Buses (to meet Montreal Rail)	24	31	24	31
Vermont Transit Service	20	26	20	26
Hudson Bus	2	3	2	3
Concord Trailways	6	8	6	8
Feeder Bus to Amtrak	12	16	12	16
<b>Total Daily Vehicle Trips</b>				
Enter	349	453	364	473
Exit	<u>348</u>	<u>453</u>	<u>364</u>	<u>473</u>
Total	697	906	728	946
<b>Weekday Evening Peak Hour<sup>3</sup></b>				
Enter	70	91	73	95
Exit	<u>70</u>	<u>91</u>	<u>73</u>	<u>95</u>
Total	140	182	146	190

1 The Maine DOT publishes historical count data for urban, arterial, and recreational roadways to quantify seasonal variations during any given week of the year.  
 2 Peak Season numbers were adjusted by 30% based on information provided by Multisystems, authors of the Intermodal Demand Forecast.  
 3 Assumes 20% of Daily volume occurs during peak hours  
 4 While the railroad is not planned for 2020, it was modeled for comparison purposes.

#### 4.2.2 Trip Distribution and Assignment

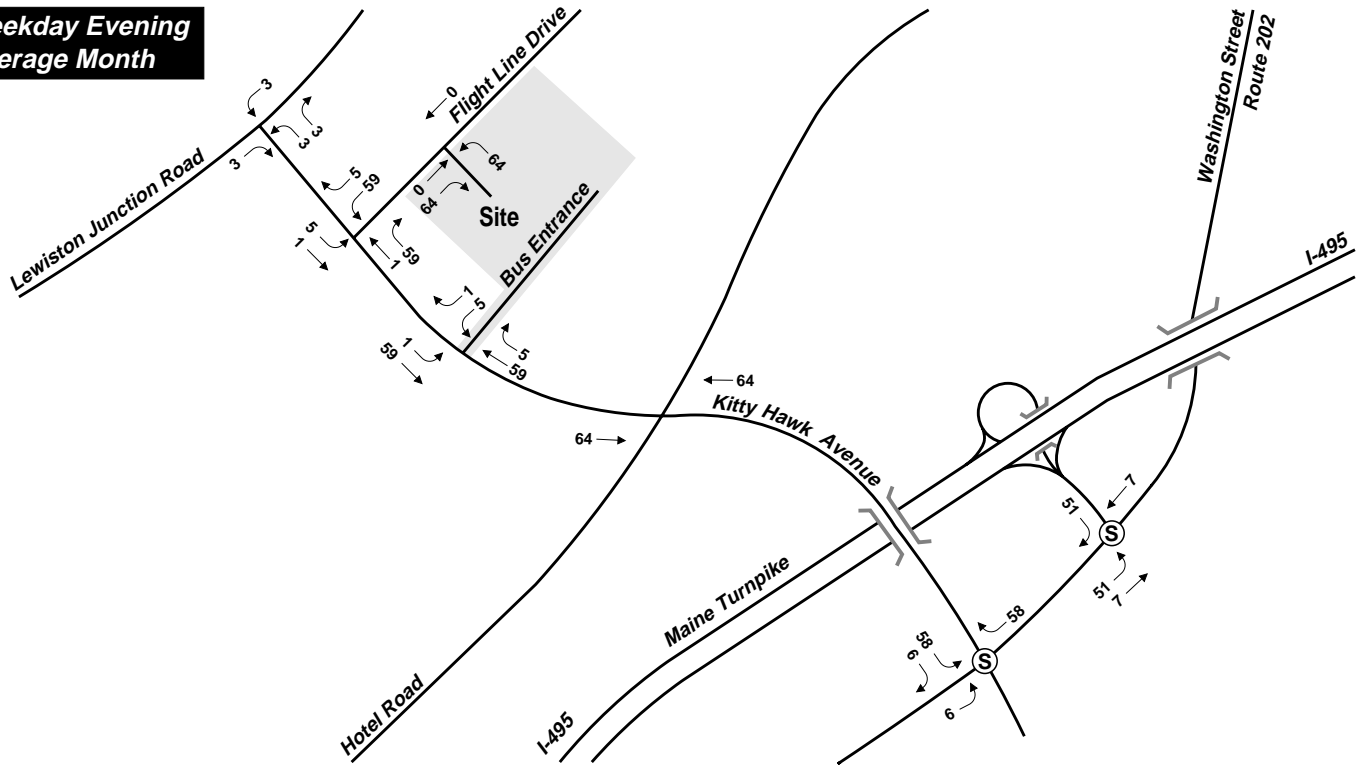
The directional distribution of site-generated traffic is a function of population densities, available transportation facilities, and the existing travel patterns near the site. In consideration of these factors, the trip distribution of new site-generated traffic was developed using a population-based gravity model within a prescribed 50-mile radius using 2000 U.S. Census data. The trip assignment of site-generated traffic is shown in Figures 4-3 and 4-4.

#### 4.2.3 Traffic Impacts

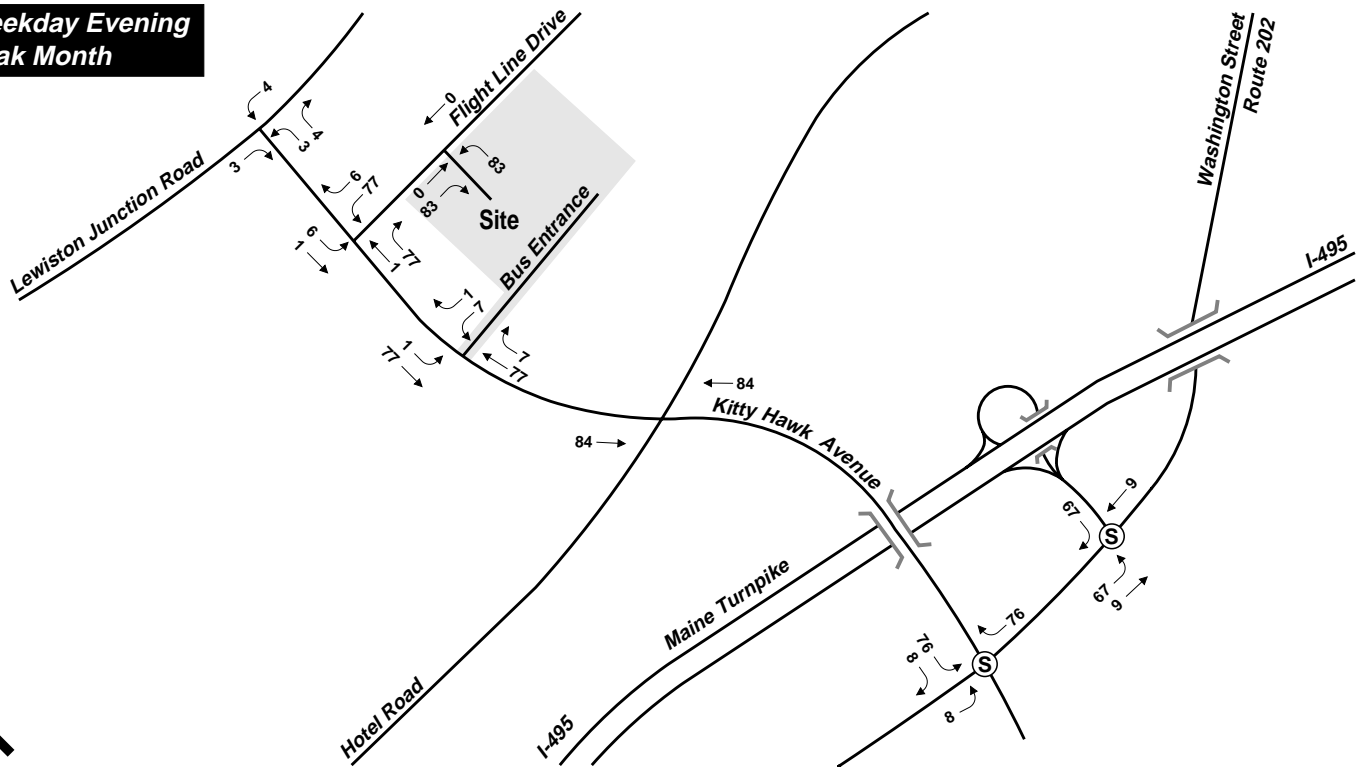
The new site-generated traffic volumes were assigned to the roadway network and combined with the 2020 and 2030 No-Action traffic volumes to develop the 2020 and 2030 Preferred Alternative peak hour traffic volume networks shown in Figures 4-5 and 4-6.

Based on the distribution of site-generated traffic, a comparison of 2030 No-Action and Preferred Alternative conditions of traffic volumes was conducted to quantify potential peak hour traffic increases within the study area. This scenario is summarized in the *Traffic Analysis Technical Report* (Table 3 of the report, *Weekday Evening Peak Hour Traffic Volume Increase*) and indicates an increase in peak hour traffic of 10 vehicles on Lewiston Junction Road, 160 vehicles on Washington Street, and 170 vehicles on Kitty Hawk Avenue.

**Weekday Evening  
Average Month**



**Weekday Evening  
Peak Month**



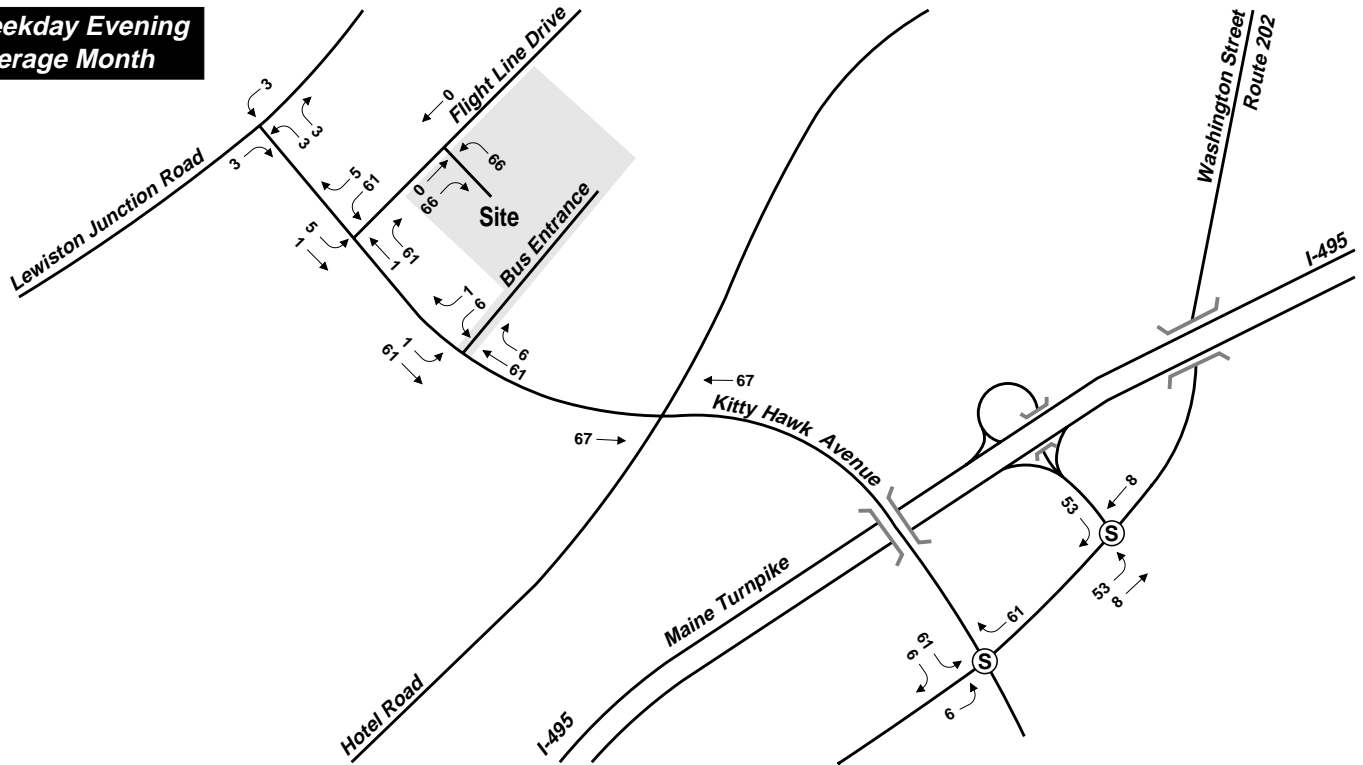
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Not to Scale

2020 Site Generated  
Traffic Volumes

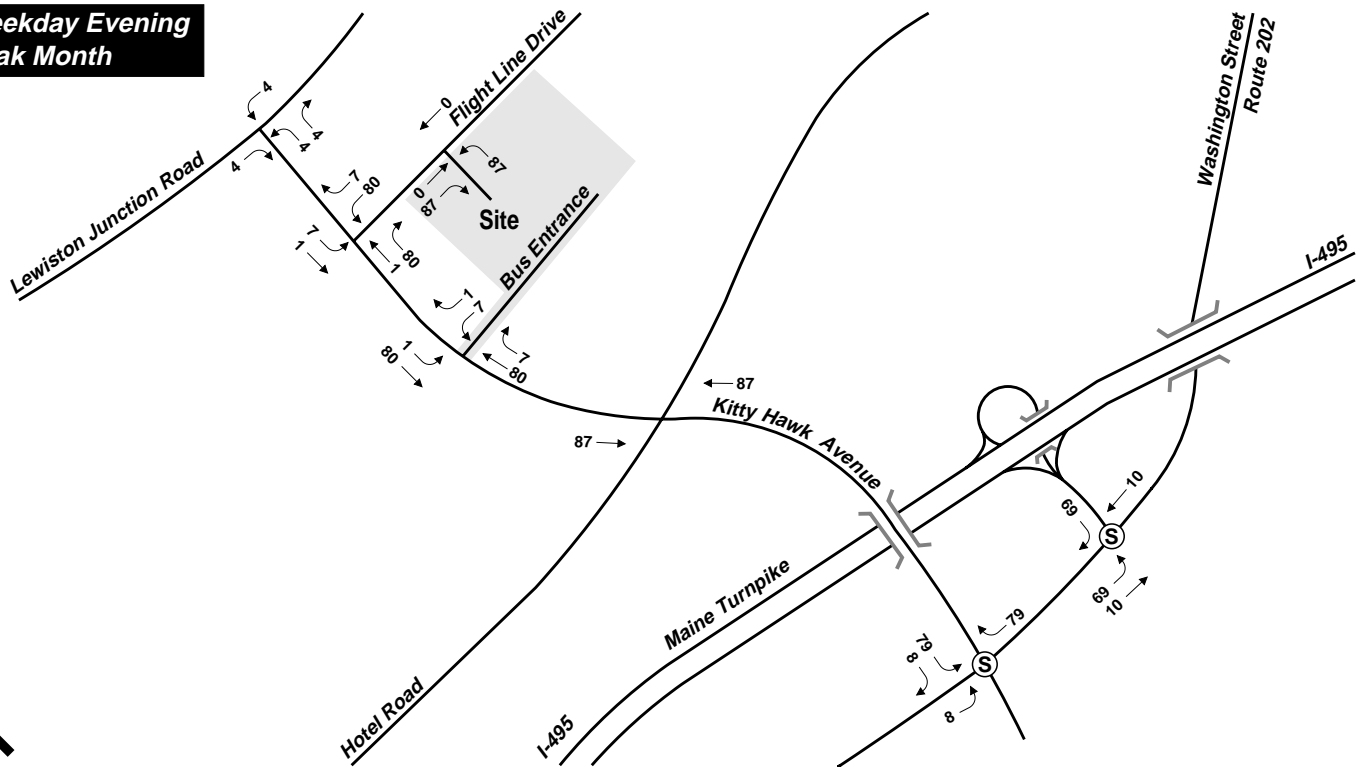
Figure 4-3  
Page 4-6



**Weekday Evening  
Average Month**



**Weekday Evening  
Peak Month**



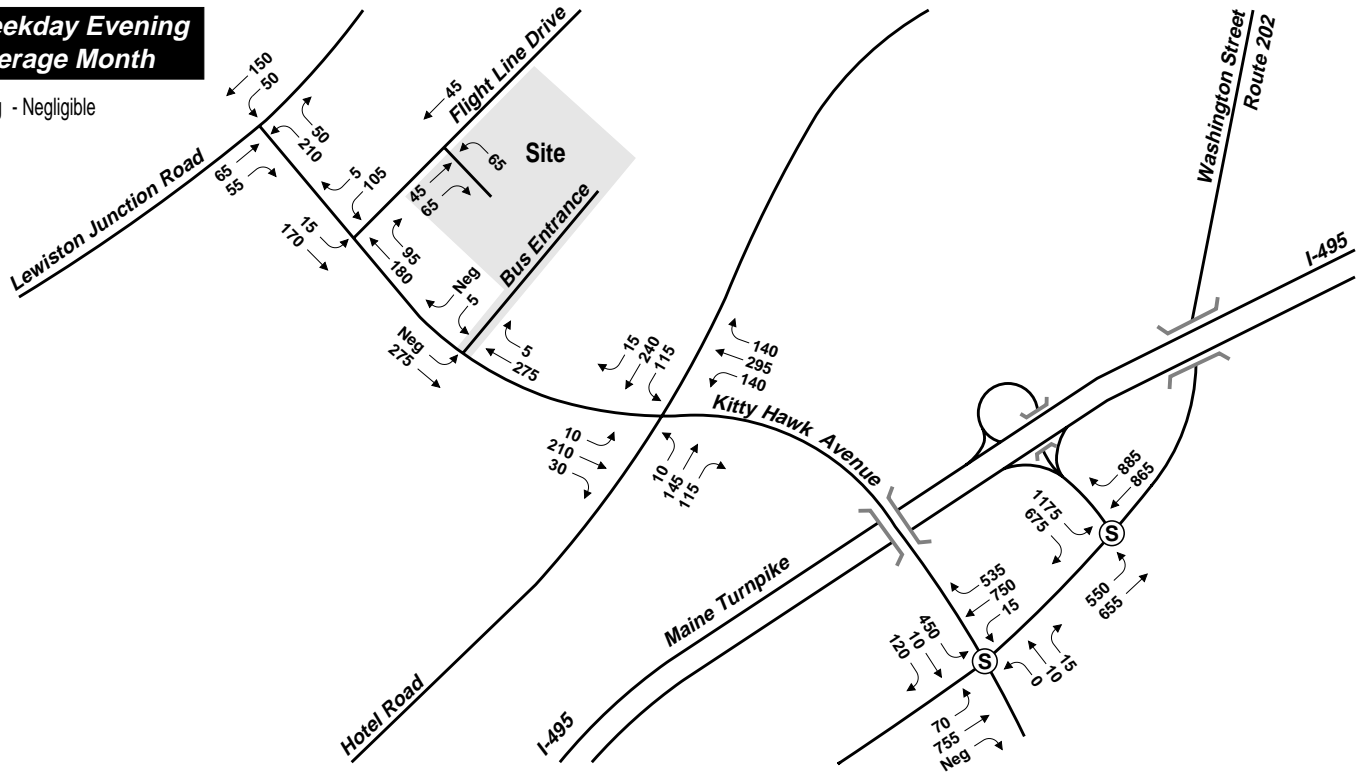
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Not to Scale

2030 Site Generated  
Traffic Volumes

Figure 4-4  
Page 4-7

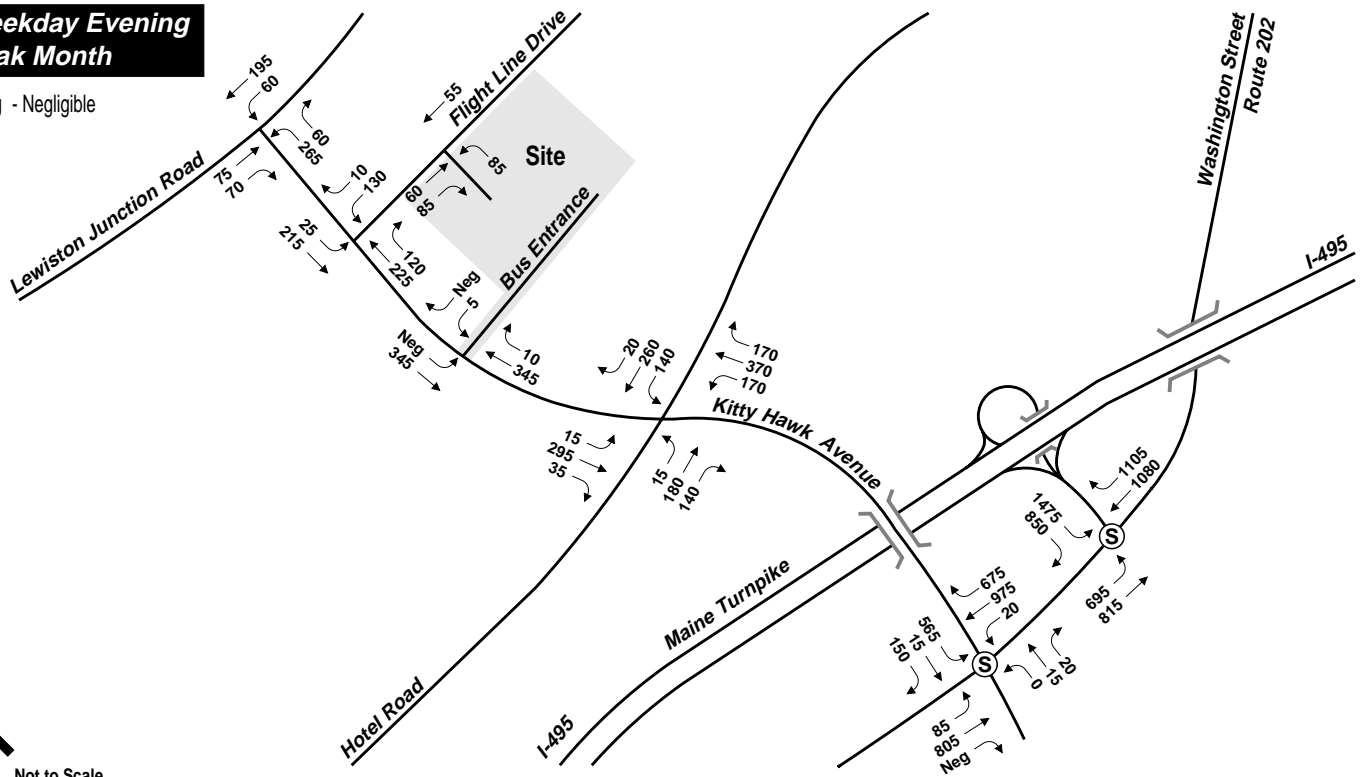
**Weekday Evening  
Average Month**

Neg - Negligible



**Weekday Evening  
Peak Month**

Neg - Negligible



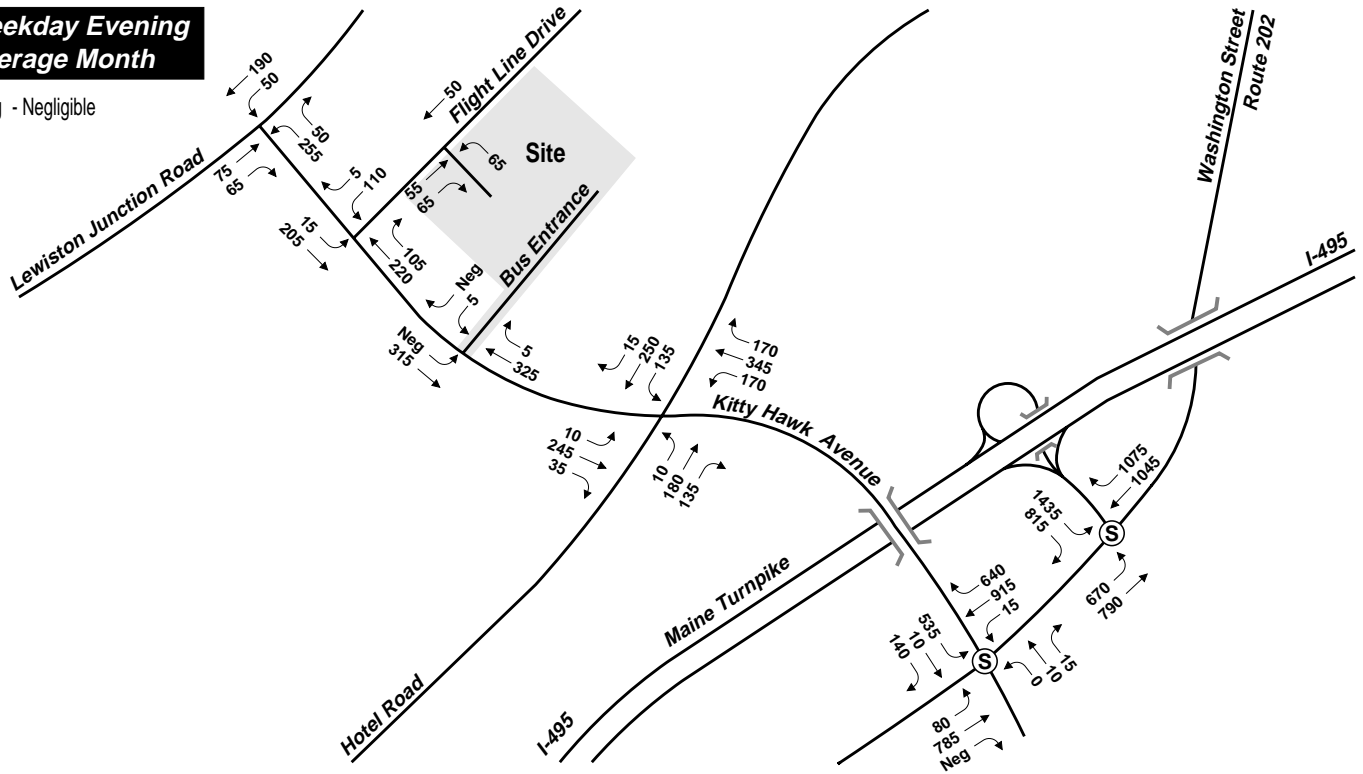
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2020 Build Conditions  
Peak Hour Traffic Volumes

Figure 4-5  
Page 4-8

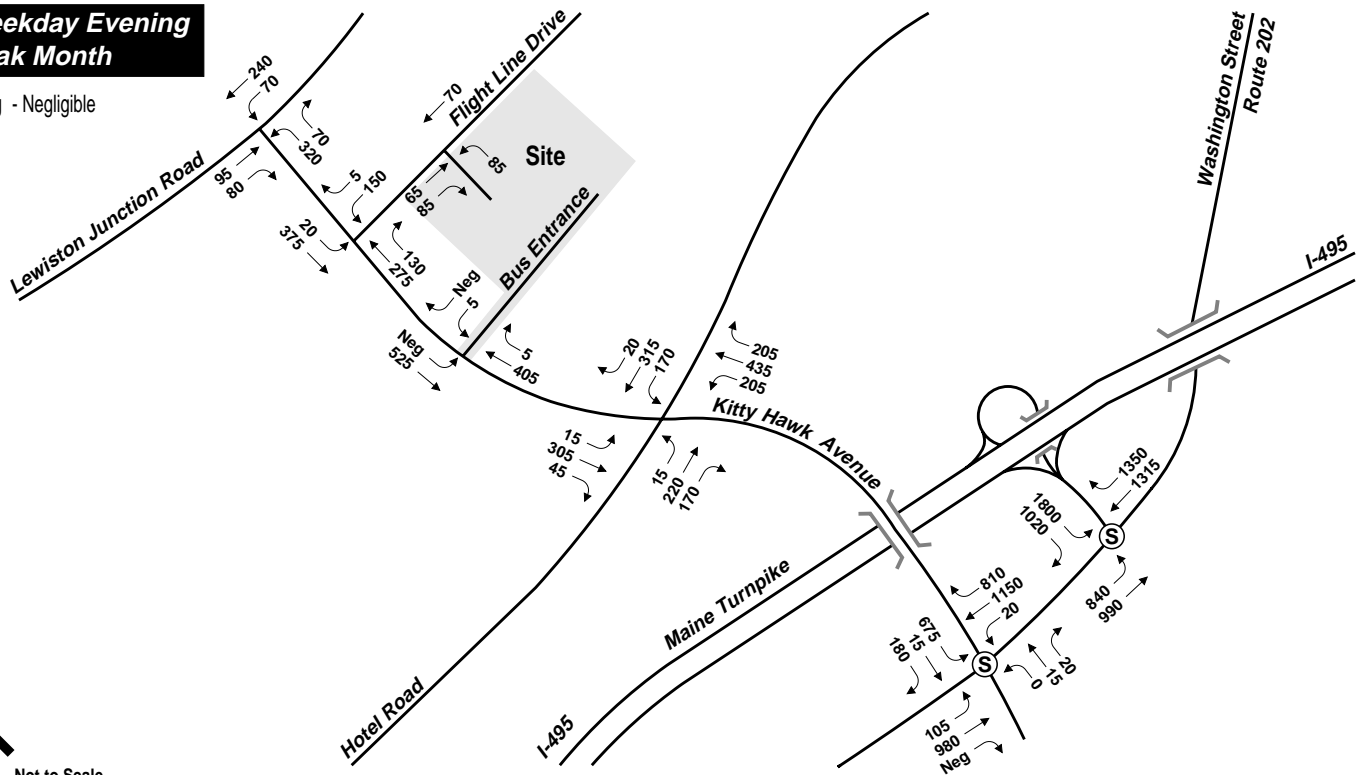
**Weekday Evening  
Average Month**

Neg - Negligible



**Weekday Evening  
Peak Month**

Neg - Negligible



↑  
Not to Scale

2030 Build Conditions  
Peak Hour Traffic Volumes

Figure 4-6  
Page 4-9

Capacity analyses were conducted for the traffic study area intersections identified for both peak and average season conditions for the years 2003 (existing), 2020 (No-Action and Preferred Alternative), and 2030 (No-Action and Preferred Alternative). A summary of the capacity analyses for the average and peak season conditions are presented in the *Traffic Analysis Technical Report*. The analysis of existing conditions and projected future traffic demands during the peak month conditions under the No-Action and Build conditions indicate that traffic operations at most intersections and on most approaches would not be impacted by the proposed AIPC project. While some specific movements operate at or above capacity and are projected to do so in the future, these movements would not be substantially impacted by the project-related traffic, if at all. These intersections would operate at or above capacity with or without the traffic associated with the Preferred Alternative in place.

Based on a review of this analysis, there are no substantial adverse impacts at any of the Traffic Study Area intersections when comparing future traffic conditions with the Preferred Alternative to future conditions without it.

---

## 4.3 Socioeconomics

This section describes the environmental consequences of the Preferred Alternative on the social and economic environment.

---

### 4.3.1 Social and Economic Environment

Activities proposed as the Preferred Alternative are allowed under existing zoning. This zoning designation requires a minimum lot size of 150 feet wide and 250 feet deep and buildings may not cover more than 40 percent of the lot. The maximum allowed building height is 75 feet. Parking and loading, landscaping, sign and yard requirements also apply. Since a commuter parking lot is an element of the proposed use, the project would meet parking requirements and landscaping must be included in at least 10 percent of the parking lot. Where the proposed use requires access to a railroad, yard requirements are disregarded for the side of the building adjacent to the track because the engineering standards for a safe and properly designed setback for the railroad take precedence.<sup>15</sup>

The proposed AIPC would neither displace any existing housing nor disrupt any existing neighborhoods. It would not create changes in neighborhood cohesion for any social groups or established neighborhood patterns. However, it may create opportunities to improve employment, housing, and social interaction among currently disadvantaged social groups in the region.

Since the proposed project would not displace any households or businesses, nor by itself generate new growth and development, there would not be measurable direct impacts on schools, recreation areas, churches, businesses, police, and fire protection resulting from construction of the proposed facility.

General social groups that would benefit by the Preferred Alternative include the elderly, handicapped, non-drivers, transit-dependent, and minority and ethnic groups. By providing a central connecting point for

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▼  
<sup>15</sup> City of Auburn Zoning Ordinance.

intercity buses, local transit buses, potential commuter or intercity rail, general aviation, and automobile drivers, the proposed AIPC would expand transportation options for all of these groups.

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### 4.3.2 Minorities and Low-Income Populations

In accordance with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Population and Low Income Populations*, and subsequent procedures developed by the US Department of Transportation, activities that have the potential to generate an effect on human health or the environment must include explicit consideration of whether their effects on minority and lower-income populations (“environmental justice” effects or impacts) are disproportionately high.

Auburn has a minority population percentage approximately equal to the state as a whole. Auburn is, however, generally poorer than the state as a whole and is a lower-income community. The proposed project is not expected to result in any substantial changes in land use. It will not displace any residences or businesses. The noise impact analysis, summarized in Section 4.4.2, indicates that neither rail nor traffic operations at the Preferred Alternative are likely to cause substantial noise impacts to any sensitive receptors. As discussed in Section 4.4.1, the proposed AIPC will result in improved air quality. Overall, the Preferred Alternative is not expected to have any substantial impacts of the type that would affect human health. Furthermore, the Preferred Alternative would not have a disproportionately high impact on lower-income populations for any of the impact categories considered.

FXM Associates conducted an economic study of the proposed AIPC (See Appendix D).<sup>16</sup> The study found that the proposed AIPC would have a positive impact on the regional and local economy. It would provide jobs directly and increase employment opportunities for Auburn residents by improving access to the Portland job market. The proposed AIPC would likely increase retail sales and increase tax revenues for Auburn. For these reasons, the proposed AIPC may have a minor, positive impact on the economically disadvantaged population in Auburn.

The No-Action Alternative would not adversely impact or benefit lower-income populations.

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## 4.4 Atmospheric Environment

This section describes the environmental consequences of the Preferred Alternative on the atmospheric environment.

---

### 4.4.1 Air Quality

This area is designated as an attainment area for all pollutants. The air quality analysis included a microscale and a mesoscale analysis that evaluated the impacts of the new site-generated automobiles, buses, and trains. These analyses were conducted for the existing and future year conditions (2003, 2010, and 2030) to

▼  
<sup>16</sup> Auburn/Lewiston Passenger Intermodal Terminal, Technical Memorandum EA-1. From FXM Associates, to Wallace Floyd Design Group, April 3, 2003. See Appendix D.

demonstrate that the proposed project complies with the 1990 Clean Air Act Amendments (CAAA) and the Maine State Implementation Plan (SIP) criteria.

The results of the microscale analysis demonstrate that the proposed project satisfies the SIP criteria for CO because all the future CO concentrations (both 1- and 8-hour values) are well below the NAAQS of 35 and 9 ppm, respectively. For example, the 2010 Build CO levels for the 1-hour analysis ranged from 3.8 ppm (Kitty Hawk Avenue at Flight Line Drive) to 7.9 ppm (I-95 ramps at Route 202). The corresponding existing 8-hour CO concentrations, which are calculated based on 1-hour concentrations by applying a 0.7 persistence factor, ranged from 2.7 to 5.5 ppm.

The regional air quality impacts of the proposed AIPC project have been included in Maine's Transportation Improvement Plan (TIP). The TIP has been developed to ensure that air quality impacts comply with the CAAA and SIP. The TIP would be revised, as necessary, to address the conformity requirements resulting from EPA's legal actions related to the ozone standard.

A mesoscale analysis was performed to calculate the proposed project's local and regional emission impacts. The mesoscale analysis evaluated the change in study area daily (24-hour period) nitrogen oxides (NOx), volatile organic compounds (VOC), and particulate matter (PM10) emissions due to the Preferred Alternative. The local emissions analysis calculated the impact of the local connection and the regional emissions analysis calculated the impact of the connection to the Portland Transportation Center. The total pollutants emitted by trains, buses, and vehicles affected by the Preferred Alternative were calculated. The Preferred Alternative for both results in an increase of approximately 575 vehicle miles of travel (VMT) per day in 2010 (primarily due to increased bus and train travel) and a decrease of approximately 4,350 VMT per day in 2030 (primarily due to an increase in bus and train ridership). Table 4-2 presents the local pollutant emissions for the 2003 existing, 2010, and 2030 No-Action and Preferred Alternative conditions while Table 4-3 presents the regional pollutant emission. These tables also illustrate the change in pollutant emissions between the No-Action Alternative and the Preferred Alternative.

**Table 4-2 Mesoscale Analysis Results (kg/day) – Local Emissions**

Pollutant	2003 Existing	2010 No-Action	2010 Preferred Alternative <sup>1</sup>		2030 No-Action	2030 Preferred Alternative <sup>1</sup>	
			Alternative <sup>1</sup>	Change <sup>2</sup>		Alternative <sup>1</sup>	Change <sup>2</sup>
VOC	23.95	14.50	15.00	0.50	8.59	7.10	(1.49)
CO	415.88	236.29	234.06	(2.23)	209.59	171.24	(38.35)
NOx	61.64	33.31	37.62	4.32	10.13	10.12	(0.01)
PM <sub>10</sub>	1.21	0.90	1.0	0.10	0.77	6.89	6.12

<sup>1</sup> All build scenarios include train emissions, site generated buses, other site generated traffic, and No-Action traffic.

<sup>2</sup> A number in parenthesis indicates a net reduction for this pollutant.

**Table 4-3 Mesoscale Analysis Results (kg/day) – Regional Emissions**

Pollutant	2003	2010	2010	Change <sup>2</sup>	2030	2030	Change <sup>2</sup>
	Existing	No-Action	Preferred Alternative <sup>1</sup>		No-Action	Preferred Alternative <sup>1</sup>	
VOC	23.95	14.50	26.23	11.73	8.59	18.34	9.74
CO	415.88	236.29	267.80	31.51	209.59	204.98	(4.61)
NO <sub>x</sub>	61.64	33.31	249.33	216.02	10.13	221.83	211.69
PM <sub>10</sub>	1.21	0.90	6.04	5.14	0.77	5.73	4.96

<sup>1</sup> All build scenarios include train emissions, site generated buses, other site generated traffic, and No-Action traffic.

<sup>2</sup> A number in parenthesis indicates a net reduction for this pollutant.

The air quality study demonstrates that the Preferred Alternative would comply with the Maine SIP because:

- No new violation of the NAAQS would be created;
- No increase in the frequency or severity of any existing violations would occur; and
- No delay in attainment of any NAAQS would result.

The Preferred Alternative would provide a minor, local beneficial impact to air quality.

Regional emissions would increase under the Preferred Alternative. The predominant sources of regional pollution impacts anticipated from the proposed project are emissions resulting in the increase in travel from rail service. The rail service would offset the emissions benefit on a regional level.

The No-Action Alternative would not generate any air quality impacts.

#### 4.4.2 Noise

A noise analysis evaluated the change in noise characteristics from the Preferred Alternative. The passenger rail noise analysis identified potential noise impacts by comparing the existing sound levels to projected future sound levels. Existing sound levels were based upon the noise monitoring program described in Section 3.4.2. The future rail sound levels were calculated using the Federal Transit Administration's (FTA) rail spreadsheet model. The existing and future traffic sound levels at receptor locations were calculated using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM). The FTA guidelines were used to evaluate possible impacts associated with and along the new rail spur from the SLR to the proposed AIPC. The FHWA criteria were used to evaluate impacts from increases in motor vehicle traffic volumes attributable to the project.

The noise analysis evaluated the potential noise impacts from the passenger rail operations of one trip during the peak hour traveling along the proposed spur from the SLR to the proposed AIPC. There are no residential receptors along the proposed spur that would be affected by the proposed rail activity. The noise analysis calculated the distance from the rail tracks to where noise impacts would occur. To avoid new noise impacts along the proposed spur, any potential future residential development should be built farther than 80 feet away from the rail track.

The noise analysis also evaluated the potential noise impacts along Kitty Hawk Avenue and near the Preferred Alternative from project-related traffic during the peak period. The nearest sensitive receptor locations were residences at the intersection of Kitty Hawk Avenue and Hotel Road. Table 4-4 presents the results of the noise analysis (calculated using the TNM), which demonstrates there would be no noise impacts from traffic generated by the Preferred Alternative because future noise levels would be less than the FHWA criterion.<sup>17</sup> The State of Maine, Department of Transportation’s Highway Traffic Noise Policy incorporates the FHWA noise regulation criteria.<sup>18</sup>

**Table 4-4 Predicted Sound Levels (Leq)**

Receptor	Existing	2030 No-Action	2030 Preferred Alternative	FHWA Criteria
Intersection of Kitty Hawk Avenue and Hotel Road - Residence	62	64	64	67
Proposed AICP – Flight Line Drive	56	58	58	67

The No Action Alternative would not generate any noise impacts.

## 4.5 Construction Impacts

As required by FAA Order 1050.1E, this section discusses proposed project related construction activities and mitigation and minimization measures proposed to reduce environmental impacts during the construction of the Preferred Alternative. This alternative would incorporate project specifications in accordance with the provisions of Advisory Circular 150/5370-10B, *Standards for Specifying Construction of Airports*.

### 4.5.1 Construction Activities

Construction would include clearing and grading the site; preparing the site for construction; incorporating utilities into infrastructure or utility corridors; and constructing the automobile parking lot, terminal building, the bus parking area, and the train platform.

### 4.5.2 Construction Impacts and Minimization Activities

Resources that may be affected during construction of the Preferred Alternative include surface transportation, air quality, and noise. The social environment, wetlands, threatened and endangered species, and other resources are



<sup>17</sup> The FHWA has established noise abatement criteria to help protect the public health and welfare from excessive vehicle traffic noise. Traffic noise can adversely affect human activities such as communication. Recognizing that different areas are sensitive to noise in different ways, the FHWA has established Noise Abatement Criteria (NAC) according to land use. The criterion chosen was the noise level of Activity Category B with an exterior Leq(h) of 67. Leq(h) is an energy averaged, one hour, A weighted sound level in decibels (dBA). This activity level is typically associated with picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.

<sup>18</sup> Maine Department of Transportation. 1998. Highway Traffic Noise Policy. <http://mainegov-images.informe.org/mdot-stage/planning-process-programs/documents/NoisePolicyrevised.pdf>. November 2001. Accessed June 8, 2006.



not expected to be affected by short-term construction. The sections below describe the construction impacts and the proposed project related minimization and mitigation measures for each potentially impacted resource.

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#### 4.5.2.1 Surface Transportation

Some traffic delay may occur during construction of the parking lot entrances along Kitty Hawk Avenue and Flight Line Drive. Construction vehicles would use these roads for access to the Study Area under the Preferred Alternative. Truck traffic would be generated during construction activities due to the importation of construction materials. Trucks would be on-site during the day so most truck traffic would occur outside the typical peak commuting hours when traffic is greatest.

These impacts would affect only the immediate vicinity of the construction site and access routes. These impacts would be short term and would not constitute a substantial adverse impact.

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#### 4.5.2.2 Air Quality

Construction of the proposed AIPC may result in emissions of NO<sub>x</sub>, sulfur oxides (SO<sub>x</sub>), CO, VOC, and PM<sub>10</sub>. Emissions produced during the construction phase are short-term and are not considered substantial. Fugitive dust emissions are proportional to the amount of earth being moved and the length and speed of travel on unpaved roads. Any impact from fugitive dust particles would be of short duration and localized because these particles are quite large in size and fall out close to the sources of generation.

To minimize dust generation, using water trucks to disperse water over construction areas for compaction in work areas and as a dust retardant; cleaning paved roadways; managing traffic to reduce traffic interruptions, reduce lane closings, reduce route detours; and to minimize use of unpaved roadways; and scheduling construction to reduce the amount of time that the ground is left unpaved. These mitigation measures would be evaluated and finalized during final design to determine the mitigation measures to be included in construction contract documents.

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#### 4.5.2.3 Noise

The Preferred Alternative would produce project-related construction noise that would be short term in duration. Every reasonable attempt would be made to minimize construction noise impacts. Construction noise control is accomplished by the use of quiet equipment and procedures. Noise guidelines would be incorporated into the construction documents and shall be in conformance with local, state, and federal statutes. Specific noise control measures would be reviewed during detailed engineering design and are negotiated as part of the construction permitting process. Noise specifications would be enforced through a program of field inspection and compliance review.

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#### 4.5.3 Regulatory Context

Local and state ordinances and regulations address the impacts of construction activities including dust and noise from construction and heavy equipment traffic. Many of the specific types of impacts that could occur and permits or certificates that may be required are covered in the description of other appropriate impact categories.

## 4.6 Secondary (Indirect) and Cumulative Impacts

The Council on Environmental Quality (CEQ) and FHWA/FTA NEPA regulations require that agencies evaluate human and environmental resource consequences that occur in areas beyond the immediate influence of a Proposed Action's footprint and at some time in the past and foreseeable future. The CEQ regulations refer to these consequences as secondary and cumulative impacts.<sup>19</sup> This section examines the potential secondary and cumulative impacts of the Proposed Action.

### 4.6.1 Potential Secondary (Indirect) Impacts

Secondary impacts are reasonably foreseeable consequences to the environment caused by a Proposed Action but occur either in the future or in the vicinity of the project's direct impacts. Secondary impacts would be those induced by the Proposed Action's development, such as impacts caused by changes in infrastructure or shifts in population. These types of impacts include induced residential or commercial growth. These impacts are often not as apparent because the impacts are somewhat removed from the Proposed Action in time or distance.

Environmental guidance addresses how to evaluate secondary impacts. FHWA's guidance<sup>20</sup> discusses how to evaluate these types of impacts through asking several questions regarding the type of a project and its likelihood of implementation.<sup>21</sup> If the answers to the following three questions are positive, then secondary impacts are probable and should be evaluated.

- Are impacts likely to occur?
- Can impacts be sufficiently described and specified now to allow for useful evaluation?
- If impacts are not evaluated now, will future evaluation of impacts be irrelevant because an agency will be irreversibly committed to a project or because the progress of future events is inevitable?

The property surrounding the Study Area is designated as Industrial by the City of Auburn's Planning Department. This zoning designation permits uses including manufacturing, financial institutions, office buildings, commercial businesses, retail stores, and restaurants. Under the Proposed Action, commuters that access the AIPC would exit I-95 and travel approximately 1.5 miles along Kitty Hawk Avenue. It is likely that the route from the interchange to the AIPC would be developed as businesses along the roadside. Commercial and other businesses that cater to travelers may attempt to locate along this corridor to attract business from commuters. Approximately 0.5 miles of the undeveloped roadside area of this route is owned by the Auburn-Lewiston Municipal Airport (Airport) on the road's north side. Kitty Hawk Avenue is partially developed in other spots along this stretch. Other ownership along the road is unknown and therefore, the amount of developable area along this stretch is unknown. It is probable that these roadside areas would be developed but in a limited way due to building restrictions around airports, industrial areas, and property ownership. Development would result in a minor loss of vegetation and potential minor impacts to traffic along Kitty Hawk Avenue, but may add several jobs to the area. Potential secondary



<sup>19</sup> Federal Highway Administration, Department of Transportation. Memorandum. *Position Paper on Secondary and Cumulative Impact Assessment*. August 1992. [http://www.fhwa.dot.gov/environment/2\\_c\\_imp.htm](http://www.fhwa.dot.gov/environment/2_c_imp.htm).

<sup>20</sup> Federal Highway Administration, Department of Transportation. Memorandum. *Position Paper on Secondary and Cumulative Impact Assessment*. August 1992. [http://www.fhwa.dot.gov/environment/2\\_c\\_imp.htm](http://www.fhwa.dot.gov/environment/2_c_imp.htm).

<sup>21</sup> Council on Environmental Quality. *Considering Cumulative Effects Under the National Environmental Policy Act*. 1997.

development could include constructing an airport apron adjacent to the Terminal Building of the Preferred Alternative. The apron, as shown in the conceptual design, would impact wetlands.

The Preferred Alternative may encourage more rapid development of new housing in the surrounding area and increase housing values in nearby neighborhoods. The amount of new jobs created by the AIPC facility, however, would not create a substantive change in the economic characteristics of the City of Auburn.

Nearby vacant parcels, such as in the Airport Industrial Park, could become attractive sites for hotel and office development over time. Increased industrial and commercial development around the terminal may lead to additional residential development in the surrounding area.

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## 4.6.2 Cumulative Impacts

Cumulative impacts are defined as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.”<sup>22</sup> CEQ regulations establish methods for analyzing the cumulative effects of a Proposed Action.<sup>23</sup> FHWA has developed guidance based on CEQ’s regulations and the FHWA’s Interim Guidance memorandum was also used to analyze these impacts.<sup>24</sup> These documents establish a process that includes identifying a study area, time frame, the resources that are present and affected, and the effect of past and reasonably foreseeable actions. In order to ensure an adequate review of cumulative impacts, FHWA guidance suggests addressing these questions.

- What is the geographic area affected by the project?
- What are the resources affected by the project?
- What are other past, present and reasonably foreseeable actions that have impacted these resources?
- What were those resources?
- What is the overall impact on these various resources from the accumulation of the actions?

This EA considers the potential for the Proposed Action, in the context of recent or anticipated projects, to affect the natural and human environment. The analysis of cumulative impacts is conducted in order to determine whether the combination of the project’s impacts with other impacts would result in a serious deterioration of environmental functions. This section examines the cumulative impacts of the Proposed Action, with attention to those resource categories for which cumulative impacts can reasonably be assessed: air quality, noise, wetlands, threatened and endangered species, and surface transportation.

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### 4.6.2.1 Study Area

The area identified for the analysis of cumulative impacts includes all direct, physical impacts to the project site (approximately 8.5 acres) and the activities that have occurred or will occur in the larger Study Area. The Study Area is approximately 388 acres and includes the Auburn-Lewiston Airpark, a portion of the Airport, the Auburn Intermodal Freight Transfer Facility, and other developed and undeveloped industrial-zoned



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<sup>22</sup> 40 CFR Section 1508.7.

<sup>23</sup> Council on Environmental Quality. January 1997. *Considering Cumulative Effects Under the National Environmental Policy Act.*

<sup>24</sup> Federal Highway Administration, Department of Transportation. 2003. *Environmental Guidebook. Questions and Answers Regarding Consideration of Indirect and Cumulative Impacts in the NEPA Process.* January 2003.

land. Therefore, activities that have or would occur related to these entities, including transportation improvements in the immediate vicinity, are considered as part of the affected geographic area.

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#### 4.6.2.2 Time Frame

Activities that have already occurred, are currently underway, or that are reasonably foreseeable even with some uncertainty, will be evaluated for their cumulative impacts. Cumulative actions are considered since the construction and start of operations at the Airport in 1935. Foreseeable future actions analyzed in this section are those that are already planned but have yet to occur and actions that may potentially occur before the update of The Maine Department of Transportation's (MaineDOT) *Six-Year Transportation Improvement Plan 2004-2009*<sup>25</sup> (Transportation Improvement Plan), and the Airport's upcoming projects (currently planned through 2011). The MaineDOT Transportation Improvement Plan discusses projects in progress and others that may be implemented during the planning period. The Airport is currently completing its Master Plan Update so information regarding future development plans was obtained from the Airport Manager for this analysis.

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#### 4.6.2.3 Past and Current Actions

Past and current projects in the vicinity of the Study Area are managed by MaineDOT, private developers, and the Airport.

#### MaineDOT

Projects considered are derived from the MaineDOT's current project list and its Transportation Improvement Plan. This plan lists major transportation policy initiatives and capital improvement projects that MaineDOT anticipates initiating before 2010.

**Improvement Projects in the Maine Transportation Improvement Plan.** The current State Transportation Improvement Plan proposes to improve road conditions in 35 areas and replace or rehabilitate 25 bridges in Androscoggin County. No road or bridge projects are within the vicinity of the Study Area. Other projects already underway and not included in the Six-Year Plan include four street and bridge projects: Center Street Overpass, Highway Reconstruction of Minot Avenue, Riverside Bridge, and Russell Street. These projects are not located within the Study Area or within its vicinity.

**Passenger Transportation Projects.** These types of projects are defined in the improvement plan as projects that will promote an integrated passenger transportation system and help reduce the State's dependency on private automobiles. The types of projects include aviation, rail, bicycle/pedestrian, and transit. Projects that would affect the Study Area include Airport projects, discussed below in a separate section.

**Auburn Intermodal Freight Transfer Facility.** The Intermodal Freight Transfer Facility is in the Study Area, on Lewiston Junction Road. This transfer facility moves containers between rail and trucks and uses the St. Lawrence & Atlantic Railroad.

**SLR Passenger Railroad Spur.** The passenger railroad spur would provide passenger service to the proposed AIPC. The St. Lawrence & Atlantic Railroad (SLR) system would construct a spur to the AIPC from its current



<sup>25</sup> Maine Department of Transportation (MaineDOT). 2004. Six-Year Transportation Improvement Plan, Fiscal Years 2004-2009. Prepared by the MaineDOT, Bureau of Planning.

line that runs parallel to Kitty Hawk Avenue, adjacent to the project area. Adding rail service to the area would reduce the amount of automobile commuter traffic in the region.

**Portland North Rail Connection.** The Northern New England Rail Passenger Authority is evaluating alternatives for the development of a local passenger rail service in the North I-95 corridor of Portland, Maine. Rail designs would include providing service to Auburn, Brunswick, and Yarmouth. Adding rail service to the area would reduce the amount of automobile commuter traffic in the region.

## Airport

Airport operations started in 1935. The Airport first supported recreational flying and later took on commercial airline service. The Airport has two runways, a Fixed Based Operator, a terminal with a restaurant, and other passenger amenities. While several improvement projects are planned for the future, the Airport is currently engaged in one project. The Airport is in the process of updating its Master Plan.

**Land/Easement Acquisition with Obstruction Removal/Lighting.** This project involves the identification and eradication of hazards to air navigation (such as terrain and natural or man-made objects) at the Airport. Activities include negotiation of aviation easements, land acquisition, installation of hazard beacons, and removal of trees. The purpose of these actions is to protect the navigable airspace surrounding the Airport and enable the implementation of future airport development plans. The remaining task of this project is a final property purchase.

## Adjacent Development

The Auburn Lewiston Airpark is located near the AIPC and the rail line (SLR) that serves the Auburn Intermodal Freight Transfer Facility.

**Auburn Lewiston Airpark.** The Auburn-Lewiston Airpark is located within the Study Area and includes businesses such as industrial and commercial enterprises. Several businesses operate out of the Airpark but there is no active construction or development on-site.

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### 4.6.2.4 Reasonably Foreseeable Future Actions

Reasonably foreseeable future actions are those that are currently planned within the time frame identified or within the vicinity of the Study Area, even for which there is some uncertainty.

The middle-growth scenario determined by MaineDOT and the PAC to be the most appropriate for the purpose of developing potential usage of the AIPC proposed the eventual relocation of the I-95 Exit 75 to Kitty Hawk Road.

## Maine Turnpike Authority (MTA)

MTA has one project in the area planned for the future.

**Lewiston-Auburn Downtown Connector/Turnpike Interchange.** MTA is planning an interchange improvement project near the Study Area. A feasibility study was conducted to evaluate interchange alternatives between Exits 75 and 80 on the Maine Turnpike (I-95) to improve transportation connections and address future congestion and safety issues in key transportation corridors. Phase II of the planning will

commence in 2006. Exit 75 is the exit that commuters would use to access the AIPC. It is reasonable to assume the interchange project would occur in the foreseeable future.

## Airport

The Airport has several projects proposed that are waiting for funding or that are planned within the next five years.

**Itinerant Apron and Parallel Taxiway Project.** The itinerant apron is east of the terminal building, which is in the Study Area. This apron is used by charter and corporate aircraft. The project will grind off the old pavement, supplement the underlying material as needed, repave the surface, and place new pavement markings. The Parallel Taxiway project would construct a parallel taxiway for Runway 4-22. Preparation of the Environmental Assessment and taxiway design is planned to start in 2007.

**Rehabilitate East Apron and Expand East Apron.** The east apron serves approximately 20 based aircraft and serves a fixed base operator who repairs and maintains aircraft for its customers who include a number of single and multi-engine aircraft. The base material underlying the asphalt is eroding, leaving the pavement unsupported and this encourages potholes. The project would grind off the old pavement, improve the underlying materials, improve drainage, place a new asphalt surface, and mark the pavement to show aircraft travel routes. The expansion would provide additional aircraft tiedown spaces and provide space for future hangar construction.

**Runway Extension.** This project would extend Runway 4-22 by 1,000 feet in length (approximately 500 feet on each end).

**Master Plan Activities.** Preparation of the Master Plan Update is not complete. The foreseeable Airport projects previously describe would be included in that plan. Other activities included in the Update are maintenance projects.

## Adjacent Development

Adjacent development includes the development of an Auburn Industrial Park.

**Auburn Industrial Park.** A new industrial park is proposed for development in 2006.<sup>26</sup> A portion of the 78-acre parcel is within the Study Area, south of Kitty Hawk Avenue and across the road from the proposed AIPC site. The park would have direct rail access and is located in the Foreign Trade Zone #263 (a development zone that allows qualifying companies to save money conducting international trade by either eliminating or deferring the payment of tariffs) and a Pine Tree Development Zone (this zoning designation uses a combination of tax incentives to spur economic development in targeted areas of the state). An industrial park would increase the amount of commercial and industrial development in the area.



26 Lewiston Auburn Economic Growth Council. Locating Your Business. <http://www.economicgrowth.org/html/locating-biz.html>. 2000.

#### 4.6.2.5 Resource Impacts

Resource impacts include the environmental consequences of the Proposed Action and the effects of past, current, and reasonably foreseeable future actions. Cumulative impacts are summarized in Table 4-5.

##### Noise

Past actions that affect noise include the development of the Airport (noise from flights) and industrial activities in the Study Area. The Proposed Action would contribute noise during its construction but there are limited residential receptors in the Study Area. These noises would be short in duration and intermittent. Future development may include industries in the area that create noise during operating hours if a particular business involves manufacturing or the use of loud equipment.

##### Air Quality

Past actions that affect air quality include the development of the Airport and its resulting aircraft emissions and activities due to the industrial park in the Study Area. The Proposed Action would contribute additional air pollution from trains and buses operating in the area, however, the passenger center would offset these emissions with the reduction of emissions from private automobiles in the region. The Proposed Action would be in compliance with Maine air quality standards. Air quality may be impacted by future expansion of the airport but Airport emissions will be regulated according to appropriate federal and local standards.

##### Threatened and Endangered Species

The Proposed Action would not impact any potential or known habitat or individuals of the upland sandpiper. Other development in the area could contribute to additional loss of vegetation and wildlife habitat, however correspondence with the Maine Department of Inland Fisheries and Wildlife stated that upland sandpiper habitat is limited to the Airport property. Therefore, expansion activities at the Airport would likely impact habitat of the upland sandpiper and the Airport would be required to consult with the Maine Department of Inland Fisheries & Wildlife. The Proposed Action would result in a loss of vegetation and wildlife habitat associated with grassy and forested areas.

If the Airport were to construct an aviation apron in the future, it could affect up to approximately 2,000 square feet of forested wetland. This wetland does not contain inland waterfowl/wading bird habitat, so no state significant wildlife habitat would be affected.

##### Wetlands

Past actions impacted wetlands on the Airport and in the surrounding area due to development of the Airport, industrial airpark, and the intermodal freight facility. The amount of wetland impact is unknown. The Proposed Action would not impact wetlands. Foreseeable actions such as the proposed runway extension and apron expansion would likely disturb wetlands. If the airport were to construct an aviation apron in the future, it could affect approximately 2,000 square feet of wetland. Other development in the area such as the Auburn Industrial Park may contribute to the additional loss of wetlands; however, the extent of wetlands in those areas is unknown. Any impact to wetlands would be regulated according to the federal Clean Water Act and any local or state regulations.

## Socioeconomics

Construction of the AIPC is likely to facilitate development within its immediate vicinity including along Kitty Hawk Avenue and in the Airport Industrial Park. Several vacant parcels in the Airport Industrial Park about the proposed terminal site and could become attractive sites for hotel and office development over time. Increased industrial and commercial development around the terminal may lead to additional residential development in the surrounding area.

Any new development would bring new tax revenues to the affected communities and require public services such as water, sewer, schools, social services, and police and fire protection. Improved access to nearby communities may result in expanded employment opportunities to the region.

## Transportation Environment

Past, current, and future road improvement projects would improve road conditions in the vicinity of the project area. Under the Proposed Action, commuters travel off the I-95 to access the AIPC, which would not have any substantial adverse impacts at any of the intersections studied. The future interchange projects may improve traffic conditions by improving the transition between the interstate and Kitty Hawk Avenue.<sup>27</sup>

The Airport's runway and apron expansions may increase air traffic, the number of airplanes that use the airport as their base, and other airport activity.

Implementing passenger rail use as part of the Portland North Rail Connection project is anticipated to improve traffic flow on I-95.

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### 4.6.2.6 Summary

This analysis shows that the Proposed Action would not result in substantial adverse cumulative impacts when considered in the context of past and anticipated future actions.



<sup>27</sup> Wilbur Smith Associates. *Lewiston-Auburn Downtown Connector/Turnpike Interchange Feasibility Study Final Report*. Prepared for the Androscoggin Transportation Resource Center. March 2005.



Table 4-5 Cumulative Impacts

	Past Actions	Cumulative Impacts of Other Planned Actions	Impacts of Proposed Action
Noise	Airport development and its resulting noise from flights, and industrial activities in the Study Area.	Impacts would result from new industries that create noise during operating hours if a particular business involves manufacturing or the use of loud equipment.	The Proposed Action would contribute noise during its construction. Secondary impacts would contribute additional noise from trains and buses operating at AIPC. Noises would be short in duration and intermittent.
Air Quality	Development of the Airport and its resulting aircraft emissions and industrial activities in the Study Area.	Short-term construction air emissions. Air quality impacts may be impacted by future expansion of the airport.	The Proposed Action would result in air pollution from trains and buses operating at AIPC, however, this would be offset by the reduction of emissions from private automobiles in the region. The Proposed Action would be in compliance with Maine air quality standards.
Threatened and Endangered Species	Impacts to the habitat of a state-listed species, the upland sandpiper.	Other development in the area could create additional loss of vegetation and wildlife habitat. Correspondence with Maine Department of Inland Fisheries and Wildlife said that upland sandpiper habitat is limited to the Airport property. Airport expansion activities would likely impact habitat of the species.	The Proposed Action would not impact any individuals or potential or known habitat of this species. Secondary impacts include potential loss of habitat around, but not including upland sandpiper habitat. The Proposed Action would result in a loss of vegetation and wildlife habitat associated with grassy and forested areas.
Wetlands	Wetlands were likely impacted due to the development of the Airport, industrial airpark, and the intermodal freight facility.	Proposed airport expansion (runway extension and apron expansion) would disturb wetlands. Other development such as the Auburn Industrial Park may contribute to the additional loss of wetlands, however, the extent of wetlands in those areas are unknown.	The Proposed Action would not impact wetlands.
Transportation Environment	Past road improvement projects have improved road conditions in the vicinity. The future interchange project may improve traffic conditions by improving the transition between the interstate and Kitty Hawk Avenue.	Current and future road improvement projects would improve road conditions in the vicinity of the project area.	The Proposed Action would alter traffic patterns, bringing commuters off of the I-95 to access the AIPC, which would not have any substantial adverse impacts at any of the intersections studied. Secondary effects may include changes in traffic patterns due to roadside development include more traffic in the area, at the passenger center, and at the airport.

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# 5

## Coordination and Consultation

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### 5.1 Federal, State, and Local Agency Coordination

NEPA regulations require the solicitation of views of other state and federal agencies during the preparation of an EA, and also require that agencies provide for early and continuing opportunities for the public to be involved in the identification of social, economic, and environmental impacts. This chapter summarizes the coordination with regulatory and other governmental agencies.

Appendix A contains agency correspondence. Appendix B contains copies of meeting notes, meeting announcements, handouts, etc. that are pertinent to MaineDOT and the public consultation process for this study.

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#### 5.1.1 Scoping

The FHWA and MaineDOT solicited the input of other state and federal agencies through interagency meetings and correspondence during the initial scoping process.

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#### 5.1.2 Interagency Coordination

The Study Team coordinated with federal and state agencies to obtain information on environmental conditions, review potential impacts, and obtain agency input. These agencies included the Maine Department of Conservation (MDOC), Maine Department of Inland Fisheries and Wildlife (MDIF&W), Maine State Planning Office (SPO), Maine Historic Preservation Commission (MHPC), and U.S. Fish and Wildlife Service (USFWS). The responses from the MDOC, MDIF&W, and USFWS are included in Appendix A.

MaineDOT also presented information regarding the screening process and selection of the Preferred Alternative at its Interagency Coordination Meeting on November 12, 2002. The purpose of the meeting was to provide a project overview, present outcomes of the public scoping meeting, present a draft Purpose and Need Statement, and receive agency feedback. The only comment from attendees was from the MHPC stating that Option 5 was the only Option that received an archaeological review. Later correspondence from MHPC determined that the Preferred Alternative would result in No Effect to historic resources.

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## **5.2 Public Involvement**

Public involvement for the project included public information meetings and on-going coordination with local communities and organizations.

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### **5.2.1 Public Information Meetings**

On October 28, 2002, MaineDOT held a Public Informational Meeting to seek public comments regarding the preparation of an Environmental Assessment (EA) and possible Section 4(f) Evaluation (if warranted) for the AIPC. At this meeting, MaineDOT presented the project Purpose and Need and possible alternative locations, and discussed issues of including transportation, environmental, and economic topics. Notes from this meeting are included in Appendix B. Members of the public inquired about proposed site locations, intermodal travel, traffic, and infrastructure needs.

Once this EA is published, a public hearing will be held.

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### **5.2.2 Coordination with Communities and Organizations**

MaineDOT has coordinated with the local communities and local organizations throughout the study to obtain information concerning existing conditions as well as transportation and economic needs, and to obtain input on the alternatives screening process. As discussed in Chapter 2, MaineDOT worked with a PAC composed of municipal representatives and other project stakeholders throughout the project's development. The PAC assisted in developing a design for the facility based upon the anticipated number of users of each of the travel modes.

# 6

## Preparers

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### 6.1 Federal Highway Administration

#### **Mark Hasselman**

Mr. Hasselmann is the Right-of-Way and Environment Program Manager for the Maine Division of FHWA and has over 15 years professional experience. Mr. Hasselmann provided the study team procedural guidance and technical advice to assure compliance of the environmental analysis with federal requirements. He has a B.S. in Environmental Science.

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### 6.2 Federal Transit Administration

#### **Peter Butler**

Mr. Butler is the Director, Planning and Program Development for the Federal Transit Administration. He reviewed the EA for the FTA to ensure the document's compliance with FTA regulations.

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### 6.3 Maine Department of Transportation

#### **Richard Bostwick**

Mr. Bostwick is Supervisor of Field Studies for MDOT. He has 19 years of experience in the review of transportation-related environmental and NEPA documents. Mr. Bostwick has a B.S. in Biology from Mount Allison University. Mr. Bostwick reviewed the Natural Resources sections of this Environmental Assessment.

#### **Raymond Faucher, P.E.**

Mr. Faucher is the Manager of the NEPA Compliance Feasibility Studies in the MaineDOT's Planning Division and has extensive experience in managing NEPA studies throughout the State of Maine for the MaineDOT. Mr. Faucher served as a NEPA advisor and reviewer for the Auburn Intermodal Passenger Center Project. He received an A.S. in Civil Engineering from the University of Maine and is a registered Professional Engineer in the State of Maine.

### **Judith Lindsey**

Ms. Lindsey is an Environmental Planner and Community Impact Assessment specialist within the Planning Division, NEPA Compliance Feasibility Studies. Ms. Lindsey has been with MaineDOT for 27 years. She received a B.S. in Environmental Planning from Unity College.

### **Tracy C. Perez**

Tracy C. Perez is a Policy Specialist for the Office of Passenger Transportation where she is project manager for numerous rail, marine, and intermodal projects. Prior to joining OPT in 1996, Ms. Perez was a public transportation planner for the Bureau of Planning. Previous work experience includes serving as the Executive Director for the Maine Transit Association, transit planner for the Great Portland Council of Governments and Land Use Planner with the Office of Comprehensive Planning, Department of Economic and Community Development.

### **Anna Price**

Ms. Price is a Transportation Planning Specialist in the Office of Passenger Transportation. Ms. Price is a Transportation Planner with a background in environmental regulation and land use planning. Ms. Price's area of expertise is in air quality and noise analysis. She has experience with project management and the coordination of a variety of NEPA documents, including Environmental Impact Statements, Environmental Assessments and Categorical Exclusion. She has a B.S. in Environmental Policy Analysis and Planning from the University of California, Davis. Ms. Price was responsible for managing and coordinating the consultant and project activities for the Auburn Intermodal Passenger Center Project.

### **Ronald Roy**

Mr. Roy is the Director of the Office of Passenger Transportation. Mr. Roy is responsible for reviewing the rail operation aspects of the proposed project.

### **Duane A. Scott**

Mr. Scott is Program Manager of Environmental Coordination and Analysis for MaineDOT. For the Auburn Intermodal Passenger Center, he served as a reviewer of the air quality aspect of the proposed project.

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## **6.4 Wallace Floyd Design Group**

### **Leonard Bertaux**

Leonard Bertaux has over 20 years of experience in the design of transportation, educational, institutional, municipal, commercial, and residential facilities including adaptive reuse/renovation projects. Mr. Bertaux coordinated and contributed to the design of the Auburn Intermodal Passenger Center Project.

### **Monish Krishna**

Monish Krishna has over 5 years of experience in the design of transportation projects, both in the United States and overseas. Mr. Krishna has been involved with significant transportation design projects responsible for feasibility studies, schematic design, design development, construction documents and construction administration. Mr. Krishna coordinated and contributed to the design of the Auburn Intermodal Passenger Center Project.

## 6.5 Vanasse Hangen Brustlin, Inc.

### **David Hewett**

David Hewett was the Project Manager in VHB's Environmental Division for this project. Mr. Hewett received a B.A. degree in Biology from Middlebury College and has seventeen years of experience. Mr. Hewett was responsible for overall coordination of the document.

### **Lisa A. Standley**

Dr. Lisa Standley served as the Chief Scientist for this project. She is a senior scientist with management experience in the environmental analysis of major transportation improvement projects. Dr. Standley had primary responsibility for the supervision, coordination, preparation, and review of the EA. She received a B.S. and M.S. in Biology from Cornell University, and a Ph.D. from the University of Washington.

### **Susan Nichols**

Susan Nichols is an Environmental Planner with more than five years of experience working with environmental regulations and permitting projects. Ms. Nichols received a B.A. degree in Biology from Connecticut College. She assisted in the overall preparation of the EA.

### **Jennifer Hogan**

Jennifer Hogan is a Senior Environmental Planner with six years of experience working with environmental regulations, including the National Environmental Policy Act. Ms. Hogan received a B.S. degree in Agricultural and Biological Engineering from Cornell University and a M.A. degree in Environmental Studies from Brown University. She assisted in revising and updating the EA.

### **Robert Nagi**

Robert Nagi is a P.E. and PTOE with experience in traffic impact studies. He received a B.S. degree in Civil Engineering and has over twelve years of experience. Mr. Nagi conducted the traffic analysis for this EA.

### **Thomas Wholley**

Thomas Wholley is a Senior Air and Noise Quality Engineer. Mr. Wholley received a B.S. in Civil Engineering from the University of Massachusetts Lowell. He was responsible for the preparation of air quality and noise analysis for this document.

### **David Wilcock**

David Wilcock, Manager of Planning and Operations for VHB's Transit and Rail Services practice, has over 24 years of experience in the project development, planning, operational analysis, design, and implementation of transit and rail projects. He has played critical roles in the development of NEPA documentation for a variety of major transportation projects developed under FTA and FHWA leads. He received a B.S. degree in Civil Engineering from Northeastern University. Mr. Wilcock assisted with the rail and transit analysis for this EA.

---

## **6.6 FXM Associates**

### **Francis X. Mahady**

Francis Mahady is a Senior Economist with a Masters Degree in City Planning from MIT and has over thirty years of experience. Mr. Mahady prepared the socioeconomic analysis for the EA and prepared a technical memorandum discussing the social environment.

### **Wesley J. Ewell**

Wesley Ewell is an Economist with a Master of Community Planning degree from the University of Rhode Island and has over twenty years of experience. Mr. Ewell prepared the socioeconomic analysis for the EA and prepared a technical memorandum discussing the social environment with Mr. Mahady.



# 7

## EA Recipients

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### 7.1 Federal Agencies

U.S. Department of the Army Corps of Engineers – Maine Project Office  
U.S. Fish and Wildlife Service  
U.S. Environmental Protection Agency

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### 7.2 State Agencies

Maine Department of Conservation  
Maine Department of Community and Economic Development  
Maine Department of Environmental Protection  
Maine Department of Inland Fisheries and Wildlife  
Maine Historic Preservation Commission  
Maine Natural Areas Program  
Maine State Planning Office

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### 7.3 Federal, State, and Local Elected Officials

U.S. Senator Olympia Snowe  
U.S. Senator Susan Collins  
U.S. Representative Thomas H. Allen  
U.S. Representative Michael Michaud  
City of Auburn, Council Member, Donna Lyons Rowell, Ward 4  
City of Auburn, City Manager, Patricia Finnigan  
City of Lewiston, Mayor, Lionel C. Guay Jr.  
City of Lewiston, City Administrator, James A. Bennett

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## **7.4 Other Interested Parties**

Androscoggin Valley Council of Government, Executive Director Robert Thompson  
St. Lawrence and Atlantic Railroad  
Vermont Transit Lines  
Auburn-Lewiston Municipal Airport  
Western Maine Transportation Services  
Auburn Public Library

# **Appendix A**

## **Agency Correspondence**

- Maine Department of Inland Fisheries and Wildlife
- Maine Natural Areas Program
- U.S. Fish and Wildlife Service
- Maine Historic Preservation Commission
- Maine State Planning Office



John F. Ballance  
Governor



Richard D. Martin  
Commissioner

**DEPARTMENT OF INLAND FISHERIES AND WILDLIFE**

Wildlife Division -- Region A  
358 Shaker Rd  
Gray, ME 04039  
Phone: (207) 657-2345 x 110  
Fax: (207) 657-2980  
[Kendall.R.Marden@maine.gov](mailto:Kendall.R.Marden@maine.gov)

Re: Auburn Intermodal Transportation Facility, Auburn, Maine

Dear Senator Hogan,

Based upon a review of the most current data available, there is a significant wildlife habitat and State of Maine Threatened species at the site of the Intermodal Transportation Facility in Auburn, Maine. The significant wildlife habitat is an inland water fowl/wading bird area. The threatened species is a known occurrence of Upland Sandpiper. The enclosed map delineates these two things. The Upland Sandpiper uses open grassy and shrubby areas. In this case the suitable habitat is associated with the airport. I am not aware of any significant vernal pools on this property, though no formal surveys have been conducted. Vernal pools of management concern would include those showing documented reproduction of the following species: wood frog, spotted salamander, four-toed salamander, blue-spotted salamander and fairy shrimp.

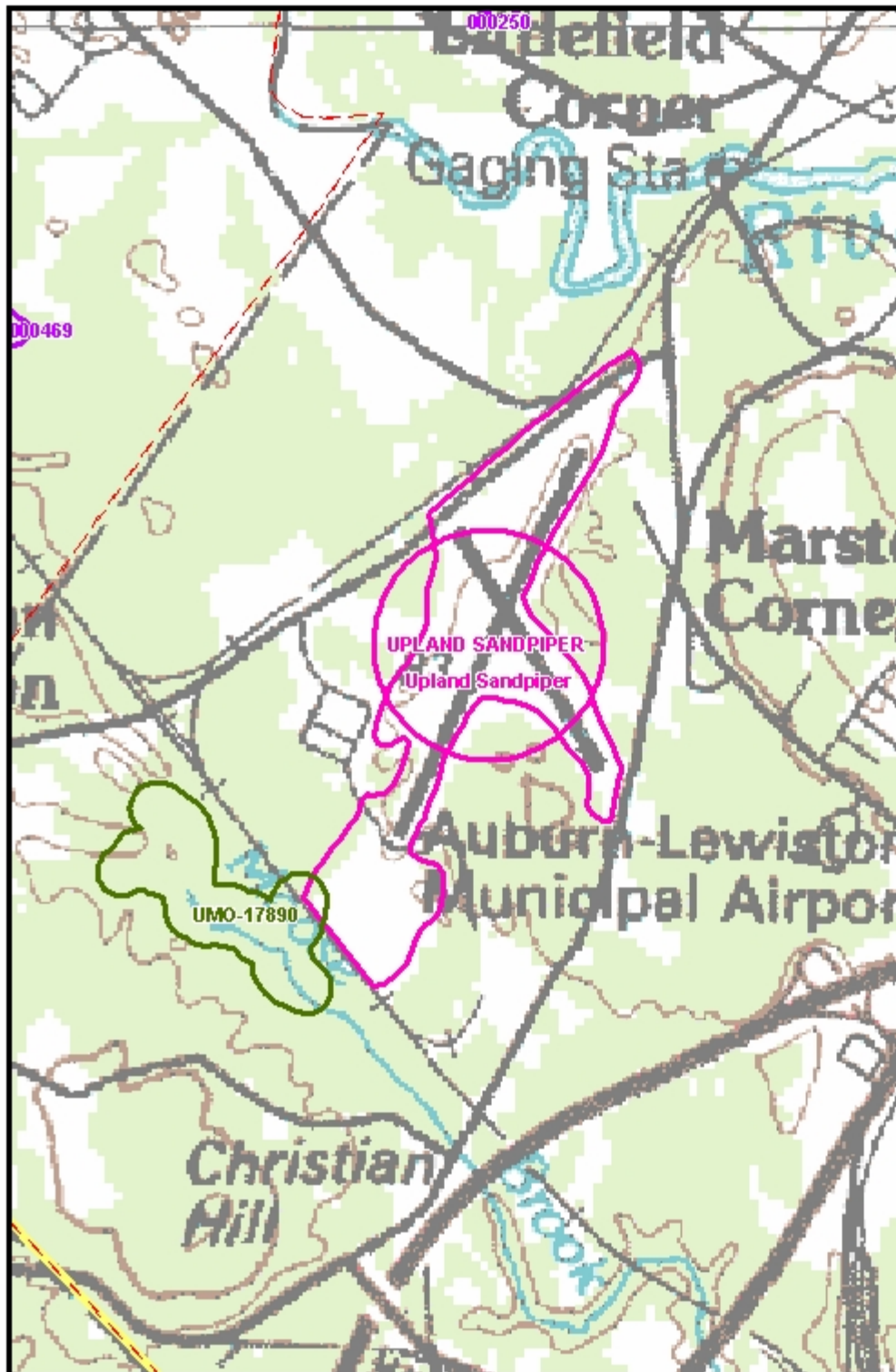
Please contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Kendall Marden", with a long horizontal line extending to the right.

Kendall Marden  
Asst. Regional Wildlife Biologist

## Search for Wildlife Observations & Habitat



- Bald Eagle Nest Site
- Piping Plover / Least Tern Nesting, Feeding, & Brood-rearing Area
- Roseate Tern Nesting Area
- Deer Winter Area
- Inland Waterfowl / Wading Bird Habitat
- Coastal Waterfowl / Wading Bird Habitat
- Seabird Nesting Island
- Shorebird Area
- Biological Conservation Database Rare Species or Habitat Observation
- Rare Plant
- Rare / Exemplary Natural Community
- Township Boundary
- County

0 0.1 0.2 0.3 0.4 Miles

1:24,000

UTM Projection, Zone 19N, NAD83



284 State Street  
 Augusta, ME 04333-0041  
 Voice: (207) 287-8000  
 Fax: (207) 287-6395  
 May 11, 2006





VERMILION, MAINE  
04455

STATE OF MAINE  
DEPARTMENT OF CONSERVATION  
10 HONNEF STREET  
10 STATE HOUSE STATION  
AUGUSTA, MAINE 04333

PAUL R. WOODMAN  
2006-05-16

May 16, 2006

Jennifer L. Hogan  
Vanasse Hangen Brustlin, Inc  
Senior Environmental Planner  
PO Box 9151  
Watertown, MA 02471-9151

Re: Rare and exemplary botanical features, Intermodal Transportation Facility,  
Auburn

Dear Ms. Hogan:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request of May 5, 2006 for information on the presence of rare or unique botanical features documented from the vicinity of the project site in the City of Auburn, Maine. Rare and unique botanical features include the habitat of rare, threatened or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. This lack of data may indicate minimal survey efforts rather than confirm the absence of rare botanical features. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

If a field survey of the project area is conducted, please refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the vicinity of the project site. The list may include information on features that have been known to occur historically in the area as



documented in several years, they may persist in the area if suitable habitat exists. The enclosed list identifies features with potential to occur in the area, and it should be considered if you choose to conduct field surveys.

This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site.

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

The Natural Areas Program has instituted a fee structure of \$75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for \$75.00 for our services.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,



Raquel Ross  
Information Manager  
93 State House Station  
Augusta, ME 04333-0093  
207-287-8046  
[Raquel.ross@maine.gov](mailto:Raquel.ross@maine.gov)

Enclosures



## Rare or Exemplary Botanical Features in the Project Vicinity

Documented within a four mile radius of the proposed Intermodal Transportation Facility, Auburn.

Scientific Name Common Name	Last Seen	State Rarity	Global Rarity	State Legal Status	Federal Legal Status	Habitat Description
<i>Antennaria pedicularis</i> Fern-leaved False Pimpernel	S3	G5	SC			Dry deciduous woods and clearings.
<i>Caryocarpus sphaerocarpus</i> Ligular Blueweed	S2	G4C-5	T			Sandy or rocky open soil, thin woods
<i>Cypripedium acaule</i> Rain-forest Lady-slipper	S1	G1	E			Damp or mossy woods or bogs.
<i>Fragaria virginiana</i> Tiny Strawberry	S4	G5	E			Dry sandy or rocky soils.
<i>Isotria medeoloides</i> Large Whorled Pogonias	SX	G5	P1			Acid or mesic acid mixed forests.
<i>Prunella americana</i> Broad-leaved Blackberry	S2	G5	SC			Rich, often rocky, hardwood forests.
<i>Potamogeton amplifolius</i> Vase-shaped Pondweed	S2	G4	J			Quiet muddy or calcareous waters.
<i>Quercus coccinea</i> Scarlet Oak	S1	G5	F			Dry sandy soil.





STATE OF MAINE  
DEPARTMENT OF CONSERVATION  
22 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333-0022

JOHN L. BALDACCIO

CATHY LYNN MCGOWAN

10/01/06

10/01/06

May 10, 2006

Jennifer L. Logan, Senior Environmental Planner  
Vanasse Hangen Brustlin, Inc  
P O Box 9151  
Watertown, Ma 02471-9151

Re: Intermodal Transportation Facility, Auburn

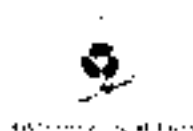
Dear Jennifer,

A review of the Land and Water Conservation Fund (LWCF) project listing shows there have not been any additional LWCF funded projects in the area of the Lewiston/Auburn Intermodal Passenger Transportation Center since your initial contact and Mike Gallager's response of December 2, 2002.

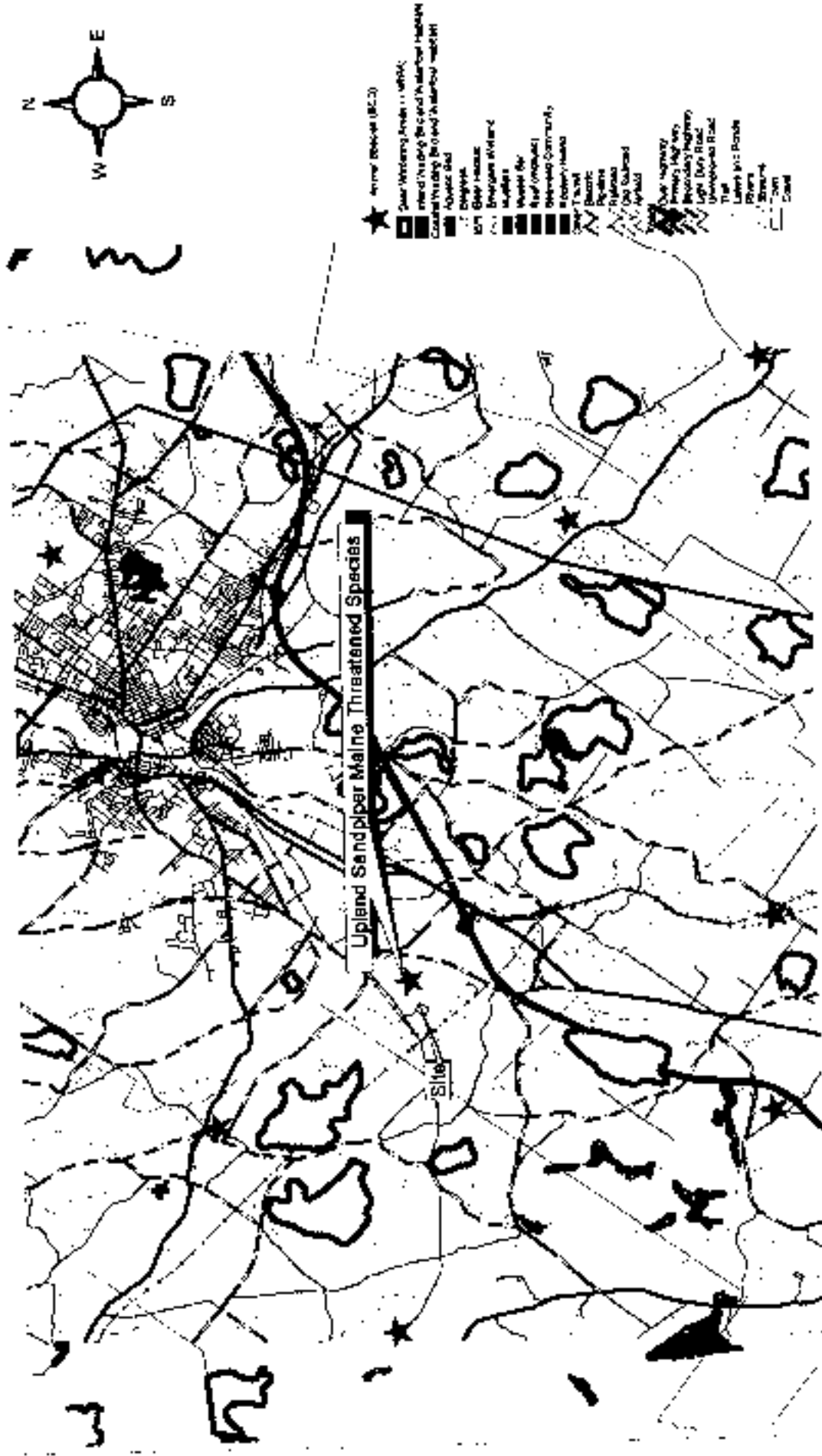
Please feel free to contact me at 207-287-4962, or at [bud.newell@maine.gov](mailto:bud.newell@maine.gov) if you have any questions or need more information.

Sincerely,

A. E. Newell III, Manager  
Grants and Community Recreation



**IF&W Report - Lewiston /Auburn Intermodal Passenger Transportation System** 17/2002  
 Request for Information - David Hewett



Biologist Notes

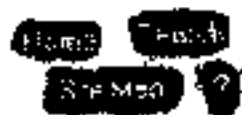
Department of Inland Fisheries and Wildlife

1 0 1 2 Miles



Region A, (207) 667-2345

See map and attached fact sheet



## BIRDS LISTED IN MAINE

### BIRDS

Kingbird  
 Mourning Dove  
 Heron  
 Golden Eagle  
 Bald Eagle  
 Ferruginous Hawk  
 Esk. Osprey  
 P. Osprey  
 Roseate Spoonbill  
 Least Tern  
 Black Tern  
 Arctic Skua  
 Upland Sandpiper  
 Sanderling  
 American Golden Plover  
 Spotted Plover  
 MAMMALS  
 REPTILES AND  
 AMPHIBIANS  
 FISH  
 INVERTEBRATES

## Upland Sandpiper

**Scientific Name:** *Bartramia longicauda*

**Taxonomic Group:** Birds

**Range in Maine:** Scattered locations from York to Aroostook Counties, with the largest concentrations in Washington County.



**Habitat:** Large open grassy areas such as blueberry barrens, agricultural fields, and airports

**Seasonal Residency:** Breeding season

**State Listing Status:** Threatened

**Federal Listing Status:** None (former Candidate)

**Basis for Listing:** The Upland Sandpiper is Threatened in Maine based on an estimated population of fewer than 200 breeding pairs. Upland Sandpipers are vulnerable to disturbance and habitat alterations affecting nesting success. Breeding habitat for the Upland Sandpiper has been declining in Maine for several decades and is now limited to intensively managed locations (such as blueberry fields) where the land management practices also favor Upland Sandpipers. The continued existence of this species depends on maintaining these types of areas.

Historically, Upland Sandpipers were considered a common summer resident in 13 counties in Maine associated with large agricultural fields and pastures. After 1950, widespread habitat change resulting from declining agriculture and increasing reforestation limited nesting habitat, and populations declined. In 1997, approximately 148 pairs of Upland Sandpipers occupied 57 grassland/barren sites in 8 counties (Weik 1997).

The Upland Sandpiper is listed as Endangered in Massachusetts, New Hampshire, New Jersey, and Ohio, as Threatened in Vermont and Rhode Island; and as Special Concern in New York. The species is also listed as a Migratory Bird Species of Management Concern in the northeastern U.S. by the USFWS.

### Selected References:

- Adams, P. R. 1987. Atlas of Breeding Birds in Maine, 1978-1983. Maine Dept. Inland Fisheries and Wildlife. Augusta. 366 pp.
- Knight, O. W. 1908. The Birds of Maine. C. H. Glass, Bangor. 693 pp.

Maine Department of Inland Fisheries and Wildlife: Endangered Species/Natural Heritage files and other unpubl files.

Palmer, R. S. 1949. Maine Birds. Bull. Mus. Comp. Zool. Vol. 102, Harvard College, Cambridge, Mass. 656 pp

Pierce, S. and S. Melvin. 1991. Assessment of Barrens/Grassland Birds and Habitats in Maine. Endangered and Nongame Wildlife Report, ME Dept. Inland Fish. and Wildl., Bangor.

Tudor, L. 1993. Migratory Shorebird Assessment. Unpublished draft report, ME Dept. Inland Fish. and Wildl., Bangor. 52 pp.

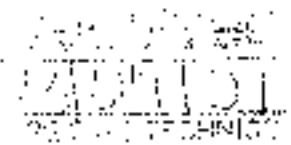
Weik, A.P. 1997. Maine grassland breeding bird survey, 1997. Unpublished draft report. ME Dept. Inland Fish. and Wildl., Bangor.

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*last updated 05/30/02*



STATE OF MAINE  
DEPARTMENT OF CONSERVATION  
191 BOND STREET  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333



AUGUST S. KING, JR.  
COMMISSIONER

RONALD E. LOVADIG  
ASST. COM.

March 26, 2001

Jeffrey Perry  
Sebago Technics  
P.O. Box 1339  
Westbrook, ME 04098-1339

Re: Rare and exemplary botanical features, intermodal transportation facility, Auburn

Dear Mr. Perry:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request of March 21, 2001 for information on the presence of rare or unique botanical features documented from the vicinity of the project site in the town of Auburn, Maine. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. This lack of data may indicate minimal survey efforts rather than confirm the absence of rare botanical features. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

If a field survey of the project area is conducted, please refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the vicinity of the project site. The list may include information on features that have been known to occur historically in the area as well as recently field-verified information. While historic records have not been documented in several years, they may persist in the area if suitable habitat exists. The enclosed list identifies features



with potential to occur in the area, and it should be considered if you choose to conduct field surveys.

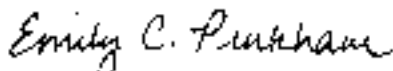
This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site.

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

The Natural Areas Program has instituted a fee structure of \$75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for \$75.00 for our services.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,



Emily C. Pinkham  
Information Specialist

Enclosures



## Rare or Exemplary Botanical Features in the Project Vicinity

Documented within a four mile radius of the proposed Intermodal Transportation Facility, Auburn.

Scientific Name Common Name	Last Seen	State Rarity	Global Rarity	State Legal Status	Federal Legal Status	Habitat Description
ACROCALYRIA PEDICULARIA FERN-FAYED FALSE FOXGLOVE	1938	52	G5	SC		Dry deciduous woods and clearings.
PHLEGOPTERIS HEXAGONOPTERA BROAD-BEJECTI FERN	1991	52	G5	SC		Rich, often rocky, hardwood forests.

## STATE RARITY RANKS

- S1** Critically imperiled in Maine because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
- S2** Imperiled in Maine because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- S3** Rare in Maine (on the order of 20-100 occurrences).
- S4** Apparently secure in Maine.
- S5** Demonstrably secure in Maine.
- SH** Occurred historically in Maine, and could be rediscovered; not known to have been extirpated.
- SU** Possibly in peril in Maine, but status uncertain; need more information.
- SX** Apparently extirpated in Maine (historically occurring species for which habitat no longer exists in Maine)

**Note:** State Ranks determined by the Maine Natural Areas Program

## GLOBAL RARITY RANKS

- G1** Critically imperiled globally because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
- G2** Globally imperiled because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- G3** Globally rare (on the order of 20-100 occurrences)
- G4** Apparently secure globally.
- G5** Demonstrably secure globally.

**Note:** Global Ranks are determined by The Nature Conservancy.  
T indicates subspecies rank, Q indicates questionable rank, HYB indicates hybrid species.

## STATE LEGAL STATUS

**Note:** State legal status is according to 5 M.R.S.A. § 13076-13079, which mandates the Department of Conservation to produce and biennially update the official list of Maine's endangered and threatened plants. The list is derived by a technical advisory committee of botanists who use data in the Natural Areas Program's database to recommend status changes to the Department of Conservation.

- E** ENDANGERED; Rare and in danger of being lost from the state in the foreseeable future, or federally listed as Endangered.
- T** THREATENED; Rare and, with further decline, could become endangered; or federally listed as Threatened.
- SC** SPECIAL CONCERN; Rare in Maine, based on available information, but not sufficiently rare to be considered Threatened or Endangered.
- PE** POSSIBLY EXTIRPATED; Not known to currently exist in Maine, not field-verified (or documented) in Maine over the past 20 years.

## FEDERAL STATUS

- LE** Listed as Endangered at the national level.
- LT** Listed as Threatened at the national level.

---

Please note that species names follow Flora of Maine: A Manual for Identification of Native and Naturalized Vascular Plants of Maine, Arthur Haines and Thomas F. Vining, 1998, V.F. Thomas Co., P.O. Box 281, Bar Harbor, Maine 04099-0281

Where entries appear as binomials, all representatives (subspecies and varieties) of the species are rare in Maine; where names appear as trinomials, only that particular variety or subspecies is rare in Maine, not the species as a whole.



# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Maine Field Office  
1033 South Main Street  
Old Town, ME 04468-2023  
(207) 827-5938

December 10, 2002

To: David Hewett  
Transportation Land Development Environmental Services  
101 Walnut St.  
P. O. Box 9151  
Watertown, MA 02471-9151

03-044

Dear Mr. Hewett:

Thank you for your letter requesting information or recommendations from the U.S. Fish and Wildlife Service. A list of federally-listed species in Maine is enclosed for your information. The following rare and endangered species are located within your project area:

Species	Location	State Status	Federal status
Upland Sandpiper	Lewiston-Auburn Airport	State threatened	None

- E = endangered
- T = threatened
- SC = special concern
- FSC = federal species of concern
- D = delisted

Comments on listed species: Our records indicate that the upland sandpiper has nested at the Lewiston-Auburn Airport as recent as the late 1990s.

The upland sandpiper is protected by the Migratory Bird Treaty Act, but is not subject to regulation under the Federal Endangered Species Act. I would highly recommend that you contact the Maine Department of Inland Fisheries and Wildlife for additional information on the upland sandpiper, a state-threatened species. The Maine Endangered Species Act may protect this species in your project area.

Beth Swartz  
Endangered Species Group  
Maine Department of Inland Fisheries and Wildlife  
650 State St.  
Bangor, ME 04401  
Phone: 207 941-4476

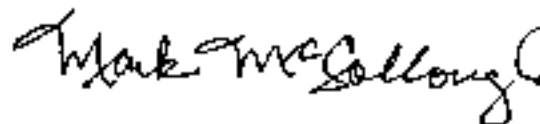
Phil Bozenhard  
Regional Wildlife Biologist  
Maine Inland Fisheries and Wildlife  
RR 1, Box 358 Shaker Road  
Gray, ME 04039

There are no known federal threatened or endangered plants in the project area, but there could be state-listed plants. You should contact the Maine Natural Areas Program for more information.

Emily Pinkham  
Maine Natural Areas Program  
Department of Conservation  
93 State House Station  
Augusta, ME 04333  
Phone: 207 287-8044

A list of federally-listed species in Maine is enclosed for your information. If you have any questions, please call me at (207) 827-5938.

Sincerely,



Mark A. McCollough,  
Endangered Species Biologist

Enclosure

**FEDERALLY LISTED, PROPOSED,  
AND SPECIES OF FEDERAL CONCERN IN MAINE**

*(revised November, 2002)*

<u>Common Name</u>	<u>Scientific Name</u>	<u>Distribution</u>	<u>Status</u>	
Fishes:	Atlantic salmon	<i>Salmo salar</i>	Endangered in Denny's, Machias, E. Machias, Narraguagus, Pleasant, Duck Trap, Cove Brook, Sheepscot, Kennebec, Penobscot Rivers	E
	Shortnose sturgeon*	<i>Acipenser brevirostrum</i>		E
Reptiles:	Atlantic ridley turtle*	<i>Lepidochelys kempi</i>	Pelagic, summer resident	E
	Leatherback turtle*	<i>Dermochelys coriacea</i>	Pelagic, summer resident	E
	Loggerhead turtle*	<i>Caretta caretta</i>	Pelagic, summer resident	T
	Blanding's turtle*	<i>Emydoidea blandingii</i>	York and Cumberland Counties	FSC
Birds:	American peregrine falcon	<i>Falco peregrinus anatum</i>	statewide	D
	Bald eagle	<i>Haliaeetus leucocephalus</i>	statewide	T
	Bicknell's thrush	<i>Catharus bicknelli</i>	Western mountains and Katahdin	FSC
	Black tern	<i>Chlidonias niger</i>	Sebastecook R. watershed, Portage L. (Arroostook Co.), and eastern Maine	FSC
	Harlequin duck	<i>Histrionicus histrionicus</i>	Coastal, Eastport to Cape Neddick, York County	FSC
	Loggerhead shrike	<i>Lanius ludovicianus</i>	Possibly statewide	FSC
	Northern goshawk	<i>Accipiter gentilis</i>	statewide	FSC
	Piping plover	<i>Charadrius melodus</i>	Coastal Sagadahoc, Cumberland, and York Co	T
	Roseate tern	<i>Sterna dougallii dougallii</i>	Coastal statewide	E
Mammals:	Gray wolf	<i>Canis lupus</i>	Possibly northern Maine	E
	Eastern cougar	<i>Felis concolor cougar</i>	Possibly statewide	E
	Blue whale*	<i>Balaenoptera musculus</i>	Oceanic	E
	Finback whale*	<i>Balaenoptera physalus</i>	Oceanic	E
	Humpback whale*	<i>Megaptera novaeangliae</i>	Oceanic	E
	Right whale*	<i>Eubalaena spp. (All species)</i>	Oceanic	E
	Sei whale*	<i>Balaenoptera borealis</i>	Oceanic	E
	Sperm whale*	<i>Physeter catodon</i>	Oceanic	E
	Eastern small-footed bat	<i>Myotis leibii</i>	statewide	FSC
	New England cottontail rabbit	<i>Sylvilagus transitionalis</i>	York, Androscoggin, Kennebec, Sagadahoc, Lincoln Counties	FSC
	Penobscot meadow vole	<i>Microtus pennsylvanicus shattucki</i>	Penobscot Bay	FSC
	Northern bog lemming	<i>Synaptomyys borealis</i>	Somerset, Piscataquis, Arrowsic Counties	FSC
	Canada lynx	<i>Felis lynx canadensis</i>	Franklin, Somerset, Piscataquis, Arrowsic, Penobscot Counties	T
Invertebrates:	Brook floater	<i>Alasmidonta varicosa</i>	Coastal drainages York to Washington Counties	FSC

Yellow lampmussel	<i>Lampsilis cariosa</i>	Penobscot, St. George, lower Kennebec watershed	FSC
Tomah mayfly	<i>Siphonisca aerodromia</i>	All but southern Maine	FSC
Pygmy snaketail dragonfly	<i>Ophiogomphus howei</i>	Saco, Cressk., Arrostook, Penobscot, St. Croix, Machias Rivers	FSC
Extra-striped snaketail dragonfly	<i>Ophiogomphus anomulus</i>	Saco, Androscoggin, Kennebec, Penobscot, Arrostook, St. Croix, and Downeast coastal Rivers	FSC
Ringed boghaunter dragonfly	<i>Williamsonia linteri</i>	Southern York County	FSC
Clayton's copper butterfly	<i>Lycaena dorcas claytoni</i>	Penobscot, Arrostook, Piscataquis Counties	FSC
Ceromatic noctuid moth	<i>Pyroffera ceromatica</i>	York County	FSC
Regal fritillary butterfly	<i>Speyeria idalia</i>	Likely extirpated	FSC
Chestnut clearwing moth	<i>Synatthedon castaneae</i>	York County	FSC
Lateral bluet damselfly	<i>Enallagma laterale</i>	Coastal ponds from Penobscot Bay to York County	FSC

<u>Common Name</u>	<u>Scientific Name</u>	<u>Distribution</u>	<u>Status</u>
<b>Plants:</b> Small whorled pogonia	<i>Isotria medeoloides</i>	York, Kennebec, Cumberland, and Oxford Co.	T
Furbish's lousewort	<i>Pedicularis furbishiae</i>	Arrostook County	E
Eastern prairie fringed orchid	<i>Plantanthera leucophaea</i>	Arrostook County	T
Orono sedge	<i>Carex oregonensis</i>		FSC
Variable sedge	<i>Carex polymorpha</i>		FSC
Hawkweed	<i>Hieracium robinsonii</i>		FSC
Blazingstar	<i>Liatris borealis</i>		FSC
Square-stemmed monkeyflower	<i>Mimulus rigens calypophilus</i>		FSC
Pondweed	<i>Potamogeton confervoides</i>		FSC
Boott's rattlesnake root	<i>Prenanthes boottii</i>		FSC
Long's bulrush	<i>Scirpus longii</i>		FSC
Gaspé peninsula arrow-grass	<i>Triglochin gaspense</i>		FSC

### KEY:

<u>Status</u>	<u>Definition</u>
E	Endangered: A taxon "in danger of extinction throughout all or a significant portion of its range".
T	Threatened: A taxon "likely to become endangered within the foreseeable future throughout all or a significant portion of its range".
P	Proposed: A taxon proposed for official listing as endangered or threatened.
FSC	Federal species of concern: Species which may or may not be listed in the future (formerly C2 candidate species, or species under consideration for listing for which there is insufficient information to support listing).
D	Delisted species, requiring 5 years of population monitoring.
*	Principal responsibility for these species is vested with the National Marine Fisheries Service.

# STATE OF MAINE

## MEMORANDUM

June 1, 2006

To: David Gardner, ENV/Maine Department of Transportation

From: Earle G. Shettleworth, Jr., State Historic Preservation Officer

Subject: PIN 07903 00, Auburn Airport, Intermodal Facility, Auburn; MHIPC #2938-01

---

In response to your recent request, I have reviewed the information received May 10, 2006 to continue consultation on the above referenced undertaking pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

Please accept this letter as confirmation of our prior determination that no historic properties [architectural or archaeological] will be affected by the proposed undertaking.

Please contact Mike Johnson of my staff if we can be of further assistance in this matter.

✓ cc: Jennifer Hogan, VHB, Inc



MAINE HISTORIC PRESERVATION COMMISSION  
 45 CAPITOL STREET  
 1ST STATE HOUSE BLDG.  
 AUGUSTA, MAINE  
 04333

RECEIVED  
 4-20-01  
 SEWELL TECHNOLOGIES

ANGUS S. KING, JR.  
 GOVERNOR

EARLE G. SHUTTLEWORTH JR.  
 DIRECTOR

April 17, 2001

Jeffrey R. Perry  
 Sebago Technics  
 One Chabot Street  
 P. O. Box 1339  
 Westbrook, Maine 04098-1339

Project: MHPC # 495 - Auburn Intermodal Transportation Facility  
 Location: Auburn, Maine

Dear Mr. Perry:

In response to your recent request, I have reviewed the information received March 22, 2001 to initiate consultation on the above referenced project. We are reviewing this project pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

Based upon the proposed scope of work for this project and the project location, the Commission finds that there is insufficient information to identify historic properties within the area of potential effects. Once this information is collected and there is sufficient documentation, our office will forward a response regarding the results of identification and evaluation. Additional information requested is outlined below:

- The project study area contains nine known prehistoric archaeological sites: seven are located along the Little Androscoggin River banks or floodplain, and two are located south of the Airport. Another site lies adjacent to the project area, just over the border into Poland. Three of these sites are highly significant Paleoindian-age campsites. Within the study area, approximately one square kilometer has been tested by archaeologists and found to be empty of archaeological sites. These areas are marked in blue on the enclosed map (Map 1). Placement of a construction project just about any place else within this study area will require at least Phase I archaeological testing.
- The study area has seen substantial development during the historic period. Therefore, portions of the project parcel have a moderate to high sensitivity for locating historic archaeological properties. The enclosed 1873 map (Map II) of the project area depicts these potentially sensitive historical archaeological areas. Development in these areas would require either an archaeological sensitivity study (Phase 0) or Phase I survey to determine the presence or absence of historical archaeological sites. (The areas marked in





blue on enclosed Map I would not require survey.)

- There are currently no properties listed on the National Register of Historic Places within the immediate vicinity of the proposed project location. Although there are currently no listed properties within the vicinity of the project site, this portion of the town has not been comprehensively surveyed. Therefore, as yet unidentified aboveground properties that are eligible for nomination to the National Register of Historic Places may also be located in the vicinity of the project site and subject to direct, audible, and/or visual effects from this undertaking. Therefore, please submit photographs of buildings within or immediately adjacent to the proposed project so that our office can assess whether there are any eligible above ground historic properties within the area of potential effects (direct or visual impact). Please key your photographs to a topographical project map and note any physiographic characteristics which may affect visual impacts.

To assist our office in up-dating our architectural resources database, for each project involving a structure 50 years or older, please submit a photograph on the enclosed *MAINE HISTORIC PRESERVATION COMMISSION HISTORIC BUILDING STRUCTURE SURVEY FORM* and fill out the address portion of the form (numbers 3-5). Xerox copies of this form are acceptable.

Please contact Dana R. Vaillancourt of my staff if you require further assistance in this matter.

Sincerely,



Earle G. Shettleworth, Jr.  
State Historic Preservation Officer

EGS/drv

Enclosures

NATIONAL HISTORIC PRESERVATION COMMISSION  
375 L STREET, N.W.  
WASHINGTON, D.C. 20540

August 26, 2003

To: Mr. David G. ...

From: ...

Subject: ...

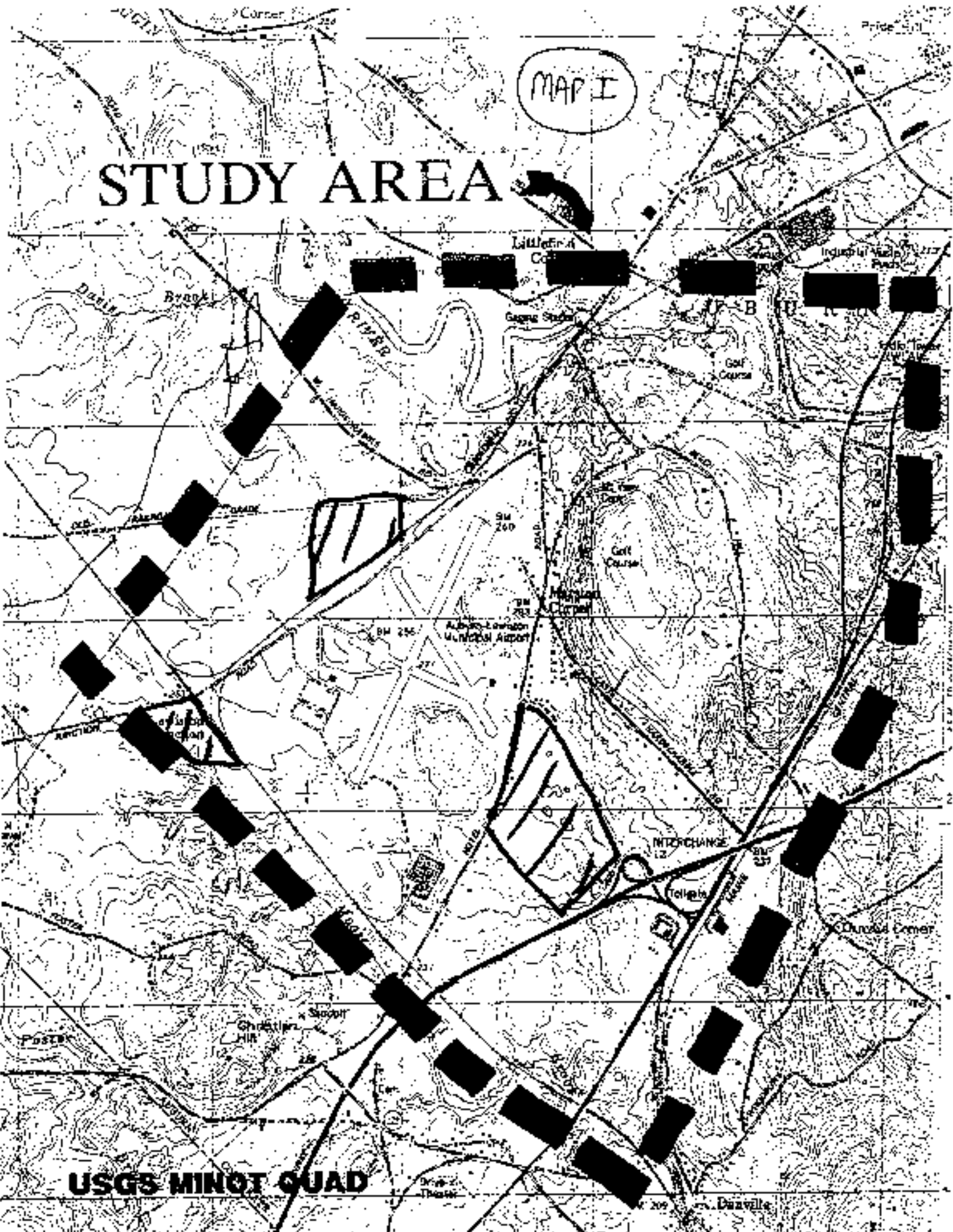
Our archaeological ... and historical research ... results of ... were negative. It is ... defined by the National Historic Preservation Act of 1966 ...



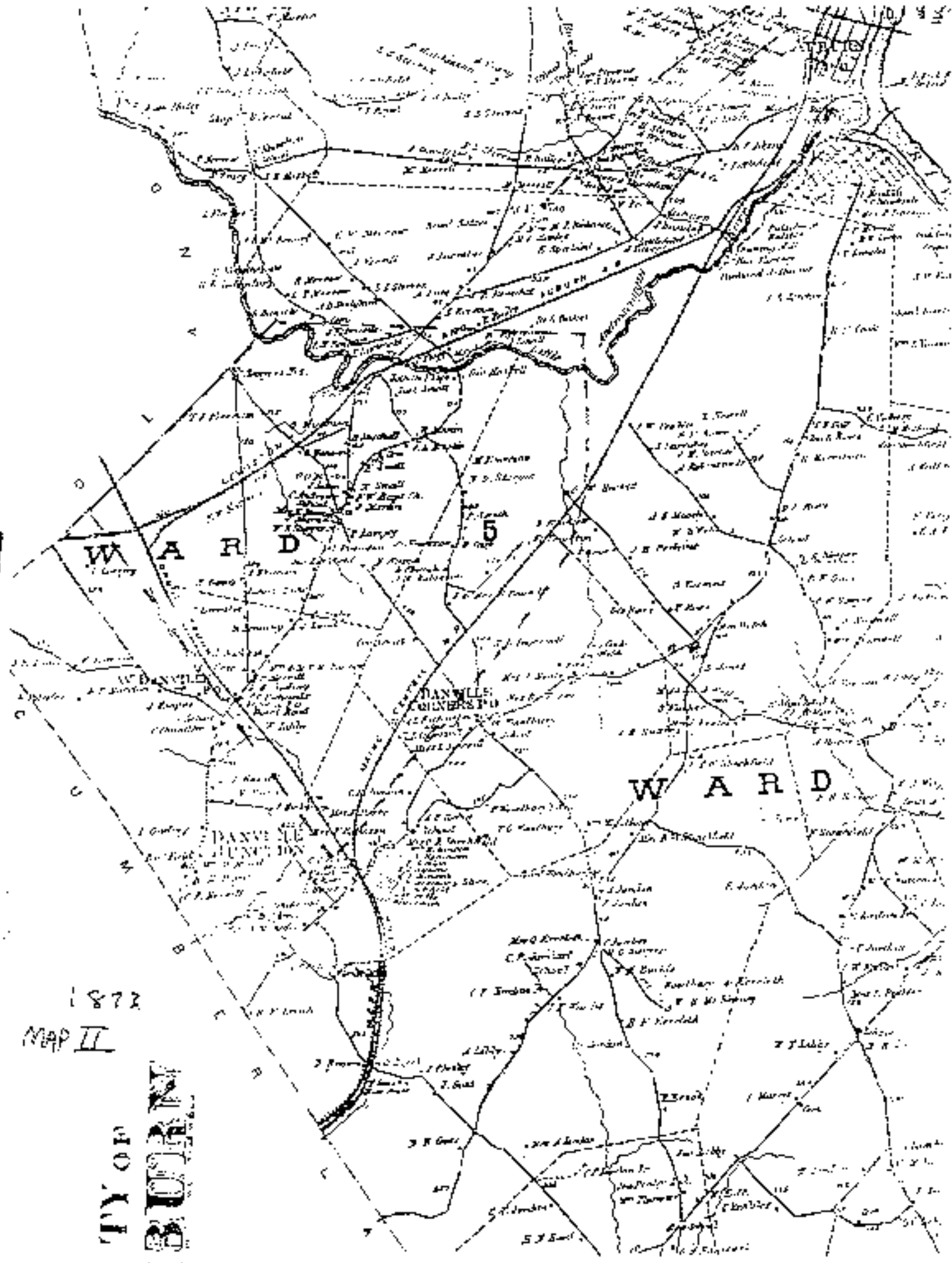


MAP I

# STUDY AREA



USGS MINOT QUAD



1872

MAP II

CITY OF  
**DANVILLE**  
 VIRGINIA

MHPC USE ONLY

INVENTORY NO. \_\_\_\_\_

## MAINE HISTORIC PRESERVATION COMMISSION

### Historic Building/Structure Survey Form

1. PROPERTY NAME (HISTORIC): \_\_\_\_\_
2. PROPERTY NAME (OTHER): \_\_\_\_\_
3. STREET ADDRESS: \_\_\_\_\_
4. TOWN: \_\_\_\_\_
5. COUNTY: \_\_\_\_\_
6. DATE RECORDED: \_\_\_\_\_
7. SURVEYOR: \_\_\_\_\_
8. OWNER NAME: \_\_\_\_\_
- ADDRESS: \_\_\_\_\_
9. PRIMARY USE (PRESENT):
- |   |                                       |  |                                      |
|---|---------------------------------------|--|--------------------------------------|
| <input type="checkbox"/> SINGLE FAMILY      | <input type="checkbox"/> AGRICULTURE  | <input type="checkbox"/> COMMERCIAL/TRADE    | <input type="checkbox"/> FUNERARY    |
| <input type="checkbox"/> MULTI-FAMILY       | <input type="checkbox"/> GOVERNMENTAL | <input type="checkbox"/> EDUCATION           | <input type="checkbox"/> HEALTH CARE |
| <input type="checkbox"/> INDUSTRY           | <input type="checkbox"/> RELIGIOUS    | <input type="checkbox"/> HOTEL               | <input type="checkbox"/> LANDSCAPE   |
| <input type="checkbox"/> TRANSPORTATION     | <input type="checkbox"/> DEFENSE      | <input type="checkbox"/> SUMMER COTTAGE/CAMP | <input type="checkbox"/> SOCIAL      |
| <input type="checkbox"/> RECREATION/CULTURE | <input type="checkbox"/> UNKNOWN      |  |                                      |
| <input type="checkbox"/> OTHER _____        |                                       |  |                                      |

10. CONDITION:  GOOD  FAIR  POOR  DESTROYED, DATE \_\_\_\_/\_\_\_\_/\_\_\_\_

### ARCHITECTURAL DATA

11. PRIMARY STYLISTIC CATEGORY:
- |   |   |   |  |
|---|---|---|--|
| <input type="checkbox"/> COLONIAL       | <input type="checkbox"/> STICK STYLE      | <input type="checkbox"/> NEO-CLASSICAL REV.   | <input type="checkbox"/> FOUR SQUARE   |
| <input type="checkbox"/> FEDERAL        | <input type="checkbox"/> QUEEN ANNE       | <input type="checkbox"/> RENAISSANCE REV.     | <input type="checkbox"/> ART DECO      |
| <input type="checkbox"/> GREEK REVIVAL  | <input type="checkbox"/> SHINGLE STYLE    | <input type="checkbox"/> 19TH/20TH C. REVIVAL | <input type="checkbox"/> INTERNATIONAL |
| <input type="checkbox"/> GOTHIC REVIVAL | <input type="checkbox"/> R. ROMANESQUE    | <input type="checkbox"/> ARTS & CRAFTS        | <input type="checkbox"/> RANCH         |
| <input type="checkbox"/> ITALIANATE     | <input type="checkbox"/> ROMANESQUE       | <input type="checkbox"/> BUNGALOW             | <input type="checkbox"/> VERNACULAR    |
| <input type="checkbox"/> SECOND EMPIRE  | <input type="checkbox"/> HIGH VIC. GOTHIC | OTHER _____                                   |  |
12. OTHER STYLISTIC CATEGORY:
- |   |   |   |  |
|---|---|---|--|
| <input type="checkbox"/> COLONIAL       | <input type="checkbox"/> STICK STYLE      | <input type="checkbox"/> NEO-CLASSICAL REV.   | <input type="checkbox"/> FOUR SQUARE   |
| <input type="checkbox"/> FEDERAL        | <input type="checkbox"/> QUEEN ANNE       | <input type="checkbox"/> RENAISSANCE REV.     | <input type="checkbox"/> ART DECO      |
| <input type="checkbox"/> GREEK REVIVAL  | <input type="checkbox"/> SHINGLE STYLE    | <input type="checkbox"/> 19TH/20TH C. REVIVAL | <input type="checkbox"/> INTERNATIONAL |
| <input type="checkbox"/> GOTHIC REVIVAL | <input type="checkbox"/> R. ROMANESQUE    | <input type="checkbox"/> ARTS & CRAFTS        | <input type="checkbox"/> RANCH         |
| <input type="checkbox"/> ITALIANATE     | <input type="checkbox"/> ROMANESQUE       | <input type="checkbox"/> BUNGALOW             | <input type="checkbox"/> VERNACULAR    |
| <input type="checkbox"/> SECOND EMPIRE  | <input type="checkbox"/> HIGH VIC. GOTHIC | OTHER _____                                   |  |
13. HEIGHT:  1 STORY  1½ STORY  2 STORY  2½ STORY  3 STORY  4 STORY
- 5 STORY  OVER 5 (\_\_\_\_)
14. PRIMARY FACADE WIDTH (MAIN BLOCK; USE GROUND FLOOR):
- 1 BAY  2 BAY  3 BAY  4 BAY  5 BAY  MORE THAN 5 (\_\_\_\_)
15. APPENDAGES:  SIDE ELL  REAR ELL  FRONT  ADDED STORIES  SHED
- DORMERS  PORCH  TOWER  CUPOLA  BAY WINDOW

**PHOTOGRAPH:**

16. PORCH:  ATTACHED  ENK ED  ONE STORY  RE THAN ONE STORY  
 FULL WIDTH  WSA AROUND  SLEEPING PORCH  CONDARY PORCH
17. PLAN:  HALL AND PARLOR  1/2 CAPE  CENTRAL HALL  SIDE HALL  
 BACK HALL  IRREGULAR  OTHER \_\_\_\_\_
18. PRIMARY STRUCTURAL SYSTEM:  TIMBER FRAME  BRACED FRAME  BRICK  STONE  BALLOON FRAME  
 CONCRETE  STEEL  LOG  PLANK WALL  PLATFORM FRAME  
 FRAME CONSTRUCTION TYPE UNKNOWN  OTHER \_\_\_\_\_
19. CHIMNEY PLACEMENT:  INTERIOR  INTERIOR FRONT/REAR  CENTER  INTERIOR END  EXTERIOR  
 OTHER \_\_\_\_\_
20. ROOF CONFIGURATION:  GABLE SIDE  GABLE FRONT  HIP  MANSARD  FLAT  
 GAMBREL  PARAPET GABLE  SHED  CROSS  GABLE  
 COMPOUND  OTHER \_\_\_\_\_
21. ROOF MATERIAL:  WOOD  METAL  TILE  SLATE  ASPHALT  ASBESTOS \_\_\_\_\_
22. EXTERIOR WALL MATERIALS:  CLAPBOARD  BRICK  FLUSH SHEATHING  WOOD SHINGLE  STONE  
 LOG  PRESSED METAL  CONCRETE  STUCCO  ASPHALT  
 GRANITE  ASBESTOS  TERRA COTTA  BOARD AND BATTEN  ALUMINUM/VINYL  
 OTHER \_\_\_\_\_
23. FOUNDATION MATERIAL:  FIELDSTONE  BRICK  WOOD  CONCRETE  GRANITE  ORNAMENTAL CONC BLOCK  
 OTHER \_\_\_\_\_
24. OUTBUILDINGS/FEATURES:  CARRIAGE HOUSE  FENCE OR WALL  CEMETERY  BARN (CONNECTED)  
 BARN (DETACHED)  FORMAL GARDEN  LANDSCAPE/PLANT MAT.  ARCHAEOLOGICAL SITE  
 GARAGE  OTHER \_\_\_\_\_

**HISTORICAL DATA**

25. DOCUMENTED DATE OF CONSTRUCTION: \_\_\_\_\_ 26. ESTIMATED DATE OF CONSTRUCTION: \_\_\_\_\_
27. DATE MAJOR ADDITIONS/ALTERATIONS: \_\_\_\_\_
28. ARCHITECT: \_\_\_\_\_ 29. CONTRACTOR: \_\_\_\_\_
30. ORIGINAL OWNER: \_\_\_\_\_
31. SUBSEQUENT SIGNIFICANT OWNER: \_\_\_\_\_ DATES: \_\_\_\_\_
32. CULTURAL/ETHNIC AFFILIATION:  ENGLISH  FRENCH ACADIAN  NATIVE AMERICAN  SCOTTISH  FRENCH CANADIAN  
 EAST EUROPEAN  IRISH  OTHER \_\_\_\_\_
33. HISTORIC CONTEXT(S):  COMMERCE  INDUSTRY  TRANSPORTATION  AGRICULTURE  MILITARY  
 RELIGION  CIVIC AFFAIRS  RECREATION  HABITATION  EDUCATION  
 ART, LIT, SCIENCE  SOCIAL \_\_\_\_\_
34. COMMENTS/SOURCES: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

35. HISTORICAL DRAWINGS EXIST:  YES  NO LOCATION: \_\_\_\_\_

**ENVIRONMENTAL DATA**

36. SITE INTEGRITY:  ORIGINAL  MOVED DATE MOVED: \_\_\_\_\_
37. SETTING:  RURAL/UNDISTURBED  RURAL/BUILT UP  SMALL TOWN  URBAN  SUBURBAN
38. QUADRANGLE MAP USED: \_\_\_\_\_ QUADRANGLE #: \_\_\_\_\_
39. UTM NORTHING: \_\_\_\_\_ 40. UTM EASTING: \_\_\_\_\_
41. FACADE DIRECTION (CIRCLE ONE):  N  S  E  W  NE  NW  SE  SW

**MHPC USE ONLY**

DATE ENTERED IN INVENTORY: \_\_\_\_\_ PHOTO FILE #: \_\_\_\_\_  
 NR STATUS:  L  HD  E  NE  ND  REVIEWER: \_\_\_\_\_  
 DATA SOURCE:  HPF  CLG  R/C  STAFF  STATE SURVEY  OTHER \_\_\_\_\_ LEVEL OF SURVEY:  R  I



MAINE HISTORIC PRESERVATION COMMISSION  
55 Capitol Street  
State House Station 65  
Augusta, Maine 04333

Earle C. Shettleworth, Jr.  
Director

Telephone:  
207-287-2132

## CONTRACT ARCHAEOLOGY GUIDELINES

1992

### Introduction

This document is provided as background information to corporations or individuals needing contract archaeological services. It is designed to provide an outline scope-of-work for preparation of proposals by contract archaeologists bidding on the project work.

The archaeological work necessary on most projects can be conceived of in three phases, with progression from one phase to the next being dependent upon the findings of field and laboratory work of the preceding phase, and their review by the SHPO (Historic Preservation Commission). Phase I, or Reconnaissance Survey, involves initial search for and location of all archaeological sites within the project impact area, or gathering enough data for statistical assurance that no such sites exist. The process may begin with the study of background information: aerial photographs and maps, pre-existing archaeological survey data, and/or historic documents, but it usually includes a field work component. Archaeological fieldwork in Maine is generally possible only between mid-April and late October because of frozen ground conditions.

Phase II, or Site Eligibility Survey, consists of testing each site, determining its size and contents, developing enough data to decide whether or not the site is eligible for the National Register of Historic Places, and enough data for budgeting and planning full mitigation if the site is significant and if adverse impact to the site cannot be avoided. Phase III, Data Recovery Mitigation, consists of a full-scale archaeological excavation of any threatened significant archaeological site.

Excerpts from State Historic Preservation Officer's Standards for Archaeological Work in Maine 27 MRSA 3,509

### 3. CREDENTIALS

The SHPO recognizes that archaeological work can require a range of training and experience from modest levels to advanced levels. Persons meeting the requirements of advanced experience and training shall be eligible for both the Level 1 approved list and the Level 2 approved list. Those persons meeting only the criteria of moderate training and experience shall be eligible for the Level 1 approved list. Persons listed on the Level 1 approved list shall be recommended by the Maine Historic Preservation Commission for Phase I archaeological survey work, archaeological site location, survey and data synthesis work for municipal match provided by state and non-state funds. Persons listed on the Level 2 approved list shall be recommended for all types of work and grants available including Phase II and Phase III cultural resource management jobs, and they will be eligible to direct state and federally-funded survey grants, and state and federally-funded development grants. In addition, the Level 1 and Level 2 approved lists will be sub-divided by specialty either in historic archaeology or prehistoric archaeology. A person may be listed on more than one approved list.

### 5. ENVIRONMENTAL IMPACT PROJECTS

When a government agency or private party (contracting party) is required by law to conduct pre-construction archaeological survey or mitigation, the following procedural steps are taken:

- A. The contracting party ascertains from the SHPO that fieldwork is needed.
- B. The SHPO sends the contracting party the applicable approved lists of archaeologists and a generic scope-of-work based upon the nature of the project. These are accompanied by a recommendation that approved archaeologist(s) be hired to direct the project.



- C. The contracting party seeks proposal(s) from any or all of the persons on the supplied approved lists.
- D. The contracting party sends the proposal(s) to the SHPO for comment on the scope-of-work and methodology, omitting any budgetary information, unless the contracting party specifically requests in writing that this be included in the review. Should such a request for SHPO comment on budgetary information be made, the SHPO will consult with the bidder(s) about their proposed budget(s) before commenting to the contracting party.
- E. The SHPO, advised by the relevant Commission staff member(s), comments on the proposals in writing to the contracting party, who then negotiates with the potential contractor(s) for necessary modifications.
- F. An agreement is reached between the SHPO and the contracting party on the scope-of-work and methodology.
- G. Once the fieldwork is completed, a report is prepared by the contractor and submitted to the contracting party.
- H. The contracting party sends the report to the SHPO for comment.
- I. The SHPO sends the contracting party a written statement clearly describing the report's problems, if any, and what measures are necessary to rectify them.
- J. The contracting party passes these comments on to the contractor, who makes changes as necessary, re-submits the report to the contracting party, who re-submits it to the SHPO for final approval.
- K. The SHPO approves the report and so notifies the contracting party.

### 3. GUIDELINES FOR RESEARCH AND REPORTING.

- A. Phase I (reconnaissance-level) survey involves initial search for and location of all potentially significant archaeological sites within a specified area, or gathering enough data for statistical assurance that no such sites exist. This work includes a search of existing archaeological data for the area, including fieldnotes and reports on file in the Commission offices and other relevant data repositories; communication with local collectors and review of their artifact collections and provenience, where appropriate; field research as appropriate, including walk-over and/or subsurface testing, with suitable sampling strategy; and, for historic archaeological survey, a review of relevant primary documentary sources.
- B. Phase I reports will include, at a minimum, discussion of the items on the attached "Report Form for Small-Scale Survey", although it is not necessary to follow the exact format or order of items. Graphics will be clean and clearly reproducible. Photographs will be black and white, minimum 5"X7" format, and of good quality, unless an alternate format has been approved by this Commission. Either representative examples or complete test unit soils and content records will be appended. All test units must be located on maps, or other such information provided to allow for assessment of testing intensity.
- C. Phase II (intensive-level) survey consists of testing a site, determining its size and contents, developing enough data to decide whether or not the site is eligible for the National Register of Historic Places and to plan full mitigation, if applicable. Phase II survey will often involve research as a continuation of Phase I, but it is focussed on specific site(s) rather than areas. Phase II survey must provide enough data for determination of National Register-eligibility and production of a nomination, if necessary.
- D. Phase II reports will contain, at a minimum, the same types of information noted above for Phase I reports, but will be focussed on specific site(s). Enough test unit information will be included to allow independent assessment of site boundaries. For sites that may be eligible for nomination to the National Register, information necessary for completion of a nomination form will be included. Recommendations concerning National Register-eligibility should refer to federal criteria ("Guidelines for Completing National Register of Historic Places Forms") and any current Commission guidelines.
- E. Phase III (mitigation or development) represents excavation of a site for data recovery either for pure scientific research or in cases where construction cannot be designed to avoid adverse impact to all or part of a National Register-listed or Register-eligible site. Phase III excavation will follow a scientific research proposal designed to maximize data recovery, under the principal that excavation destroys a site. The goal of Phase III data recovery projects is not necessarily to prove a particular theoretical point, or recover data addressing just one category of inquiry. The Principal Investigator must demonstrate awareness of a broad range of research goals and problems that can be addressed by the data preserved in the site. The data recovery techniques proposed must be sufficient to do the best currently possible job recovering as much potential data as possible from the ground for the widest range of research goals. Laboratory analysis and reportage must focus on a wide range of currently standard topics, but the storage of artifacts and samples for the future should be cognizant of the possibility of future analysis. When there is a conflict between the goals of two different data

- recovery techniques, a compromise would be best.
- F. Phase III excavation reports will constitute a site report of great detail, including relevant laboratory analyses. Written language, graphics, and photographs will be substantially in publishable form.

STATUTORY AUTHORITY: 27 MRSA S. 509, 16 USC S.470a(b), 36 CFR 61.4(b)

**BASIS STATEMENT:**

Because of the vulnerability of archaeological sites to unprofessional excavation and because of the need to ensure that surveys to identify and evaluate archaeological sites are conducted properly, this rule establishes minimum credentials requirements for archaeologists seeking Commission grant support or Commission recommendation for projects funded by other parties. This rule also outlines archaeological reporting requirements.

REPORT FORM FOR SMALL-SCALE SURVEY

1. Project Name: \_\_\_\_\_
2. Location: City/County: \_\_\_\_\_  
USGS Quadrangle: \_\_\_\_\_  
UTM Coordinates: \_\_\_\_\_  
Other Locational References: \_\_\_\_\_
3. Type of Investigation: \_\_\_\_\_
4. Principal Investigator: \_\_\_\_\_
5. Reporter: \_\_\_\_\_
6. Did survey cover entire area of direct and indirect environmental impact of project?  Yes  No If "no", attach explanation.
7. Dates of Fieldwork and Log of landowner contacts to obtain permission for access to land: \_\_\_\_\_
8. Attach map(s) of area(s) surveyed.
9. Attach list of personnel on survey team.
10. Repository for notes: \_\_\_\_\_
11. Repository for artifacts: \_\_\_\_\_
12. Environment:
  - (a) Attach description of contemporary environment (ca. 1 pg.).
  - (b) Attach description of likely relevant prehistoric and/or historic environments, with basis for reconstruction (ca. 1-2 pg.).
13. Research Topics: Attach description of research topics that influenced decision-making about survey design and/or significance of properties.
14. Background Research:
  - (a) Attach list of sources consulted (include informants).
  - (b) Attach brief description of results (prediction of historic property locations, identification of groups using the area, etc.).
15. Field Research:
  - (a) Attach description of surface inspection methods (ca. 1 pg.).
  - (b) Attach description of subsurface testing methods (if used).
  - (c) Attach description of other methods and techniques if used (i.e., remote sensing).
  - (d) Attach description of any constraints on the validity of field observations (i.e., adverse weather conditions, obscured visibility, etc.).
  - (e) Attach description of any methods used to control bias in observation and reporting.
  - (f) Attach description of any adjustments made in field methods during survey.
16. Attach description of analytic procedures used.
17. Historic Properties Identified (if any). Attach standard State Inventory forms.
18. Attach evaluation of work reported (ca. 1 pg.).
19. Attach research-related conclusions, if any.
20. Attach recommendations, if any.



*Vanasse Hangen Brustlin, Inc.*

November 20, 2002

Ref: 07534

Mr. Evan Richert  
Director  
State Planning Office  
38 State House Station  
Augusta, ME 04333

Re: Lewiston / Auburn Intermodal Passenger Transportation Center  
Environmental Assessment  
Maine Department of Transportation

Dear Mr. Richert,

Vanasse Hangen Brustlin, Inc. (VHB) is working with the Maine Department of Transportation (MDOT) on the preparation of an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for the Lewiston / Auburn Intermodal Passenger Transportation Center (LAITC). The purpose of the project is to create an integrated, multimodal passenger facility for rail, bus, auto, and aviation. Consistent with MDOT's *Strategic Plan* and *20-Year Plan* goals, the project will:

- Increase access and mobility options for people;
- Enhance integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight; and
- Protect and enhance the environment, promote energy conservation, and improve quality of life.

As currently proposed, the facility will comprise the following components:

- A taxiway on the west side of Runway 4;
- A new apron approximately 192,500 square feet in size;
- A terminal building approximately 9,100 square feet in size;
- One parking lot to accommodate 40 cars, and one parking lot to accommodate 550 cars;

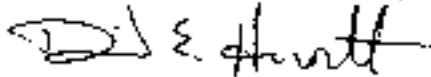
Mr. Evan Richert  
Project No.: 07554  
November 20, 2002  
Page 2

- A bus parking area to accommodate 14 buses;
- A new railway spur from the St. Lawrence and Atlantic Line that crosses Kittyhawk Avenue and terminates at the proposed intermodal facility next to Flightline Drive; and
- A 500-foot long train platform adjacent to the spur from the St. Lawrence and Atlantic that crosses Kittyhawk Avenue.

I respectfully request that you issue a written opinion on issues or concerns that should be addressed in the EA. If you have any questions regarding the proposed project, please call me at (617) 924-1771.

Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.



David Hewett  
Project Manager

cc: Tracy Perez, Maine Department of Transportation  
Leonard Berhane, WITOG  
David Wilcock, VHB





STATE OF MAINE  
DEPARTMENT OF CONSERVATION  
22 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333-0022

ANDERSON 4163 JM  
11/28/02

REAR END LABEL  
07/02/02

December 2, 2002

David Hewett  
Project Manager  
Varrasse Hangen Brustlin, Inc.  
101 Walnut Street  
Watertown, MA 02471-9151

Dear Mr. Hewett:

In reviewing the materials forwarded to me concerning the Lewiston/Auburn Intermodal Passenger Transportation Center (Project # 07534) it does not appear that this project will have any affect on recreation projects acquired or developed with federal funding assistance from the Land & Water Conservation Fund.

Sincerely yours,

Mike Gallagher, Manager  
Grants & Community Recreation





# **Appendix B**

## **Public Participation**

- Public Information and Scoping Meeting
- Maine DOT Interagency Meeting
- Androscoggin Council of Governments Project Coordination Meeting
- Auburn Intermodal Facility Study Public Advisory Committee Meeting







# Public Informational and Scoping Meeting



*pursuant with the*  
**National Environmental Policy Act To Seek Public Comments  
Regarding the preparation of an Environmental Assessment  
and Section 4(f) Evaluation for the Auburn Intermodal  
Passenger Center**  
*Auburn, Maine*

## Purpose of Meeting

This meeting is being held to initiate the NEPA review process for the project. FTA and MDOT will prepare an Environmental Assessment (EA) to select a Preferred Alternative for the project and to determine if the proposal is likely to have any significant environmental impacts to the natural or human environment.

## Public Advisory Committee

The project has been studied by a Public Advisory Committee (PAC) consisting of representatives from MDOT, the Maine Turnpike, the Cities of Lewiston and Auburn, AVCOG, the Saint Lawrence and Atlantic Railroad, Vermont Transit, the Lewiston Auburn Airport, Western Maine Transportation Services, and a consultant team led by Wallace Heyd Design Group of Boston.

## Purpose and Need for the Project

The purpose of the project is to create an integrated, multimodal, passenger facility that helps meet the region's transportation demand. Two specific needs that are trying to be met are: 1) to reduce highway congestion by encouraging the use of modal options; and 2) to provide the necessary facilities to support passenger rail, transit and general aviation services.

## Other Goals for the project include:

- Establishing connectivity between the Auburn area and Amtrak rail service.
- Creating a passenger facility capable of serving passenger rail service, airport users, rental machines, car pools, and private automobiles.
- Establishing connections with the highway system, bus services, air service, park and ride, and bicycle and pedestrian facilities.
- Emphasizing local sustainability without reliance on public operating subsidies.
- Giving consideration of the fiscal consequences to the City of Auburn.
- Integrating transportation facilities and services with the ability to support additional traffic and parking.
- Connecting to downtown business areas.
- Limiting negative impacts on the community and neighborhoods.
- Supporting the policies of the U.S. Transportation Equity Act for the 21st Century (TEA 21) and Maine's Sensitive Transportation Policy Act (STPA).

## Alternatives

The PAC has studied seven different general design options thus far for the facility, all within the general area of Kitty Hawk Avenue and Flightline Drive on airport property. See attached figure showing the Study Area.

## NEPA Process

The EA will be prepared and will identify a Preferred Alternative. The EA will be circulated and a public hearing held. Following the public hearing, FTA will review the comments received and determine whether the project is likely to have significant environmental impacts. If the answer is no, a Finding of No Significant Impact (FONSI) will be prepared along with Responses to Comments. If significant impacts are expected, a decision would be made to either alter the proposal or to prepare an Environmental Impact Statement (EIS) to further study the proposal. The estimated timeframe to complete the EA is approximately nine months.

## For Information:

**Tracy Perez** in the Office of Passenger Transportation at MDOT (207) 624-3248  
or  
**Dave Hewett** at VHB, Inc. (617) 924-1770

## Issues of Concern

### Transportation

- Access for rail, bus and automobile
- Impact on traffic
- Pedestrian
- Intermodal operation and services

### Environmental

- Wetland/Water Quality
- Visual
- Wildlife
- Permitting Requirements

### Economic

- Potential revenue generation
- Potential to support future expansion
- Compatibility with local planning initiatives



**Meeting  
Notes**

Attendees See sign-in sheet

Date/Time 10/28/2002 7:00 PM

Project No. 07554

Place Auburn, ME

Re Auburn Passenger Intermodal Center

Notes taken by John Weston

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The Public Informational and Scoping meeting was held at the Androscoggin Council of Governments pursuant with the National Environmental Policy Act (NEPA) to seek public comments regarding the preparation of an Environmental Assessment (EA) and Section 4(f) Evaluation for the Auburn Passenger Intermodal Center in Auburn, ME

Ron Roy (RR) of the MDOT Office of Passenger Transportation started the meeting by introducing the project and stating that the purpose of the meeting is to get input from the public.

Tracey Perez (TP) of the MDOT Office of Passenger Transportation offered to be the contact person should anyone have additional comments after the meeting. She then described the Explore Maine initiative, which looks at alternative modes of transportation to relieve summer congestion and increase tourism. A video was shown, entitled Explore Maine that highlighted some efforts being advanced under the initiative. The potential for rail (excursion/commuter), bus (local/intercity) and airports in the Explore Maine program was then described.

Some examples of projects under the initiative include the Acadian train service, operating from Montreal to New Brunswick (St. John), the Androscoggin Bike Trail, the Acadian Island Explorer and potential passenger rail from Bangor to Trenton.

TP described the Advisory Committee process that has taken place to date and the committee, which include representatives from the airport, economic development, local transit, Greyhound and Concord Trailways. Also discussed was the development of ridership and the tasks that have been completed to date.

Len Bertaux (LB), Project Manager, Wallace Floyd Associates, gave a description of the project purpose and need. He identified the project need that is based on congestion and access to alternative modes of transportation. He stated that some project goals are:

- Provide connectivity
- Make the center user-friendly for the local community
- Consequences of actions to Auburn
- Limit negative impacts

- Support TEA-21 and Maine Sensible Transportation Policy Act

The preliminary investigation of identifying candidate sites that could connect rail, air, and roadways examined topography, wetlands, property, and operations. The second step was to consider the ridership potential of the facility. For 2020, both commuter and tourist ridership for air, bus rail and car is projected to be 1,290 passengers per day based on a mid-growth scenario, with higher ridership in summer months than in winter months.

An earlier task determined how much space would be needed for the facility based on the demands of each transportation mode. As a result of determining the necessary size of each component of the facility, various locations were identified to be suitable for further study. Some additional analysis of potential sites was conducted to determine whether they are feasible alternatives from a design and operating perspective.

The environmental process was then discussed. It was stated that this project will follow National Environmental Policy Act. The NEPA process was described:

- NEPA is not a regulatory law but a law to disclose what impacts may occur as a result of a project. There are 3 levels of assessment: Environmental Impact Statement, Environmental Assessment and Categorical Exclusion. It is anticipated that a Environmental Assessment will be developed for this project.
- An alternative analysis will be done to garner an unbiased opinion on what the potential impacts of each alternative would be and if an alternative meets the purpose and need of the project.
- The purpose of this meeting is to get input from the public to ensure that the study is on the right track concerning the purpose, need and that the potential impacts being considered are appropriate.

It was stated that during the course of this meeting, it is likely that the project team will not have many answers. The point of the meeting is for the public to provide guidance on what issues need to be addressed in the study. Input from the public is essential to the process.

The floor was then open for comments.

Roland Miller, Economic Development - City of Auburn, spoke for others in attendance (including the Mayor and Council) by stating that the infrastructure is essential. He then read a letter, on behalf of the Mayor and Council, expressing support for the intermodal facility.

Steve Lunt, Airport Board, questioned whether any options considered bringing the rail over Kittyhawk Avenue and if there would be a loop or dead-end. LB stated that alternatives on both sides of Kittyhawk have been developed.

Lillian Leblanc, general aviation pilot, stated that the facility needs to be located on the Airport. She said that the airport needs to have improved facilities for fixed base operator (FBO) and feels that any option needs to be on Airport property. She stated that skiers could fly in and that there should also be improved facilities for transient pilots.

Nate Humphrey, current owner of the FBO, expressed excitement about the project and looks forward to working with both rail and bus modes. He wanted to know if connectivity to the airport facility is there a direct connection that can accommodate both air and other modes. LB

stated that the issues regarding accommodation of each mode are included in the alternatives developed to date.

Ronald Dammian, property owner on Kattiwasek Avenue and Turnpike, wants his land to be considered for the AIBC site. He inquired about the proposed size and what the biggest user by mode would be. He also asked which facility would be used the most and which mode. LB stated that rail would be most used and there would be 215 Montreal passengers during the seasonal peak and 465 commuter passengers to Portland/Poland, with most arriving by car. LB stated that the proposed size of site for the facility is about 10 acres.

Ed Plourde, Airport Chair, was concerned about increasing the air mode share. Mr. Plourde commented on the possibility of scheduled charter service to Manchester, NH etc. LB stated that this has been considered, though not charter specifically. Projections for charter service included no vacation charters, 26 corporate and 38 home base charters.

Arthur Dunlop, Poland, stated he wants the impact of traffic in Poland tying on to Harris Hill Road to be addressed in the EA. He stated that an accident is waiting to happen at Lewiston-Auburn Road and there should be an overpass there.

Paul Villery stated that the ability to change mode is important and that the lack of a connection between bus and rail is a missed opportunity in Portland. Mr. Villery stated he thinks a rail spur should go into the airport. TP stated that there is a shuttle in Portland.

Roger LeBlanc, pilot, asked if there would be onsite customs service that could be shared. LB stated that the City of Auburn has been looking for customs service and is presently working on it. Roland Miller added that Auburn is in pursuit of "port of entry" status that would have customs at the airport and intermodal customs.

Steve Lunt asked if any given thought had been given to accommodating some form of scheduled commercial service. LB stated that it has not been anticipated that the facility will generate enough demand for this type of service. Mr. Lunt then commented that the design should anticipate how such a service might be accommodated in the future.

Paul Villery stated that a commercial airline would not just initiate service at an airport such as Auburn. The process usually starts with the establishment of a scheduled charter as an FBO that eventually gets bought out by a small regional airline.

Jerry Crite, pilot, stated that although the project is admirable, he wanted to know where funding would come from. The reply was that as of right now there are Federal Highway Administration funds for the study, but Federal Transportation Administration funds are likely to be used to construct the facility and possible Federal Aviation Administration funds would be considered. MDOT does not anticipate the need for any local funding for construction.

Ed Plourde commented that in 50 to 75 years the runway might need to be lengthened and wanted to know if this has been considered.

Nate Humphrey stated that it seems reasonable to presume that growth at the airport will continue.

Do the alternatives connect to the airport and new taxiway? LB - Must do - 1 or 2 split and 1 splits off entirely.

Mark Looby stated that additional parking and tie downs are presently needed at the airport.

Paul Villery inquired how much ramp area had been allotted for the FBO in the space calculations. He also stated that one of the alternatives sits atop an existing hangar. What would happen if the hangar is taken? It was stated that the space allotted for the FBO is 175,000 square feet and that the hangar would be replaced if it is taken.

Lillian Leblanc, pilot, asked what was the time frame for construction. The total time frame is about 6 years, including 1 year for the EA, 2 years for Preliminary Design and 1 year for Final Design. After these, construction can begin.

Chip Morrison, Chamber of Commerce, stated that growth for intermodal freight had not been projected properly for the nearby intermodal facility and the additional space will need to be considered for future growth. TP stated that expansion will be added to the criteria.

Larry Comeau was concerned that the size of the facility may limit airport expansion. TP stated that nothing planned would limit planned airport expansion.

Fred Frohardt, pilot, asked if there are any wetland limitations and would any impacts be mitigated. D. Hewitt stated that there are some limitations and there is a process to make sure wetlands are properly mitigated.

Arthur Dunlop, speaking as a private citizen, would like to impose flight restrictions due to air/noise concerns.

David Rideout, pilot, asked if ridership potential considers Mill development in Lewiston since this may have a substantial impact on ridership. TP answered that we worked with both Lewiston and Auburn considering growth and ridership potential and that light rail and shuttles will be considered.

Scott Riccio, local property owner, asked if there had been a traffic study and how impacts would be mitigated. He stated that there are a lot of trucks on Kittyhawk and that pedestrian safety of the area should be considered.

Andrew Spaulding stated that he thinks airport traffic is being underestimated because of Portland congestion at the Jetport. Auburn has potential due to size of the runway. General Aviation traffic is being driven out of Portland and some will move to Auburn.

Can space off the airport be annexed if the space is needed, to better use the FAA funding? RR stated that we would look at that in funding the facility.

Clair Holmblad, pilot, reiterated that the idea was to have all modes together.

The meeting was then closed with the invitation to submit additional comments in writing.

PUBLIC INFORMATIONAL and SCOPING MEETING  
pursuant with the  
NATIONAL ENVIRONMENTAL POLICY ACT  
TO SEEK PUBLIC COMMENTS REGARDING  
the preparation of an  
ENVIRONMENTAL ASSESSMENT and SECTION 4(f) EVALUATION  
for the  
AUBURN INTERMODAL PASSENGER CENTER  
AUBURN, ME.

October 28, 2002

7:00 PM

Androscoggin Valley Council of Governments

Name	Organization	Address	Phone
Clare Holmbeck	pilot	126 Jordan Ave. Auburn	729-8860
Tom V. Holmbeck	Pilot	126 Jordan Ave Auburn	729-8860
John B. Mill	City of Auburn	45 Spring St. Auburn	786-2421 ex 229
Paul VILLERY III		4 SYLVIA LANE, LONDONDERRY	761-4351
Chuck Fris	TRB	7 2nd Ave. Poland Me.	998-2436
Joe Ellis	Poland AFD	16 Corn View Pl Poland Me	539-2939
BRIAN M. CALLAGHER		P.O. Box 224 MINOT ME	3453166
Ly'l Heston	- pilot	PO Box 77 Turner ME	225-2743
Harv Johnson	- pilot	"	"
Don Thayer	ABDC	29 Hampshire St Auburn, 04210	782-4197
Carol Ann	CMHA	3 Tucker St Lew. 04201	754-5410
Walter Dwyer	Town of Poland	PO Box 38 Poland 04279	998-4609
Lucinda B. Goshorn	LEAG	PO Box 1188 NEWTON 04243	784-6161
CZAR DEAN	Pilot	11 SCANDIA BLVD LEW. ME	784-5132
DANIEL A. COLE	Col. Comm	2980 Hill Rd Auburn, 04210	783-2561
Amel G. Khatoun	Pilot	162 Hollowell Rd. Poland 04279	689-4791
Louanna D. Ketcher	Pilot	212 Country Club Rd. Norway, ME 04268	743-8121
Steve Lunt	Airport	142 Fletcher Rd Auburn 04210	786-3790
Tom O. Grogan		222 Risto Rd W. 100	9334725
Doug G. Smith	Pilot	271 West Auburn Rd.	777-6256
FRED PROBERT	Pilot	490 Maple Hill Rd	783-7842
Dave Pierson	AISDC	44 Goodrich Av	777 4600
Bruce Haskell	TEA	910 Sumner St. Ark.	9845971
Jimmy Coate	Pilot	25 Adeline Dr. Poland	725-8811
Richard Chuck	Town of Poland	P.O. Box 38 Poland	998-4609

Name	Organization	Address	Phone
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Wm. H. BRIGHT	Twin Cities Air	19 AUGUST #7	
Mary Conner		H.C. 79 Box 50	AUGUSTA ME
RON ADAMIAN		29 Mill St	Arlington MA 781-648-5350
REYNOLD M. POWELL	RECREATION	712 VERRILL RD	Bukamp 998-2347
ME & MR. JOHN W. BLAKE		P.O. Box 166	04671 Raymond, ME 655-3534
Wesley Blake		19 Coon Lodge Road	655-2539
LARRY MORSE	Poland	163 Birch Drive	998-7044
Nate Humphrey	Twin Cities	84 Airport Dr	Auburn 784-6212
Ron & Jane Barriault		20 Freedom Ct.	Widham 893-2233
MARK F. LIBBEY		45 MARBLE ST.	LEWISTON ME. 753-1633
Peter Drinkwater		80 Airport Drive	Auburn, Maine 04210 789-0631
Bob Thorpe		10 Barkley Ave	Auburn Me 782-7615
Andrew Spaulding	Box 744	Cambden Rd	781-3855
Dale Stewart	Twin Cities Air	192 Valley Rd.	Raymond, ME 04071 998-8009
Charlotte Engelman	Twin Cities Air	52 Condy Park Rd	Stamps ME 798-4585
RAY E. SANDA SAMSON		185 Sixth St.	Auburn ME 784-3141
Robert Bourgen		15 Country Club Dr.	Auburn 786-7418
Pat Alley		46 Elm Ln	Windsor Forest ME 0410 781-4303
HELEN WYMAN		1024 RIVERSIDE DR	AUBURN ME 783-8513
JIM DYWID	VERMONT TRANSIT LINE	950 CONGRESS ST	BETHLEHEM
Chip Morrison	Chamber	179 Lisbon St	Lewiston 783-2249
Rick Boston	Gen	494 Pond	7865902
DEAN DAKIN		P.O. Box 8009	PORTLAND ME 04104
Dick Mathews	City of Lewiston	Airport 27 Pine St.	Lewiston 784-2951
Scott Rice	NORTHEAST CHARTER	1401 Hotel Rd	Auburn
KEN WOLF	Wolf Eye Reports		Lewiston
Frank Johnson	ICS	621 Lake St	Auburn 784-0076
Debbie Hill	ICS	621 Lake St	Auburn 784-0076
DAVID RIDGEBY	Surgeon	102 Ten High St	Auburn 777-1308

## **Maine DOT Interagency Meeting**

**Tuesday, November 12, 9:00 – 11:30**

**MDOT Main Conference Room, Winthrop**

### Agenda

9:00-10:00 Associated Constructors of Maine, Presented by John Butts, ACM

-Purpose: Discuss work windows and their flexibility

-Desired Outcome: An understand between contractors and MDOT on instream work windows

10:00-10:30 Compensatory Mitigation options for Bethel/Gilead 9154.00, Presented by Deane VanDusen, MDOT

- Purpose: Discussion with agencies

- Desired Outcome: Concurrence with the Sunday River Watershed Assessment and the restoration projects that will be a part of this assessment as compensation.

10:30-11:00 Wiscasset Route 1 Corridor Study, Presented by Ed Hanscom, MDOT

-Purpose: Discussion with agencies on bypass options/alternatives

-Desired Outcome: Seek concurrence with the N2 variants that N2/N2h is the least environmentally damaging of those variants

11:00-11:30 Auburn Intermodal Facility, Presented by Tracy Perez, MDOT

-Purpose: 1. Update, outcome of public scoping meeting

2. Present draft Purpose and Needs statement

-Desired outcome: input on any know constraints and approval of Purpose and Need





**Meeting  
Notes**

**Attendees:** Tracy Perez, MDOT  
Dave Hewett, VHB

**Date/Time:** November 12, 2002 11:30 AM

**Project No.:** 07534

**Place:** MDOT Conference Room

**Re:** Auburn Intermodal Facility

**Notes taken by:** DEH

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TCP gave a brief overview of the project and described how it fit into the overall *Explosive Mining* plan for OPT. Tracy also reviewed the P&N Statement that had been developed by the Public Advisory Committee (PAC).

Dave Hewett then reviewed the proposed site of the facility in the southwest portion of the airport, adjacent to Kittyhawk Avenue and Flightline Drive. He stated that MNAP had found no rare species; there are small isolated wetland areas that appear to be avoidable; nearest waterbody is Moose Brook to the south on the far side of the SLR.

Only comment from attendees was from the MBPC representative who stated that MBPC had done an archaeological review only for Option 5. Option 5 has some overlap with current Preferred Alternative (Alt 6).

No other issues were raised with regard to potential environmental impacts. Dave Hewett will follow up with consultation letters so that they can be included in the EA.

## MEETING NOTES

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Project: Auburn Lewiston ITC

Present: Ron Roy, Tracy Perez, MDOT; Bob Thompson,  
Don Craig, AVCOG; Len Berraux, WFDDG

Subject: Schedule Review

Meeting Date: 10 January 2003

Prepared By: Len Berraux

File No. 10013.00/05/1

The meeting was held at the Airport Manager's office Augusta, ME.

The purpose of the meeting was to review schedule and tasks to complete the study.

It was determined that in terms of phasing and construction of the proposed facilities that the airport related program as well as airside improvements will come after the bus and rail facilities. The parking facilities will be implemented in two phases although initial site preparation may occur in the first phase. It was stated that it may be possible to advance the railroad spur ROW preparation to take advantage of the ongoing excavation adjacent the airport. MDOT indicated that current capital planning for the state indicates work on Auburn/Lewiston can be expected in 06/07.

It was determined that at this time the operation and management of the ITC will not be through the existing Airport Management. AVCOG will internally discuss alternative operating structures to be documented in the Final Report. A discussion of the necessary interagency/governmental stakeholder agreements for operating the ITC was discussed. MDOT will provide AVCOG sample stakeholder agreements by way of example.

It was requested that WFDDG set up the operator *pro forma* with monthly projections for year one and annual projections thereafter. A discussion of potential funds for operating expenses was discussed without conclusions other than MDOT will look to sources for possible reallocation.

A review of site alternatives 7, 8 and 9 and variations on alt. 9 concluded with the decision to advance concept design with alt. 9 modified by the following - shift terminal building to be proximate the rail platform and eliminate the road connection between buses and automobile parking. The need for a customs program was discussed along with the need for an office and conference area for building management. It was determined that 1000 sq of space will be reallocated from passenger waiting to cover these requirements. All aviation program elements will be shifted to the future expansion.

It was agreed that preliminary concept design alternatives will be completed by the end of January and circulated to MDOT prior to a meeting with the Advisory Committee on 5 February 2003 at 1pm, in the AVCOG offices. A meeting with the Interagency Committee will be set up by MDOT for February/March.



**Auburn Intermodal Facility Study  
Public Advisory Committee Meeting  
September 9, 2002  
2:30-4:00 pm  
AVCOG**

- 1. Project Status – Review Minutes of January 2, 2002**
- 2. Review Task 3 Deliverable (Draft)**
  - Site Plan Options
  - Program
  - Access Alternatives
- 3. Environmental Assessment**
- 4. Next Steps**

**Auburn Passenger Intermodal Facility  
Advisory Committee  
Minutes of January 17, 2002**

**DRAFT**

Present: Lucien Gosselin, LAEGC; Bob Thompson, AVCOG; Steve Knudsen, SLR; James Dyer, Vermont Transit; Chris Andreasson, Vermont Transit; Ken Wyman, Vermont Transit; Mike Paradis, City of Lewiston; Peter Drinkwater, Auburn-Lewiston Airport; Mark Adams, City of Auburn; Gene Skitbisky, WMTS; Ron Roy, MDOT; Tracy Perez, MDOT; Marsha Bennett, AVCOG; Wesley Ewell, FXM Assoc.; and Len Bertaux and ? Smallridge, Wallace Floyd Design Group

After introductions were made Ron Roy stated that the project is getting to the point of scheduling a public hearing to go over the selected sites. It was stated that before the process gets to a public hearing, it is important that "stakeholders" are brought up to date on the project and are in agreement with the project as it moves forward to public hearing. Before any site is selected, members of the advisory committee would like time to review the information that is to be presented to determine if there are any issues that need to be addressed.

Siting Study: A packet was handed out containing a View of Options A-D, Option A, Option B, Option C, Option D, Siting Evaluation Matrix, and a Program Data Sheet.

Len Bertaux explained the material in the handout noting the four options, the siting evaluation matrix used to assess each option, and the program data sheet which represents the service and amenities required.

Option A

Located on the corner of Aviation Way and Kittyhawk Avenue. Facility is located near the proposed taxi-way (included in the Airport Master Plan) parallel to runway 422. Facility is in proximity to the rail line.

Discussion issues:

1. Would require a large amount of track work.
2. The track dead ends. The track configuration would require trains to back up. This could affect time schedules by 20-30 minutes, but trains should be able to complete the turning maneuvers. Commuter trains are double ended enabling them to go in both directions and "Amtrak" trains would be through trains (A-L being a through point) and would be able to turn the train at its end destination.
3. More land may be needed for new rail. This would impact the parcels around the facility.
4. Two areas of wetlands were noted. It was stated that a new federal law if passed would make this concern easier to deal with. The law would require a one-to-one replacement of wetlands.

Option B

This is on airport property south of the existing facility. The rail connection would required is more extensive than Option A.

Discussion issues:

1. The rail spur would need to be longer and will dead end. It was suggested that the consultants look at designing a loop circling the spur back to the main line, eliminating the dead end platform. This would be at a considerable cost and a lot of work. A look design would also require a double track.

#### Option D

Located north of the existing terminal building on airport property and connected to the apron, but far from the main rail line.

##### Discussion issues:

1. This would be a dead end rail line. Trains would have to back up at some point to get back on the main line. The farther away the facility, the longer the stop is going to take.
2. A second track would have to be installed in order to accommodate both freight and passenger.
3. This location is getting more remote from the highway interchange.

#### Option C

Located on Kittyhawk Avenue, this facility does not abut airport runway aprons, but is right on the main rail line.

##### Discussion issues:

1. This is advantageous for Amtrak trains, because they would have a straight shot through A-L. Trains would not need extra time to pick-up and drop-off from the platform, because they would not need to back up.
2. This option would require less track work.
3. There are fewer identifiable wetlands issues.
4. Options A, B and D will require fill to accommodate a new track line branching off the existing line to go towards the airport and proposed facility site locations. This option does not require fill.

Peter Drinkwater wanted to know who the customer is at this facility. Is it someone connecting bus to train or air to train?

Len responded that they are looking at being able to serve all three. He noted that there is some expense and some impediments for all the options, but option C is the easiest to deal with.

Mark Adams asked about future build outs for the facility and the ability to accommodate future growth. Len responded that this is the 20 year build out as presented. The total facility occupies approximately 7 acres. The facility in year one and in year 20 will accommodate one train.

Ron Roy expressed concerns on the 550 parking space presented in the plan, stating that that number may be too low. The Portland Amtrak facility can accommodate 700 +/- cars and there have been several days when they are all full. Ron noted that 550 should be the starting point and not the ultimate 20 year build out. The number of parking spaces for year 20 needs to be determined so that it can go through the Environmental Assessment process.

Lucien Gosselin asked if the consultants considered any other locations, specifically on Hotel Road. Len stated that they didn't, feeling that Hotel Road options were not any less problematic than the Kittyhawk options. Hotel Road presented more difficulties, such as, rail access and topography.

Discussion continued about locating the facility on the corner of Kittyhawk Avenue and Hotel Road. Advantageous of this site is its high visibility (Hotel Road traffic), access to the Turnpike. The one disadvantageous noted was the lack of airport services on that side of the airport property.

Peter raised concerns on who and how the facility is to be managed, noting that the airport wants a new facility, and if this facility is built on airport property, the airport is a likely candidate to manage it. Is it going to be run by an "authority?" An airport connection would have to be present for this to happen. Ron commented that the intermodal facility needs to be looked at from an operations standpoint and income generators will be a key consideration, and as far as management, it will be managed locally.

Looking at Option D, Mark Adams asked if it was possible to do a loop, combining the spur detailed in Option D with the proposed new railroad spur in Options A and B. Steve Knudsen commented that a train would require more time to do the loop than the "Y" configuration. This concept would also require a second track along the existing track, because freight trains would interfere. The portion of track that runs parallel to Lewiston Junction Road is usually stacked with freight cars. Ron expressed concerns with the functionality from a passenger standpoint and noted the need to stay out of the way of freight.

Mark asked if cost estimates have been put together yet for the options proposed. Noting that knowing the cost may impact the final site selection, Estimates have not been developed at this stage.

Chris Andreasson commented that Vermont Transit does not know at this time, whether or not they would move into the facility. There are several issues that need to be looked at – amount of available parking, and the level of service and ability to serve Bates College. Vermont Transit relies on its Lewiston to Boston market and feels that the train may be detrimental to this service, noting that fare prices may work in Vermont's favor.

#### Next steps:

Public hearing – Once the site location has been determined by the advisory committee a public hearing will be held.

Environmental Assessment – The consultants will want to begin this process immediately.

Steve commented that St. Lawrence has issues with sections of rail in the area where the gas company is located, cars are stacked and the engine house is located.

Lucien stated that it is important that local decision makers have a chance to digest the options presented, before it goes to a public hearing. It was felt that there are a lot of unanswered questions that can be answered prior to a hearing. Having some answers prior to the hearing will make the public process more efficient.

4 key issues to prepare for public hearing:

- 1) Identify cost
- 2) Identify wetlands
- 3) Identify other land impacts
- 4) Identify rail operations

Ron noted that the passenger rail people need to look at the design for operations and practicality.

Conrad Welzel noted that the timing of other projects in the area should be considered as this project goes through the EA process. Look to see if those "other" projects will have a positive, negative or no impact as this project goes through the approval process.

It was decided that there will be a joint meeting with key partners (city councils, airport boards, rail, etc.) before the project goes to a public hearing. Prior to the joint meeting, advisory committee members would like some additional information (noted above, 4 key issues). Mark asked to see parallel taxi-way on maps. The economic impact will need to be looked at, as well as, expansion potential.

Advisory Committee to meet again in March.

02

V <del>PEREZ</del>	WFDG	67.850.7400
S EWELL	FXM ASSOC.	508-758-2238
my Perez	M DOT	207.287.4142
Eric Drinkwater	Auburn-Lewiston Airport	(207) 786-0631
ma J Thompson	AVCOG	207-783-9186
	Auburn	207-786-2421 x213
uska Bennett	AVCOB	207-783-9186
ewen Knudsen	SLR	207-753-4215
EN B. Gosselin	LAEGE	207-784-0161
VE SKIBITSKY	WMTS	364-3639
P. MALLRIPPE	<del>WFDG</del>	(617) 350-7400
W. M. OVA	VERMONT TRANSIT	787-5111
Dyea	Vermont Transit	"
Andreasson	Vermont Transit	802-295-5074





## VERMONT TRANSIT CO., INC.

PO BOX 724  
WHITE RIVER JCT., VERMONT 05001  
AREA CODE 802 295 5074  
FAX 802 295 8067

C. G. ANDREASSON, President  
W. H. BROWN, Jr., Secretary

June 29, 2004

Tracy Perez  
Policy Specialist  
Maine Department of Transportation  
16 SHS  
Augusta, Me 04333

Dear Ms. Perez,

Vermont Transit would very much like to be involved as the Transportation Center project is developed in the hope that this can become a fine addition to our transportation network. Making public transportation easily accessible where travelers can go to a single location for all modes is a benefit to the providers as well as their customers. There are certain criteria necessary for a successful transit center and the participation by the parties involved, including Vermont Transit, is the best way to address those needs.

Sincerely,



Christopher Andreasson



# **Appendix C Site Assessment for Uncontrolled Oil and Hazardous Waste**



# Maine Department of Transportation

Environmental Office

## MEMORANDUM

To: MDOT Planning  
From: Dwight Doughty, Environmental Office  
Date: October 7, 2003  
Subject: Initial Site Assessment for Uncontrolled Oil and Hazardous Waste  
Lewiston/Auburn Intermodal Center

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### 1.0 INTRODUCTION

The Maine Department of Transportation (MDOT) is currently evaluating the feasibility of designing and building an Intermodal Facility to service both freight and passengers in Auburn, Maine. The site of the proposed facility is located near the Lewiston/Auburn Airport at the intersection of Kitty Hawk Avenue and Flight Line Drive (see Figure 1). As part of the evaluation process, MDOT and its consultant are preparing an Environmental Assessment under the National Environmental Policy Act (NEPA). To support MDOT's NEPA effort, the Hazardous Waste and Groundwater Unit has conducted an initial site assessment focusing on potential and known locations of uncontrolled oil and hazardous material contamination of soil and groundwater within and adjacent to the proposed facility. This memorandum details the findings of the Hazardous Waste and Groundwater Unit's assessment.

#### **1.1 Purpose & Scope.**

The primary purpose of this assessment for uncontrolled oil and hazardous materials is to identify areas of known or potential environmental impacts and soil and groundwater contamination proximal to the proposed development site and evaluate the potential affect these areas could have on development of the proposed facility.

A secondary purpose of the assessment was to obtain sufficient data to guide future subsurface explorations during the design phase of the project to specific areas with potential for soil or groundwater contamination. Future subsurface explorations will be used to determine the location, type and concentration of contaminants that could impact acquisition costs, design, construction costs, and worker health and safety.

The thrust of the assessment focused on the general area surrounding the proposed facility (Figure 1). Emphasis was directed toward identifying potential oil and hazardous material issues within an approximate ¼ mile radius of the proposed development site.

## **2.0 METHODS.**

As defined below, MDOT's Hazardous Waste and Groundwater Unit (HWGU) used a variety of procedures in the conduct of its assessment. The overarching guidance used with respect to the collection and interpretation of the information associated with the assessment and subsequent presentation of the data in this document are:

- The American Society for Testing and Materials (ASTM) Practice E-1527, and
- Summary of MDOT Guidelines/ Requirements for Consultants Performing Phase I Environmental Site Assessments dated August 9, 1995.

### **2.1 Regulatory File Review:**

The HWGU performed a database search with FirstSearch Technology Corporation (FirstSearch) to identify and locate regulatory files for sites in the vicinity of the proposed development area. The following is a list of regulatory filing systems searched:

- Maine Department of Environmental Protection (MDEP) Registered underground storage tanks (USTs),
- MDEP response incident files (spill files),
- MDEP uncontrolled hazardous waste sites,
- MDEP Waste disposal (transfer station, dump, and landfill) sites,
- Environmental Protection Agency (EPA) Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) sites,
- EPA Resources Conservation and Recovery Information System sites,
- EPA National Priority List (Superfund) sites,
- EPA Emergency Response Notification System sites,
- EPA Toxic Release Inventory System sites, and
- EPA National Pollution Discharge Elimination System permits.

With the output from the FirstSearch database review, HWGU staff went to the MDEP file room to review the specific files identified through the data search positioned within  $\frac{1}{4}$  mile of the proposed development site (see Attachment A). Attention was directed toward gaining an understanding relative to whether the defined sites posed a concern with respect to uncontrolled oil or hazardous materials.

### **2.2 Site Reconnaissance.**

The HWGU performed a field reconnaissance of the area by automobile and foot during April 2003. The primary goal of the reconnaissance was to locate sites identified during the database search and subsequent file review and to look for field evidence of

uncontrolled oil and hazardous materials that did not appear in the data search efforts. A secondary goal of the reconnaissance effort was to gain an understanding of the hydrogeologic conditions of the area.

### 3.0 FINDINGS

#### 3.1 Regulatory File Review

MDOT's HWGU identified ten regulatory files related to oil, waste or hazardous materials within ¼ mile of the proposed development site. Table 1 summarizes the findings and Figure 2 details the locations of the issues most proximal to the proposed development site. The identified locations are defined as follows:

- Five spill sites,
- Three sites with underground storage tanks (USTs),
- One Emergency Response Notification Systems site, and
- One Resource Conservation and Recovery Act hazardous waste generator.

No EPA CERCLIS, NPL, or NPDES or MDHP defined uncontrolled hazardous substances locations were noted to exist within the defined parameters of the assessment.

Table 1 - Summary of Regulatory Files Search

Facility Name	Underground Storage Tanks	RCRA Generator	Spills	ERNS	Uncontrolled Hazardous Substances CERCLIS	NPL
Riley Medical, Inc.		X				
United Parcel Service Mystery	X		X	X		
St. Lawrence & Atlantic Railroad			X			
Eastern Fire Protection Academy/Lewiston Municipal Airport	X		X			

An overview of the above listed environmental issues noted from the file review aspect of the assessment is presented in the following sections.

**3.1.a. Spills.** Five reportable spills within ¼ mile of the proposed development site were discovered. Four of these spills occurred at fixed facilities and were related to the handling and storage of petroleum products. One involved the release of unknown substances from an improperly discarded drum on what may be the subject property.

(MDEP's spill files are unclear relative to the exact location). The approximate locations of these spills are displayed on Figure 2.

The volume of material released from each incident appears to be relatively minor with the largest being a 50 gallon release of petroleum at the UPS facility on Flight Line Drive. MDEP documentation indicates that the five referenced spills were remediated to their satisfaction at the time of response. The HWGU found no evidence that any of the spill sites were still undergoing remediation. Although active remediation is complete, residual-contamination could remain at some of these sites that may affect new construction and worker health and safety.

**3.1.b. Underground Tanks.** Eight underground storage tank registrations were identified within ¼ mile of the proposed development site. Of these, one facility has removed/abandoned their tanks and currently has no active USTs remaining. The other two facilities were noted to have operating USTs used for the management of petroleum related material (see Figure 2).

The USTs that were removed/abandoned were associated with the Eastern Fire Protection Company on Kitty Hawk Avenue. One 2000 gallon diesel tank was removed. Another 2000 gallon fuel tank was abandoned in place. No environmental concerns were noted by MDEP during the removal/abandonment process.

United Parcel Service (UPS) and the Auburn/Lewiston Municipal Airport were noted to maintain active USTs. UPS uses one on site UST for the management of gasoline. The Airport facility lists five USTs as being in operation. Data indicates that the tanks are utilized for the management of petroleum-related material including jet fuel, diesel and gasoline. Both sites are proximal to the proposed development area. However, review of relevant regulatory documents suggests that the USTs at these two facilities have not experienced any reportable releases and are not undergoing any active remediation for oil or petroleum spills.

**3.1.c. RCRA Generators.** One facility was found within ¼ mile of the proposed development site that has been registered as a RCRA hazardous waste generator. The Riley Medical, Inc. facility, located on Kitty Hawk Avenue, is defined as a RCRA small quantity generator. Review of applicable regulatory files note that the facility has experienced some difficulties with relevant regulations. However, no evidence was found during the file review suggesting environmental degradation or that any corrective action was underway at this site.

### **3.2 Site Reconnaissance.**

On April 15, 2003, a site reconnaissance of the proposed development site was performed. The overarching objective of the reconnaissance was to verify the file review data and to garner an understanding of the cultural and hydrogeologic settings of the site area. This exercise proved beneficial in defining and/or further refining the material to

areas of concern. Moreover, the reconnaissance effort provided insight relative to the hydrogeologic issues that may influence subsequent field study.

The reconnaissance noted that the proposed development site is presently undeveloped. Approximately 50 percent of the site area is characterized by open fields and/or recreation area. The remaining wooded portion is comprised of a healthy mix of young, deciduous and coniferous trees. Topography across the area is north to south with a gentle southerly slope. Based on the observed topography, groundwater flow is assumed to parallel the gentle slope and flow in a southerly direction.

Discrete portions of the site have been used for the management of inert fill. One area, measuring approximately 105' by 75' by 6' is comprised of imported sands and gravels intermixed with a minor amount of asphalt. Smaller accumulations of material were also noted. The most notable was the discovery of two 55-gallon drums positioned along the easterly side of the parcel. One drum was observed to be severely rusted. The structural integrity of the other drum was noted to be intact and it was found to contain approximately 10 gallons of an unknown fluid.

The site is located in an industrial park serviced by municipal sewer and water. Developed properties exist to the west (e.g., UPS and Eastern Fire Protection Company) and to the north (e.g., Airport maintenance area). The Airport runway parallels the easterly boundary of the parcel and Kitty Hawk Avenue trends along the southerly most edge of the site.

#### 4.0 CONCLUSIONS

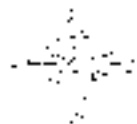
Data collected from the regulatory file review and site reconnaissance efforts has been used to assess whether there exists known or potential environmental issues that could adversely influence the design and subsequent development of the Auburn/Lewiston Intermodal facility. Based on the data, there does not appear to be any significant environmental concerns that would affect site development.

Several surrounding properties proximal to the proposed Intermodal facility have experienced some environmental issues. Although these issues must be thoroughly considered relative to their potential to adversely affect the subsurface conditions of the proposed development area, available data associated with the issues suggest that the type of material involved and the response actions employed lessens the potential impact each may have on the proposed development site.

To ensure that the project design does not promote migration of currently undocumented contamination, protects site workers, and minimizes any long-term liability to the State of Maine, it is recommended that MDOT advance a series of subsurface explorations for contaminants during the detailed design phase and/or early construction phase of the project. This Detailed Site Assessment will assist MDOT to more accurately define impacts, if any, from any of the identified potential concerns.

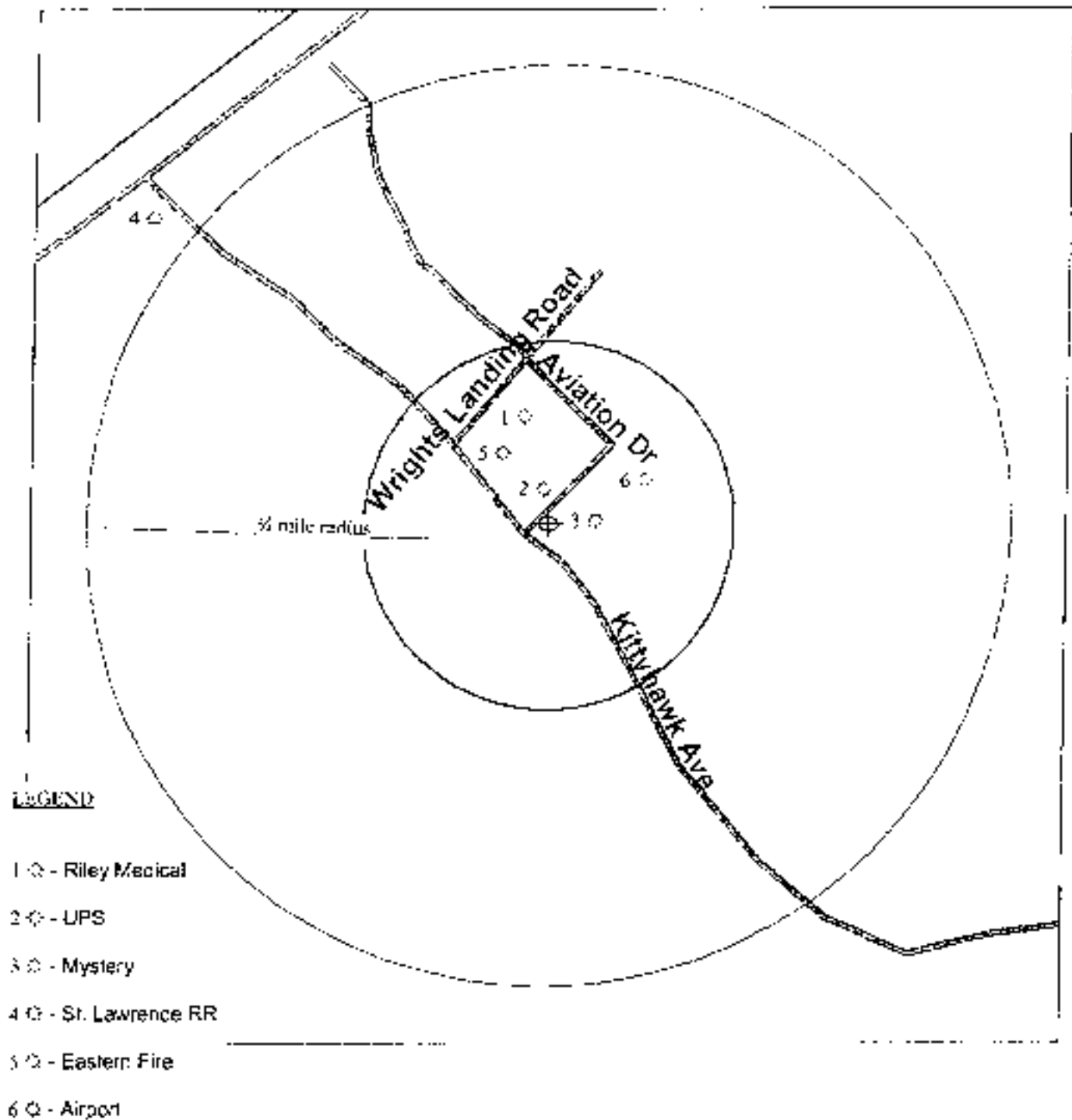
and better estimate project costs associated with any contaminant handling, treatment, and/or disposal.



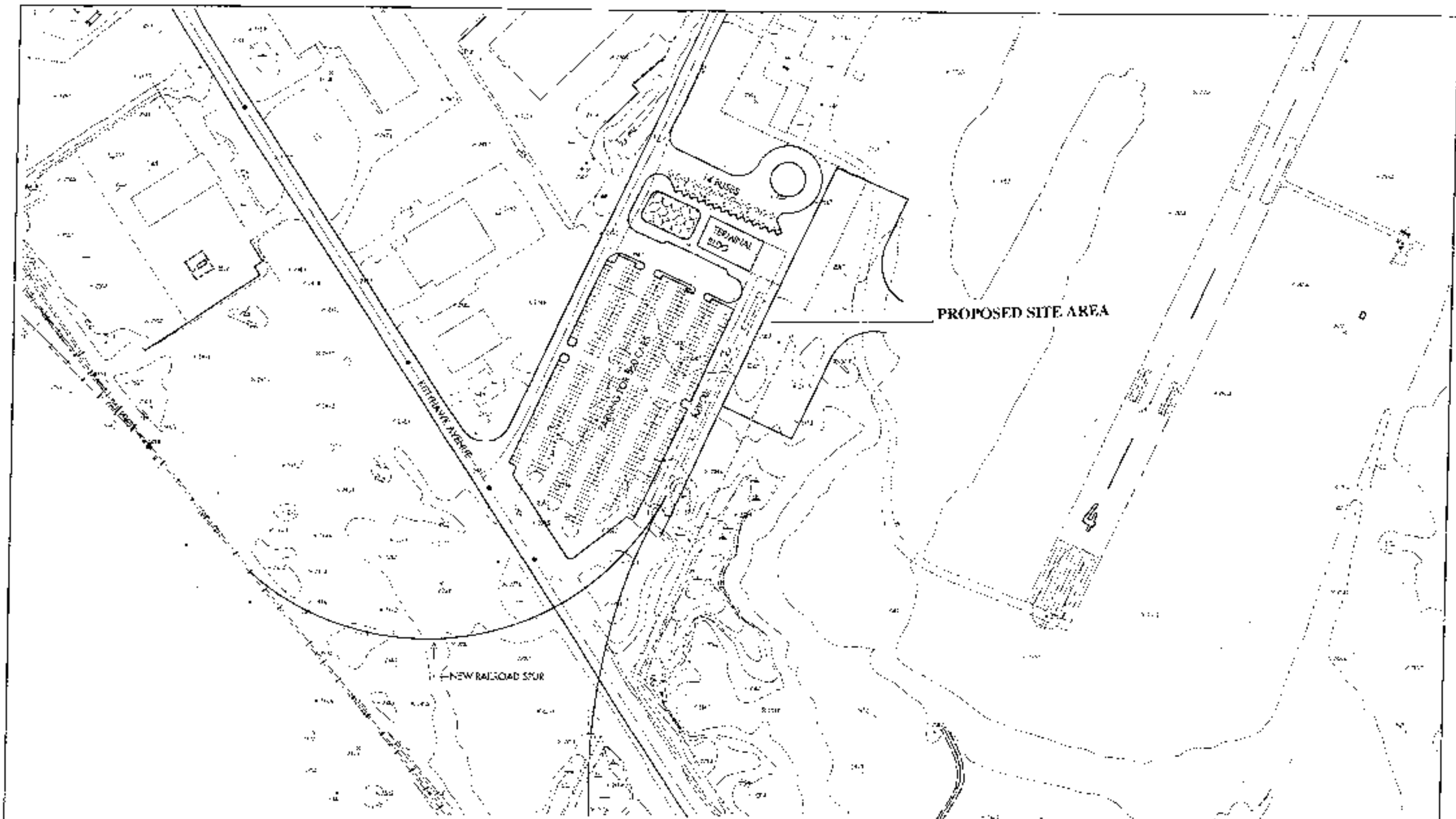


1/20 Mile Radius

FIGURE 2 - LOCATION MAP







Wallace Floyd Design Group

Architecture Landscape Architecture Planning Urban Design



SCALE: 1"=200'

JANUARY 15, 2002

AUBURN/LEWISTON INTERMODAL PASSENGER CENTER  
AUBURN, ME

FIGURE 1 - SITE MAP

SITING STUDY



# **Appendix D Socio-economic Impacts Technical Memorandum**



## **Auburn/Lewiston Passenger Intermodal Terminal**

Technical Memorandum EA-1

**To:** Wallace Floyd Design Group  
**From:** FXM Associates  
**Date:** April 3, 2003  
**Re:** Draft EA Sections: Social and Economic Environment  
Social and Economic Consequences

---

### **Social and Economic Environment**

#### Regional Context

Auburn and Lewiston are twin cities located in the Androscoggin Valley area of central Maine and separated by the Androscoggin River. They were first settled in the late 1700s to take advantage of the river's power for saw mills, grist mills and fulling mills. Several textile mills and a system of canals were added in the mid-1800s, resulting in a doubling of the population in a decade. The railroad arrived in 1870, enabling a substantial migration of French Canadians, which led to further rapid growth and development.<sup>1</sup>

Industrial and population growth continued until the depression years of the 1930s. Competition from the south and abroad led to closing of the textile mills over the past 60 years. Since then, the area's population has gradually declined and the twin cities have been developing new sources of employment and revenue.<sup>2</sup>

Bates College, Central Maine Technical College, Mid-State College, the Lewiston-Auburn campus of the University of Southern Maine and several smaller colleges offer academic and technical programs to educate and train local residents for a changing work environment. They also contribute to the area's economy, cultural diversity and community activities.<sup>3</sup>

The Androscoggin Valley is Maine's second largest population center. Its location on the Maine Turnpike, 35 miles from Portland, places it within a reasonable commuting time to that fast-growing area. Housing costs are considerably lower, and availability considerably higher, in the Auburn/Lewiston area than they are in the Portland area, making the Androscoggin Valley a prime location for residential growth in coming years.

The proposed Auburn Lewiston Passenger Intermodal Terminal would be located adjacent to the Auburn Lewiston Airport at the intersection of Kittyhawk Avenue and Flight Line Road. This area is an active employment center for nearly ten percent of the region's workers.

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<sup>1</sup> Hodgkin, Douglas I., *The Growth of a City, A Brief History of Lewiston* (from Lewiston web site).

<sup>2</sup> Ibid.

<sup>3</sup> Lewiston Auburn Economic Growth Council – Community Overview.

Demographic Profile

*Population*

Total population of the Androscoggin Valley region in 2000 was 103,793, down 1.39 % from 1990. Auburn’s population declined 4.55% from 24, 309 to 23,203 and Lewiston’s population declined 10.23% from 39,757 to 35,690 during the same period. These declines do not reflect a state-wide trend, as the total population of Maine increased 3.83% from 1,227,928 to 1,274,923 between 1990 and 2000. The decline apparently represents a net out-migration of residents. The region and both cities have been recording birth/death ratios on the order of 4:3 in recent years. Area residents may be moving to other areas in search of higher incomes and more diverse employment opportunities. Median age in both the valley and the two cities is slightly lower than the state as a whole, probably due to the number of college students in Lewiston.

	2000 Census	1990 Census	Percent Change	Median Age
United States	281,421,906	248,709,873	13.15%	35.4
Maine	1,274,923	1,227,928	3.83%	38.6
Androscoggin	103,793	105,259	-1.39%	37.9
Auburn	23,203	24,309	-4.55%	38.3
Lewiston	35,690	39,757	-10.23%	37.6

Source: Androscoggin Valley Council of Governments

Approximately two-thirds of the region’s population, including all of the urbanized area of both Auburn and Lewiston, lies within a 15-minute drive of the proposed intermodal terminal; about 12 percent resides within a 5-minute drive of the site.

*Income*

	Median Household Income	Per Capita Income	Families Below Poverty Level	Percent Families Below Poverty Level	Persons Below Poverty Level	Percent Persons Below Poverty Level
United States	\$41,433	\$21,690	6,976,950	6.6%	34,077,004	12.1%
Maine	\$45,179	\$19,533	26,611	5.1%	135,501	10.6%
Androscoggin	\$44,082	\$18,734	2,067	4.9%	11,115	10.7%
Auburn	\$35,652	\$19,942	536	5.5%	2,688	11.6%
Lewiston	\$29,191	\$17,905	776	5.1%	5,159	14.5%

Source: Androscoggin Valley Council of Governments

Median household income in the Androscoggin Valley, at \$44,082, is only slightly lower than Maine as a whole (\$45,179) and, like Maine, is about ten percent higher than the na-



## FXM Associates

tional average of \$41,433. Median household income in Auburn and Lewiston, however, is considerably lower, at \$35,652 and \$29,191, than either the Maine or national median income. Per capita incomes in the two cities, the region and the state are relatively close, ranging from \$17,905 in Lewiston to \$19,942 in Auburn, although all are about ten percent lower than the national average of \$21,690. Nearly 14.5% of Lewiston's population lives below the poverty level, compared to 11.6% in Auburn, 10.6% in Maine and 12.1% nationwide.

### *Education*

Despite the presence of several colleges, a significantly smaller percentage of residents of Lewiston, Auburn and the Androscoggin Valley hold bachelor or higher college degrees than do residents of the state and nation. Nationally, 25.1% of the population holds at least a bachelor degree; in Maine the figure is 22.9%. Only 18.9% of Auburn residents, 14.4% of the valley residents, and 12.6% of Lewiston residents have bachelor degrees or higher. The percentage of high school graduates in Auburn and the Androscoggin Valley is similar to the national average of 81.6%, however, while Lewiston is lower at 72.3% and Maine is higher at 85.4 percent.

	Associate Degree	Bachelor Degree	Graduate Degree	High School Graduates	Bachelor Degree or Higher
United States	11,493,115	28,563,252	15,929,046	81.6%	25.1%
Maine	63,934	129,992	68,968	85.4%	22.9%
Androscoggin	4,638	6,858	3,135	79.8%	14.4%
Auburn	1,115	1,969	1,040	81.2%	18.9%
Lewiston	1,252	2,049	948	72.3%	12.6%

Source: Androscoggin Valley Council of Governments

### *Employment*

#### Non-Farm Employment by Major Industry Group – Lewiston Auburn MSA

Industry Title	1992 Employment	1999 Employment	Change
Services	10,900	14,300	+3,400
Retail Trade	8,000	8,700	+700
Transportation & Utilities	1,400	2,000	+600
Wholesale Trade	1,900	2,400	+500
Finance, Ins. & Real Estate	1,900	2,400	+500
Government	4,600	4,900	+300
Construction	1,500	1,700	+200
Manufacturing	8,000	8,000	0
Total Non-Farm	38,200	44,400	+6,200

Source: Lewiston Auburn Economic Growth Council

## FXM Associates

Non-farm employment in the Lewiston Auburn Metropolitan Statistical Area increased in all major industry groups except manufacturing, which held steady, between 1992 and 1999. This can be seen as an indication of a stable and mature economy that is atypical of most similar areas where manufacturing decreased during the same period. This area did follow the national trend toward increases in service sector, however, as this sector contributed more than half of the total growth in non-farm employment.

Employment by major occupation in Androscoggin County tended to follow national trends during the same 1992-1999 period, with the highest growth occurring in professional and technical positions and the lowest growth in maintenance and production positions.

### Employment by Major Occupation – Androscoggin County 1992-1999

Occupational Title	1992 Employment	1999 Employment	Change
Professional & Technical	6,931	9,008	+2,077
Clerical	5,726	7,442	+1,716
Maintenance & Production	10,452	11,950	+1,498
Service	6,458	7,280	+822
Sales	4,254	4,958	+704
Managers & Administrators	2,317	2,895	+578
Agricultural & Related	143	344	+201
Total Employment	36,281	43,877	+7,596

Source: Lewiston Auburn Economic Growth Council

Employment figures for December 2002 show the State of Maine and the Androscoggin Valley communities, including Auburn and Lewiston, with considerably lower unemployment rates than the nation. Auburn's unemployment rate of 3.4% indicates a relatively tight labor market, compared to 4.5% for Maine and 6.0% for the United States.

	Civilian Labor Force	People Employed	People Unemployed	Unemployment Rate
United States	142,542,000	133,989,480	8,552,520	6.0%
Maine	684,017	653,236	30,781	4.5%
Androscoggin	59,837	57,264	2,573	4.3%
Auburn	13,261	12,810	451	3.4%
Lewiston	21,305	20,453	852	4.0%

Source: Androscoggin Valley Council of Governments

The Lewiston Auburn Economic Growth Council lists 64 companies with 100 or more employees in the twin cities as of October 12, 2002. Of these, only two have more than 1000 employees and six more have between 500 and 1000. With a total employment base close to 35,000 the area obviously has many small employers.

## FXM Associates

There are an estimated 49,236 employees working in 3,363 establishments within a 15-minute drive time of the proposed Auburn Lewiston Passenger Intermodal Terminal.<sup>4</sup> This area includes all of the urbanized areas of both Auburn and Lewiston, and about two-thirds of the population of the Androscoggin Valley. Within a smaller 5-minute drive time, there are an estimated 2,996 employees working in 94 establishments. This area includes only the immediate neighborhood within a few miles of the Auburn Lewiston Airport.

### Land Use

Outside of the densely developed urban centers of both Auburn and Lewiston, land use is predominantly rural, even within the city limits. Lewiston's population density, for example, is only 1,019 persons per square mile, about half the density of Cumberland County, which includes Portland and its metropolitan area. Neither Auburn nor Lewiston has experienced the levels of suburban development recently seen around Portland.

The area within one-half mile of the proposed project site is almost exclusively industrial and commercial in use. The site is located in the Airport Industrial Park, which includes more than 18 industrial, transportation and distribution companies employing more than 740 persons<sup>5</sup>. To the east on Kittyhawk Avenue are the Kitty Hawk Industrial Park, a 96-unit apartment complex and an office park. Less than a mile away on Hotel Road is the Proctor & Gamble Tambrands factory, the region's seventh largest employer.<sup>6</sup> Gates Formed-Fibre Products and International Paper Company, which employ more than 600 persons, are located on Washington Street, at the end of Kittyhawk Avenue, within 1.5 miles of the site.

### Zoning

The site location, and all land within a one-mile radius of the site within the City of Auburn, is zoned Industrial (ID). The proposed use is allowed under existing zoning, although the suggested restaurant and convenience store within the Passenger Intermodal Terminal may need approval by the Planning Board of a Special Exception. Minimum lot size is 150 wide by 250 feet deep, and not more than 40 percent of the lot area may be covered by buildings. Maximum allowed building height is 75 feet. Parking and loading, landscaping, sign and yard requirements also apply. Since a commuter parking lot is a key element of the proposed use, minimum required parking will not be an issue. At least ten percent of the parking lot area must be landscaped in accordance with the zoning ordinance. Where the principal use requires access to a railroad, the yard requirements are disregarded for the side of the building adjacent to railroad track. The engineering requisites for a safe and properly designed siding and building setback acceptable to the railroad take precedence.<sup>7</sup>

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<sup>4</sup> Source: Claritas, Inc. Site Reports

<sup>5</sup> Multisystems, *Intermodal Terminal Demand Forecast*, September 2001.

<sup>6</sup> Source: Lewiston Auburn Economic Growth Council.

<sup>7</sup> City of Auburn *Zoning Ordinance*.

## **Social and Economic Consequences**

### Consistency with State and Local Economic Development Plans

Project proponents include the Maine Department of Transportation and the Androscoggin Valley Council of Governments. The Auburn Lewiston Intermodal Terminal was conceived as a project to further the goals of State and local plans and policies on land use and growth. It is also consistent with, and possibly exempt from, local land use zoning. The stated intent of the project is to enable Androscoggin Valley residents to commute to the Portland area conveniently and economically, and to enable vacationers and businesspeople from Montreal to access the Valley by rail. It is evident from the demographic statistics, however, that the proposed terminal and related commuter rail and bus services will also enable and encourage workers from the Portland area to commute to jobs in the Auburn/Lewiston area.

As a transportation project designed to connect the railroad and bus routes with the airport and automobile traffic, the proposed intermodal terminal will further several transportation goals of state and local plans. It will encourage bus and rail use, reduce automobile commuting, and expand the geographical area of employment available to residents of the region. It may also increase tourism in the region via the proposed rail connection between Montreal and Portland, which would stop at this terminal. Maine DOT's plan to relocate Exit 12 of the Maine Turnpike from Washington Street to Kittyhawk Avenue is crucial to the success of the proposed intermodal terminal, as it will give the terminal more direct access to the Turnpike.

### Public facilities

Public facilities impacted by the proposed project include the Auburn Lewiston Airport and the water, sewer and other utilities serving the site. This area is currently served by public water and sewer utilities that have adequate capacity for the proposed use. The Airport now serves private and corporate general aviation aircraft, but does not have scheduled service by any airline. Construction of the proposed intermodal terminal adjacent to the airport could encourage increased use of the facility and eventual service by scheduled regional carriers connecting to Portland, Manchester, Boston (Logan International) and other hub airports.

### Property Values

The proposed intermodal terminal would not displace any existing housing, nor would it adversely affect accessibility or market value of any housing. It may, however, encourage more rapid development of new housing in the surrounding area and increase housing values in nearby neighborhoods. The median value of existing single-family homes in Auburn and Lewiston currently falls in the range of \$70,000 to \$100,000. This is less than half the median value of similar housing in Cumberland County or the Brunswick area. Initiation of commuter rail service typically results in an increase in demand and market value of housing in the area it serves. The housing and industrial development potential of the Auburn Lewis-

ton area, and its close approximation to Portland, are likely to be enhanced with completion of the intermodal terminal and institution of commuter rail service.

### Social Impacts

The proposed Auburn Lewiston Passenger Intermodal Terminal will neither displace any existing housing nor disrupt any existing neighborhoods. It will therefore not create changes in neighborhood cohesion for any social groups or established neighborhood patterns. It may, however, create opportunities to improve employment, housing and social interaction among currently disadvantaged social groups in the region.

The proposed terminal will offer opportunities for changes in travel patterns and accessibility for all modes, including bicycles and pedestrians. It is likely to most affect the automobile/bus connection, creating a choice for drivers to leave their cars in a secure lot and travel by bus. With the institution of regularly schedule rail service, the proposed terminal will also become a hub for the automobile/train connection. Eventually, with the potential initiation of scheduled air service, the proposed terminal could connect all modes of passenger travel with each other. Its location within an established industrial area offers the opportunity for workers in the neighborhood to walk between the terminal and their place of business. Walking is currently a popular lunch hour activity for persons working in the adjacent industrial park.

### Secondary Social and Economic Effects

Since the proposed project will not displace any households or businesses, nor by itself generate new growth and development, there are not likely to be measurable direct impacts on schools, recreation areas, churches, businesses, police and fire protection resulting from construction of the proposed facility. There may, however, be secondary impacts resulting from institution of commuter rail service through the proposed terminal.

Land use beyond the neighboring industrial and office development is more rural than suburban in appearance and population density. The region's apparently tight labor market, relatively low housing costs, proximity to Portland and ample supply of developable land are likely to encourage increased development, both commercial and residential, over the next ten to twenty years. Construction of the proposed intermodal terminal is likely to facilitate this development within its immediate vicinity. Several vacant parcels in the Airport Industrial Park abut the proposed terminal site and could become attractive sites for hotel and office development over time. Increased industrial and commercial development around the terminal is likely to lead to additional residential development in the surrounding area.

As a transportation improvement project designed to shift travelers away from cars and into buses and trains, the proposed passenger intermodal terminal would likely have a positive impact on highway and traffic safety as well as on overall public safety. By providing an alternate means of travel between Portland and Auburn, the proposed commuter rail service that would utilize the proposed intermodal terminal would reduce automobile use on the

Maine turnpike by an estimated 2000 vehicle trips per day. This estimate is based upon traffic projections made by Multisystems for commuter traffic through the terminal in year 2011, and assumes two one-way vehicle trips per day for each rider projected to use the commuter rail daily.

No identified social groups will be harmed by this project. It will neither displace any housing or businesses, nor disrupt any established neighborhoods. General social groups that would be specially benefited by the proposed project include the elderly, handicapped, non-drivers, transit-dependent and minority and ethnic groups. By providing a central connecting point for intercity buses, local transit buses, commuter rail, intercity rail, general aviation and automobile drivers, the proposed Auburn Lewiston Passenger Intermodal Terminal would greatly expand transportation options for all of these groups. It should be especially useful to low-income and newly-arrived minority group members, who have settled in Auburn and Lewiston because of the availability of affordable housing, to commute to the Portland area for a wider choice of job opportunities.

### Economic Impacts

#### *Impacts on Regional and Local Economy*

The proposed project will facilitate connection of the Androscoggin Valley with the economically thriving Portland metropolitan area. Portland's economic prosperity has resulted in higher costs and lower availability of housing. New development in suburban areas of Cumberland County has resulted in similar pressures on housing, as well as increased traffic and shortage of developable parcels for industrial and commercial uses. Existing housing and available land are both abundantly available in the Androscoggin Valley, only 35 miles north of Portland. Construction of the proposed passenger intermodal terminal will provide Valley residents with a convenient and economical connection to the Portland area by bus and train.

#### *Development*

The commuter rail service that is dependent upon construction of the proposed project will make the Androscoggin Valley attractive to persons who are being squeezed out of the Portland area by the high cost of housing in that area. Population growth in the Auburn Lewiston area could encourage rehabilitation of existing sub-standard housing as well as construction of new housing. It may also lead to new commercial and industrial development, as developable land is more readily available and less expensive than sites in the Portland area.

#### *Tax Revenues and Public Expenditures*

New development will bring new tax revenues to the affected communities. Tax revenues from new development are likely to be higher per unit than from existing development because the newer facilities will have a higher value. Public services, especially water, sewer

and other public works, as well as schools, social services and public safety, including police and fire protection, will have to expand to serve new development. It is important for Androscoggin Valley communities to plan now to assure that need for new services does not outrun revenues required to provide those services.

*Employment Opportunities*

Employment opportunities in the Auburn Lewiston area are likely to expand in three ways: Residents of the Auburn Lewiston area will have improved access to employment in the Portland area; residents of the Portland area will have improved access to employment in the Auburn Lewiston area; and new development will bring expanded employment opportunities to the Androscoggin Valley region. Regions with relatively low unemployment, such as Auburn, will tend to attract workers from other areas in Maine where the unemployment rate is higher.

*Accessibility*

The primary purpose of the proposed passenger intermodal terminal is to improve accessibility within the Androscoggin Valley and between the Valley and other areas, including Portland and possibly Montreal. Although Auburn and Lewiston are connected to Portland by the Maine Turnpike, commuting to the Portland area by public transit is less convenient for local residents who do not have automobiles or who cannot afford the cost of a daily commute by car.

*Retail Sales*

There are few retail outlets within two miles of the proposed site. Construction of the proposed Auburn Lewiston Passenger Intermodal Terminal, and institution of commuter bus and rail services, could encourage new retail development in the area. Total retail trade potential within a five-minute drive of the proposed site is close to \$22 million per year, nearly all of which is currently spent outside of the immediate area. Sales leakage currently includes food stores (\$3.8 million), general merchandise (\$2.9 million), eating and drinking places (\$1.4 million) and hardware, lumber and garden stores (\$1.0 million).<sup>8</sup>

*Impacts on Existing Highway-related Businesses*

There are only two highway-related businesses within two miles of the proposed site, a gas station and hotel on Washington Street (Route 202). The proposed intermodal terminal is likely to draw increased traffic past these businesses. New highway-related businesses are also likely to develop because of the location of the terminal. Retail trade potential for gas stations within a five minute drive of the proposed terminal, for instance, is currently \$1.2

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<sup>8</sup> Source: Claritas, Inc. Site Reports, March 2003

million per year and served by one outlet.<sup>9</sup> This potential market will increase with traffic attracted by the intermodal terminal.

*Impacts on Established Business Districts*

The location of the proposed terminal is far enough from existing retail areas in Auburn and Lewiston that it would not be likely to compete with those areas, but would expand the local retail outlets available to residents and employees of new and existing developments in the vicinity of the airport. Established businesses within the Airport Industrial Park and other industrial and office parks along Kittyhawk Avenue could see positive impacts from increased traffic and development in the area. Downtown business districts are not likely to be directly affected, but may see long-term improvements from increased development and population growth within the area.

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<sup>9</sup> *ibid.*