



Memorandum

To: Patricia Quinn, Executive Director
Northern New England Passenger Rail Authority
75 W Commercial Street, Suite 104
Portland, Maine 04101

Date: 1/21/2026
Project #: 55095.21

Re: NNEPRA Downeaster Portland Train Station Relocation – Site 2 vs. Site 3 Cost Comparison

Background

As part of the Portland Station Relocation project, the Northern New England Passenger Rail Authority (NNEPRA) reviewed three potential sites for relocating the Portland Station. Site 1, located north of the Congress Street grade crossing, was removed from further consideration due to significant operational and safety challenges associated with that location. Site 2 is located approximately 1,000 feet south of the Congress Street grade crossing, immediately north of the existing MaineHealth parking garage on St. John Street. Site 3 is located approximately 2,300 feet south of the Congress Street grade crossing, between St. John Street and the Mercy Hospital campus, and south of the railroad switch to the Mountain Division. NNEPRA's preferred alternative is Site 3, as documented in the Portland Train Station Relocation Planning Report (December 2024).

[https://www.nnepra.com/wp-content/uploads/2025/08/2024-12-5-NNEPRA-PTS-Relocation-Site-Alternatives-Analysis-Summary-Report.FINAL .pdf](https://www.nnepra.com/wp-content/uploads/2025/08/2024-12-5-NNEPRA-PTS-Relocation-Site-Alternatives-Analysis-Summary-Report.FINAL.pdf).

Cost Comparison

This memorandum presents a comparison of the conceptual level opinion of probable project costs for a station located at Site 2 versus a station located at Site 3. The concept layouts utilized to inform these estimates are referenced in this analysis and attached to this memorandum. The costs presented in this memorandum are informed by PCM Company of Portland, Maine, a professional cost estimator that developed an estimate of construction cost for the station building and abutting improvements, along with CSX and VHB for rail and site improvements based on conceptual level planning inputs, as described in Table 2.

Costs have been adjusted to the year of anticipated expenditure by applying an inflation cost factor of 3% per year adjusted by line item to the year of anticipated expenditure (2027 design/acquisition, 2029 construction midpoint, 2030 project completion) for most tasks. For the station construction cost (Task 3.1 in Table 1), PCM has applied a custom factor for inflation within their estimate. Future refinement of costs will occur as the project proceeds with refined design plans, including future phases of schematic design, design development, and construction documents; however, the relative difference of costs between the two sites is identifiable at this phase of project planning.

Table 1 – Portland Station Relocation Cost Comparison for Site 2 vs. Site 3

Portland Station Relocation - Project Cost Comparison - Site 2 vs. Site 3		
Task/Subtask	Site 2 Estimated Cost *	Site 3 Estimated Cost *
Task 1 - Project Administration and Management	\$550,000	\$550,000
Total Estimated Cost - Task 1	\$550,000	\$550,000
Task 2 - Final Design		
- Task 2.1 - Final Design	\$7,260,000	\$5,250,000
- Task 2.2 - Construction Engineering	\$9,070,000	\$6,560,000
Total Estimated Cost - Task 2	\$16,330,000	\$11,810,000
Task 3 - Relocate Station		
- Task 3.1 - Station Relocation Construction (PCM)	\$33,800,000	\$33,800,000
- Task 3.2 - Property Acquisitions and/or Easements**	\$1,960,000	\$4,040,000
- Task 3.3 - Parking Garage Structure	\$12,550,000	\$0
- Task 3.4 - Additional Site 2 Specific Costs	\$790,000	\$0
Total Estimated Cost - Task 3	\$49,100,000	\$37,840,000
Task 4 - Associated Track and Signal Work		
- Task 4.1 - Track Improvements	\$5,070,000	\$5,070,000
- Task 4.2 - Signal Improvements	\$4,840,000	\$4,840,000
- Task 4.3 - Station Track + Grade XING Warning System	\$3,380,000	\$0
Total Estimated Cost - Task 4	\$13,290,000	\$9,910,000
Task 5 - Project Closeout - Final Performance Report	\$60,000	\$60,000
Total Estimated Cost - Task 5	\$60,000	\$60,000
	Site 2 Project Cost Total	Site 3 Project Cost Total
	\$79,330,000	\$60,170,000

*Assumes 3% inflation per year adjusted by line item to year of anticipated expenditure (2027 design/acquisition, 2029 construction midpoint, 2030 project completion), except for Task 3.1 station construction cost, as PCM has applied a custom factor for inflation for those construction costs within their estimate.

**Task 3.2 does not include costs associated with anticipated eminent domain litigation associated with Site 2.

Table 2 - Cost Descriptions by Task

Task 1 - Project Administration and Management	Costs associated with NNEPRA's administration and management of the project; costs are the same for both Site 2 & Site 3, escalated to 2028 dollars (midpoint of project)
Task 2.1 - Final Design	Assumes 12% of construction cost for design engineering (typical of MaineDOT Projects); no escalation applied directly to this Task as this is a % of construction cost
Task 2.2 - Construction Engineering	Assumes 15% of construction cost for construction engineering (typical of MaineDOT Projects); no escalation applied directly to this Task as this is a % of construction cost
Task 3.1 - Station Relocation Construction (PCM)	New station construction costs (building + platforms) along with site improvements associated with station construction. Estimate developed by PCM (updated November 2025) with escalation/inflation and contingency factors built into estimate. Same cost carried for both sites (Site 2 & Site 3).
Task 3.2 - Property Acquisitions and/or Easements	Property acquisition estimate for land and building acquisitions based on 2025 Portland Assessor values with certain premiums and relocation costs applied to generally follow MaineDOT acquisition guidance, escalated to acquisition year of 2027.
Task 3.3 - Parking Garage Structure	Based on market input from local Construction Management firm(s), assumes \$50k / space for precast garage, escalated to 2029 dollars. Only applies to Site 2.
Task 3.4 - Additional Site 2 Specific Costs	Site 2 has certain site-specific costs that were not carried in Task 3.1, specifically access improvements to St John (2 locations) w/ an ADA lift at south access, plaza sidewalk improvements along storefronts, fence along CSX ROW (no fence at Site 2; fence exists at site 3), reconstructed existing stormwater storage system, and driveway improvements at jail. Costs estimated by VHB and escalated to 2029 dollars.
Task 4.1 - Track Improvements	Offsite track improvements were identified by CSX to allow for increased efficiency and safety of freight and passenger rail operations to allow for a station on the main line. The costs for these improvements were estimated by CSX and escalated to 2029 dollars and are the same scope/costs applied for a station at Site 2 and Site 3.

Task 4.2 - Signal Improvements	Offsite signal improvements were identified by CSX to allow for increased efficiency and safety of freight and passenger rail operations to allow for a station on the main line. The costs for these improvements were estimated by CSX and escalated to 2029 dollars and are the same scope/costs applied for a station at Site 2 and Site 3.
Task 4.3 - Station Track + Grade XING Warning System	A station at Site 2 would require 1,800 linear feet of station track which would cross Congress Street, replacement of the physical crossing gate / signal hardware at Congress Street, and an Automatic Highway Grade XING Warning System for the signal at Congress Street, along with switches and other rail equipment. The costs for these improvements were estimated by the VHB Transit & Rail group and only apply to Site 2. These costs were escalated to 2029 dollars.
Task 5 - Project Closeout - Final Performance Report	Costs associated with NNEPRA's closeout of the project; cost is the same for both Site 2 & Site 3 and escalated to 2030 project completion

Conclusion

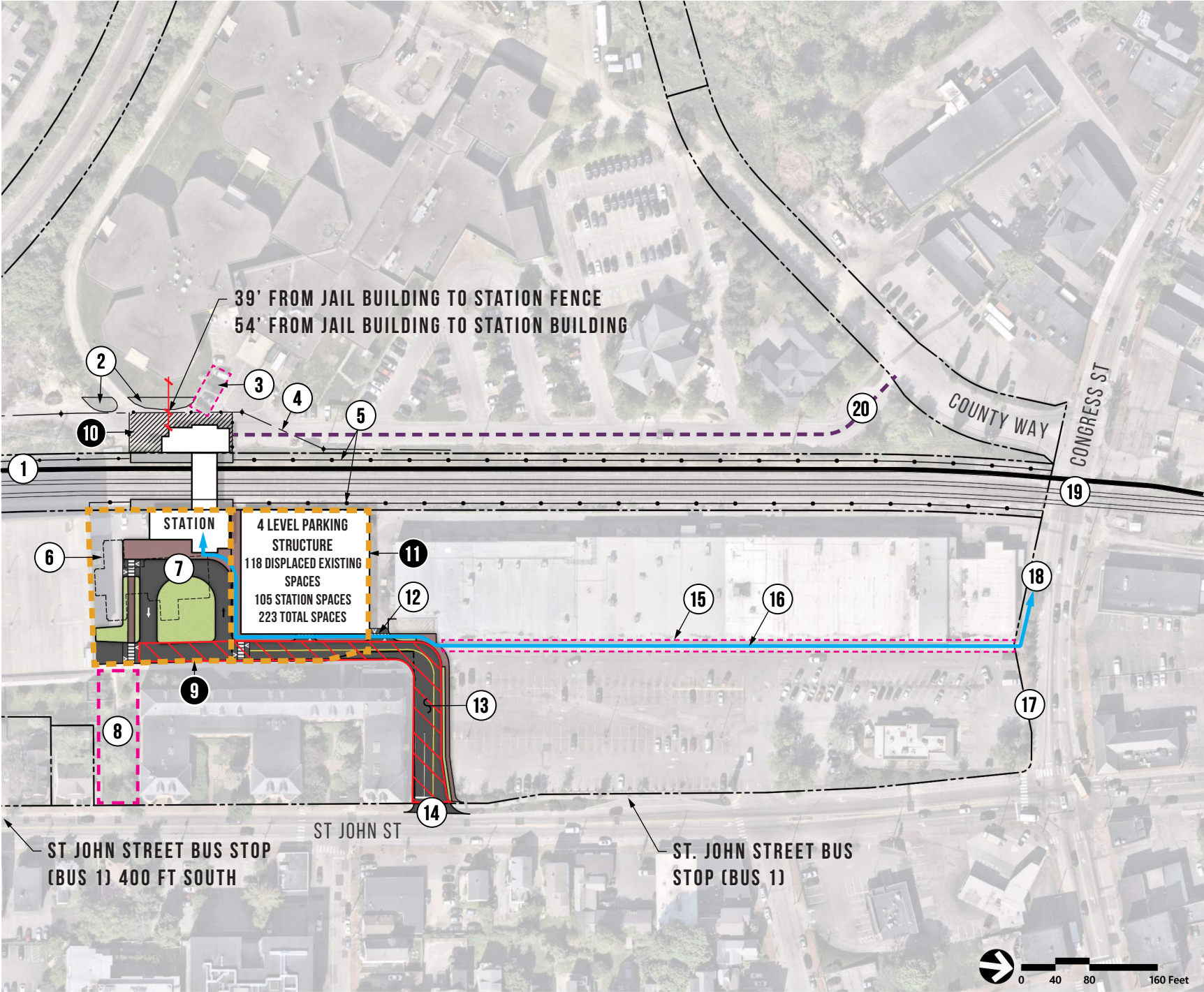
Constructing a station at Site 2 will cost approximately \$19M more than constructing a station Site 3, or a 32% higher overall project cost. The higher project cost for a station at Site 2 is due to station track and crossing improvements, and a need to construct structured parking at Site 2, along with several other site-specific items as described under Task 3.4 in Table 2.

Attachments:

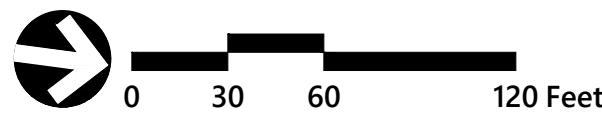
- Site 2 Conceptual Station Layout
- Site 3 Conceptual Station Layout

SITE 2

- 1 Proposed station track
 - 2 Reconfigure existing driveway for access to jail perimeter road and maintenance drive
 - 3 Relocate County Jail parking spaces
 - 4 Relocate overhead utilities
 - 5 Chainlink fence along CSX right-of-way (ROW)
 - 6 Reconstruct existing underground stormwater facility
 - 7 Passenger drop off
 - 8 Access Improvements to St John St including ADA lift/elevator
 - 9 Property Acquisition from 222 St John St (Cowcatcher LLC): 32,600 SF
 - 10 Property acquisition from County ~5,720 sf
 - 11 Property Acquisition from 966 St John St (MMC Realty Corp): 27,000 SF
 - 12 Maintenance access to back of plaza
 - 13 MMC shuttle access intermixed with station access
 - 14 Primary vehicular access point and pedestrian sidewalk
 - 15 Pedestrian access improvements (driveway / parking impacts)
-
- Existing plaza has constrained pedestrian & vehicle access thru this corridor
- 16 Travel length from Congress St. bus stop ~1,200 feet
 - 17 Potential restriction to right turn in traffic from Congress St.
 - 18 Congress and Union Square Plaza bus stop (Bus 1, 7 & 9B)
 - 19 Congress St. grade crossing modifications (signal upgrades + 3rd track)
 - 20 Easement or access agreement for maintenance and emergency access/egress



Site 3



SHEET NUMBER	PORTLAND TRAIN STATION PORTLAND STATION RELOCATION	PROJECT INFORMATION		
		DATE	12/16/2024	
		DESIGNER	VHB	
		RAILROAD OWNER	CSX	
		REVISIONS 1		
		REVISIONS 2		
		REVISIONS 3		
		REVISIONS 4		
		REVISIONS 5		
		PROJECT COMPLETION DATE		
NNEPRA DOWNEASTER PORTLAND TRAIN STATION RELOCATION PROJECT PORTLAND, MAINE				