

Portland North Small Starts Alternatives Analysis

Coordination Meeting
June 15, 2009



AECOM

Agenda

- Introductions
- Summary of Project
- Station Issues (Feedback)
- Summary of Small Starts Process
- Preliminary Screening Criteria (Feedback)
- Other Issues

Overview of Alternatives

- Three service alternatives

- Yarmouth
- Brunswick (Bath)
- South Auburn (Lewiston)

- Three route alternatives:

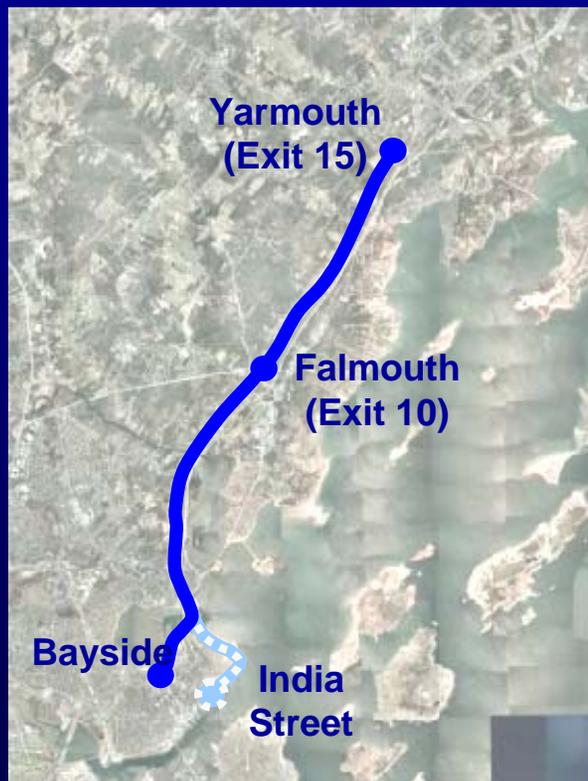
- Saint Lawrence and Atlantic Railway (SLR)
- Pan Am Railway
- Express Bus

- Five Portland terminal alternatives:

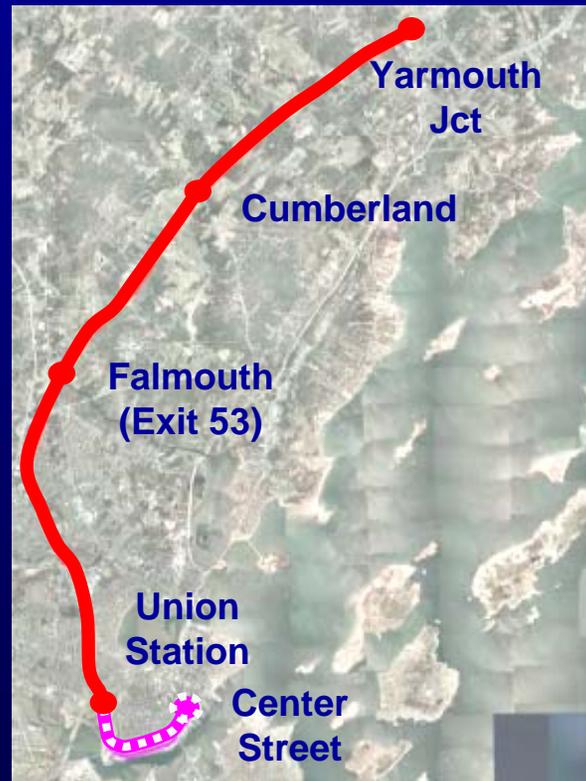
- Bayside (SLR)
- India Street (SLR)
- Union Station (Pan Am)
- Center Street (Pan Am)
- Monument Square (Express Bus)

Yarmouth Service

SLR



Pan Am

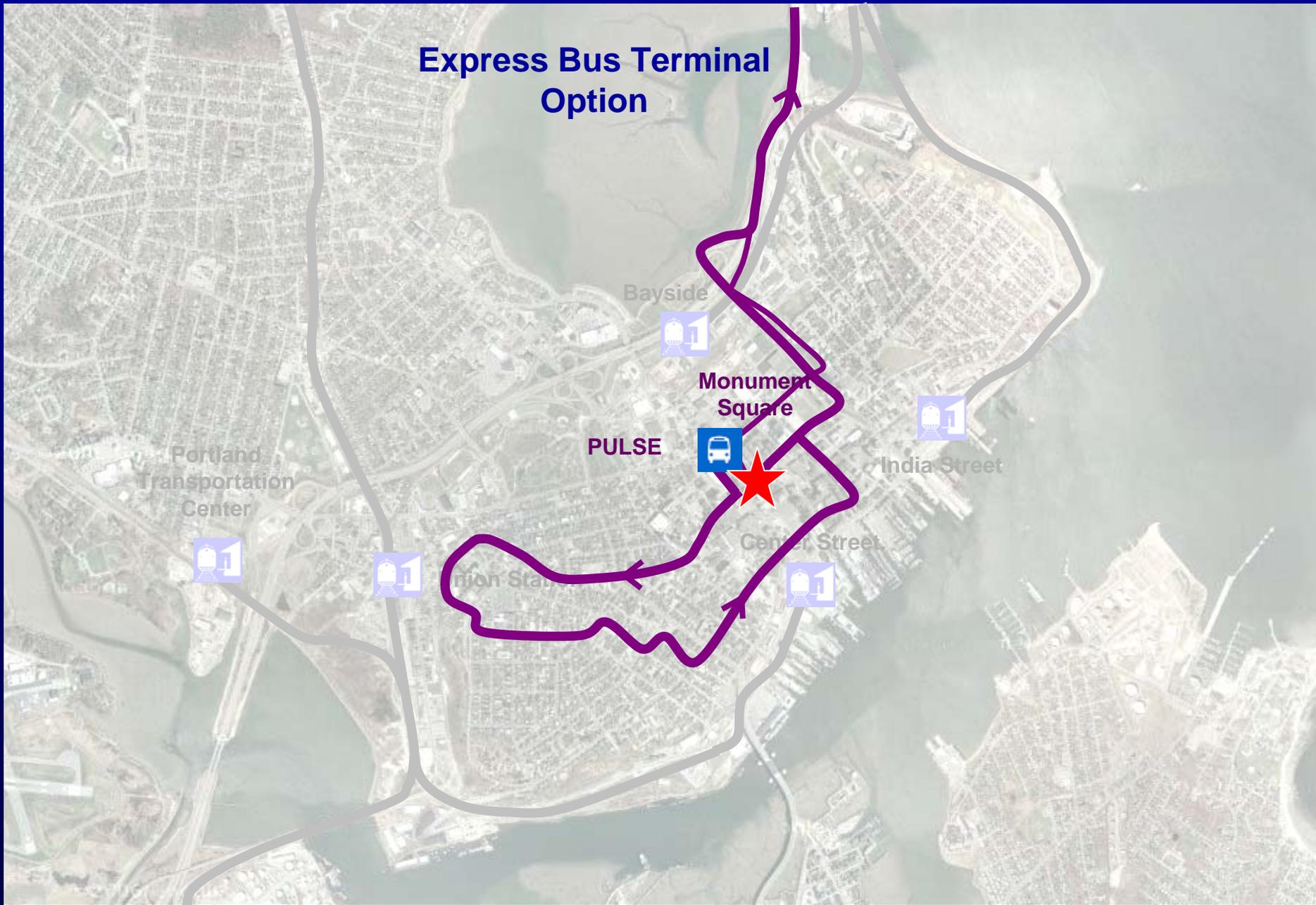


Express Bus





Express Bus Terminal Option



Portland Transportation Center

Bayside

Monument Square

PULSE

India Street

Center Street

Union Station

Yarmouth Service Statistics

- 22 Roundtrips per Weekday
- Service Headways
 - 30 minute peak
 - 60 minute offpeak
- First trip arrives Portland: 6:45 AM
- Last trip departs Portland: 10:55 PM

SLR Service to Yarmouth

Stops

- Yarmouth
- Falmouth
- Portland (Bayside or India Street)

Yarmouth to Bayside: 17 minutes

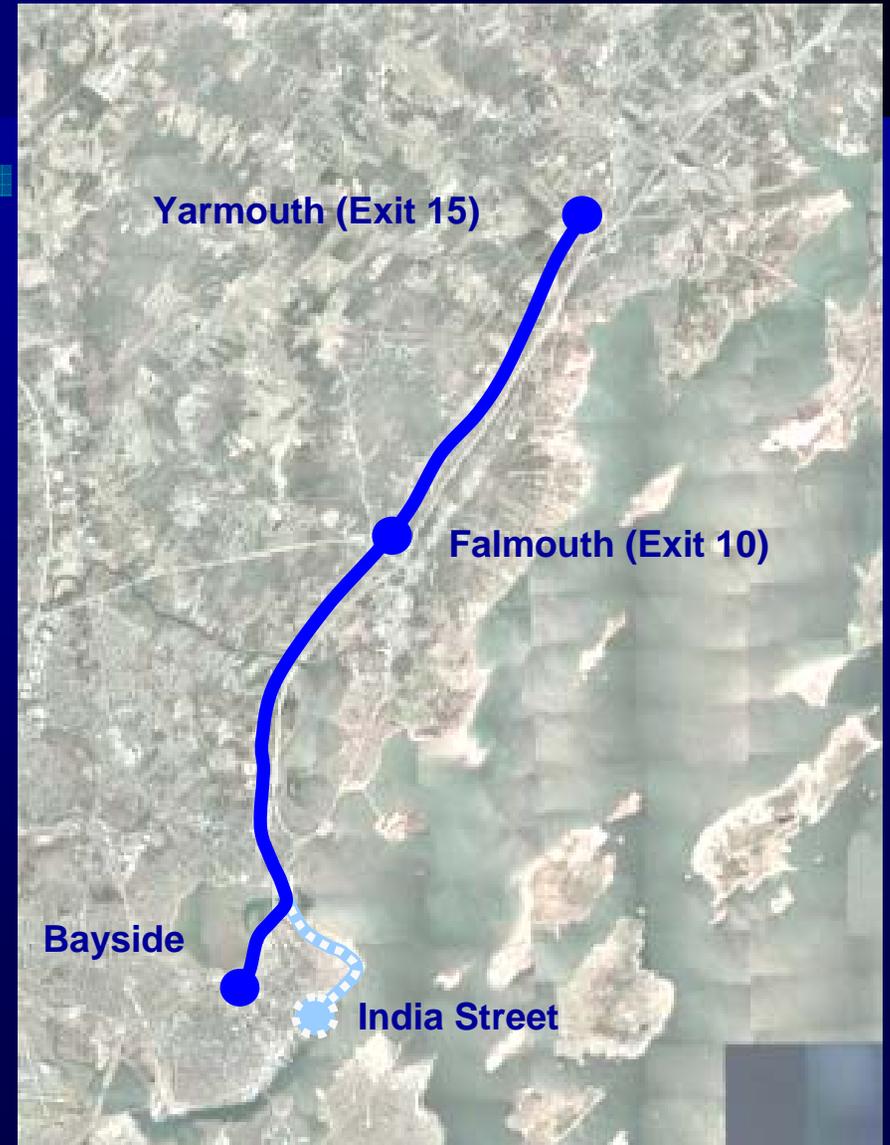
Yarmouth to India Street: 18 minutes

9.3 miles to Bayside

10.1 miles to India Street

Required Infrastructure Upgrades

- Reconstruct Union Branch
- Build new bridge over Back Cove
- Rebuild SLR Main



Pan Am Service to Yarmouth

Stops

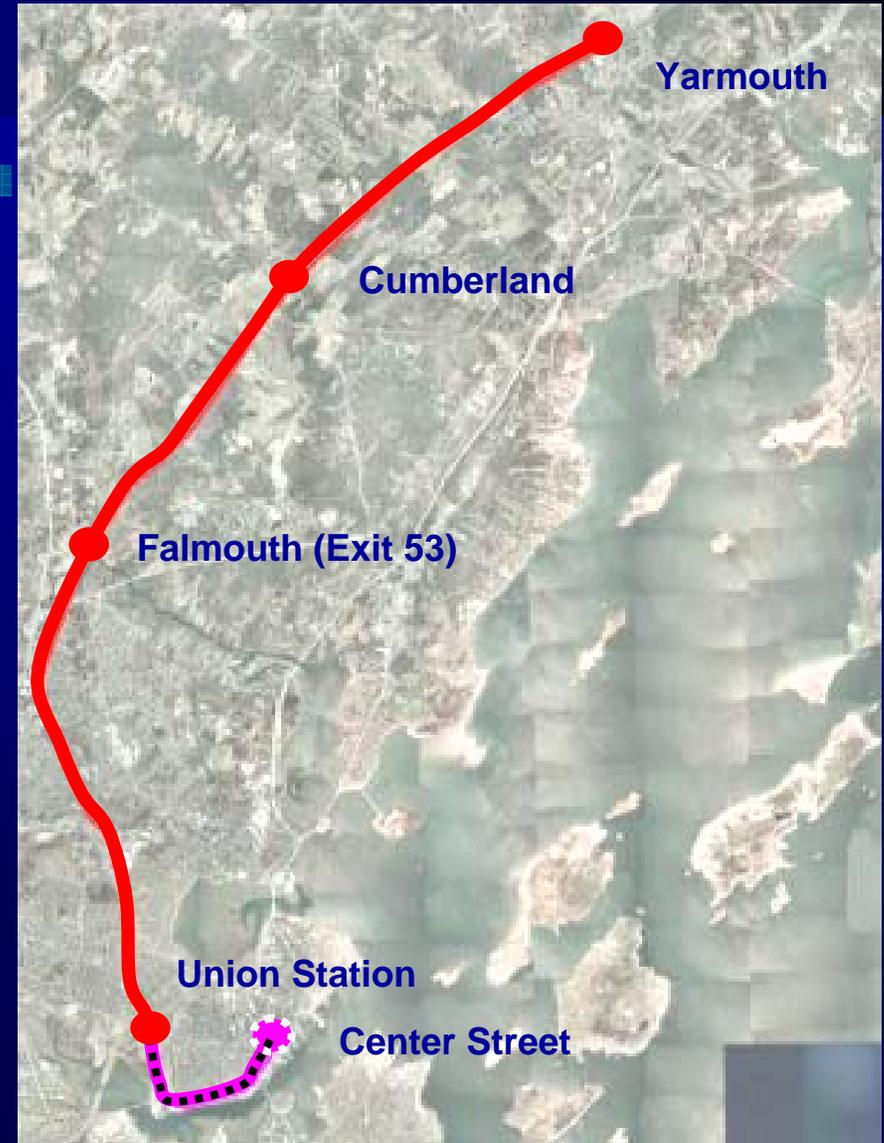
- Yarmouth Jct
- Cumberland
- Falmouth
- Portland (Union Station or Center Street)

Yarmouth Jct to Union Station: 20 min
Yarmouth Jct to Center Street: 26 min

13.5 miles to Union Station
15.6 Miles to Center Street

Required Infrastructure Upgrades

- Upgrades to Pan Am Freight Main and Commercial Street



Express Bus Service to Yarmouth

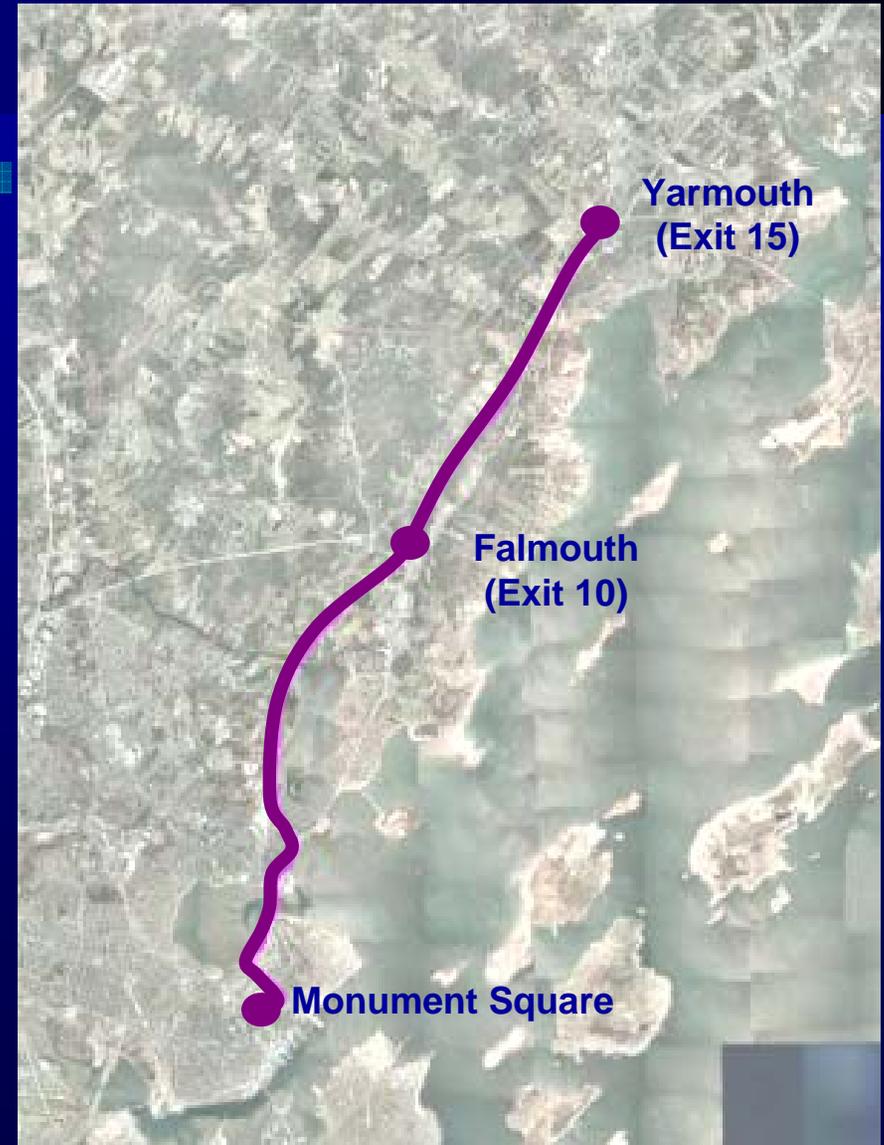
Stops

- Yarmouth
- Falmouth
- Monument Square

10.4 miles to Monument Square

Operate on shoulders where available

Downtown Distribution loop

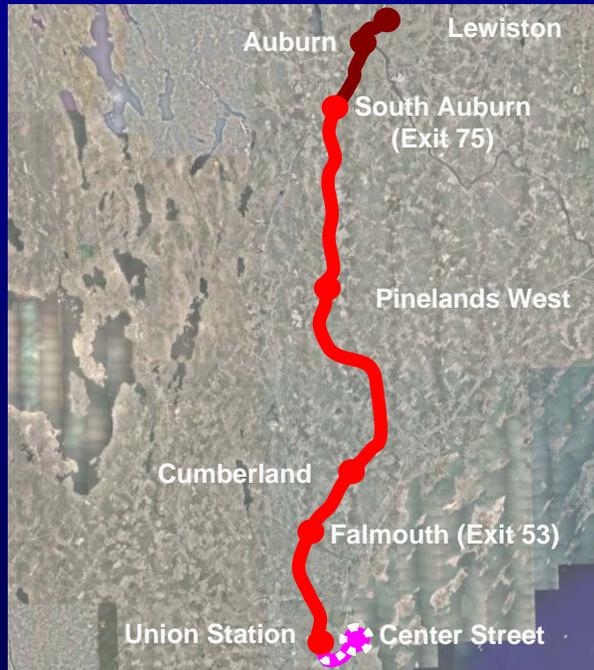


Auburn Service

SLR



Pan Am



Express Bus



Auburn Services

- 22 Roundtrips per Weekday
- Service Headways
 - 30 minute peak
 - 60 minute offpeak
- First trip arrives Portland : 6:45 AM
- Last trip departs Portland: 10:55 PM

SLR Service to Auburn Intermodal

Stops

- Auburn Intermodal
- Pinelands East
- Yarmouth
- Falmouth
- Portland (Bayside or India Street)

Auburn Int. to Bayside: 42 minutes

Auburn Int. to India Street: 43 minutes

27.9 miles to Bayside

28.7 miles to India Street

Required Infrastructure Upgrades

- Reconstruct Union Branch
- Build new bridge over Back Cove
- Rebuild SLR Main



Pan Am Service to South Auburn

Stops

- South Auburn
- Pinelands West
- Cumberland
- Falmouth
- Portland (Union Station or Center Street)

South Auburn to Union Station: 37 minutes
South Auburn to Center Street: 43 minutes

30.1 miles to Union Station
32.2 miles to Center Street

Required Infrastructure Upgrades

- Upgrades to Pan Am Freight Main and Commercial Street



Express Bus Service to South Auburn

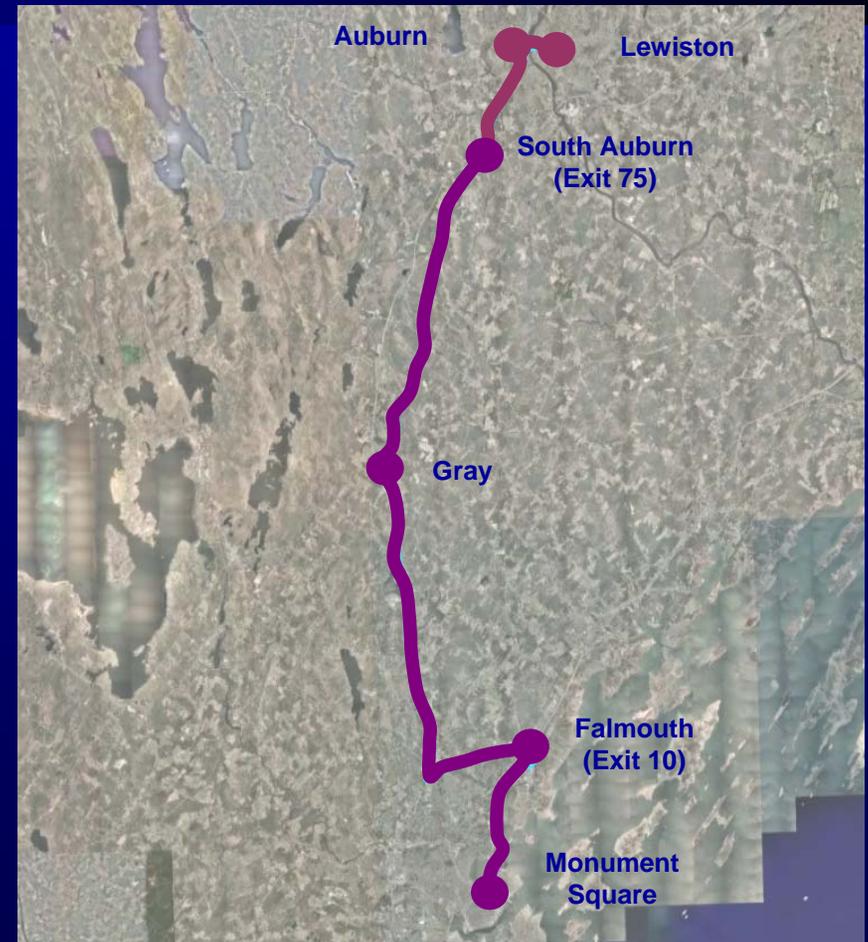
Stops

- South Auburn
- Gray
- Falmouth
- Monument Square

34.6 miles to Monument Square

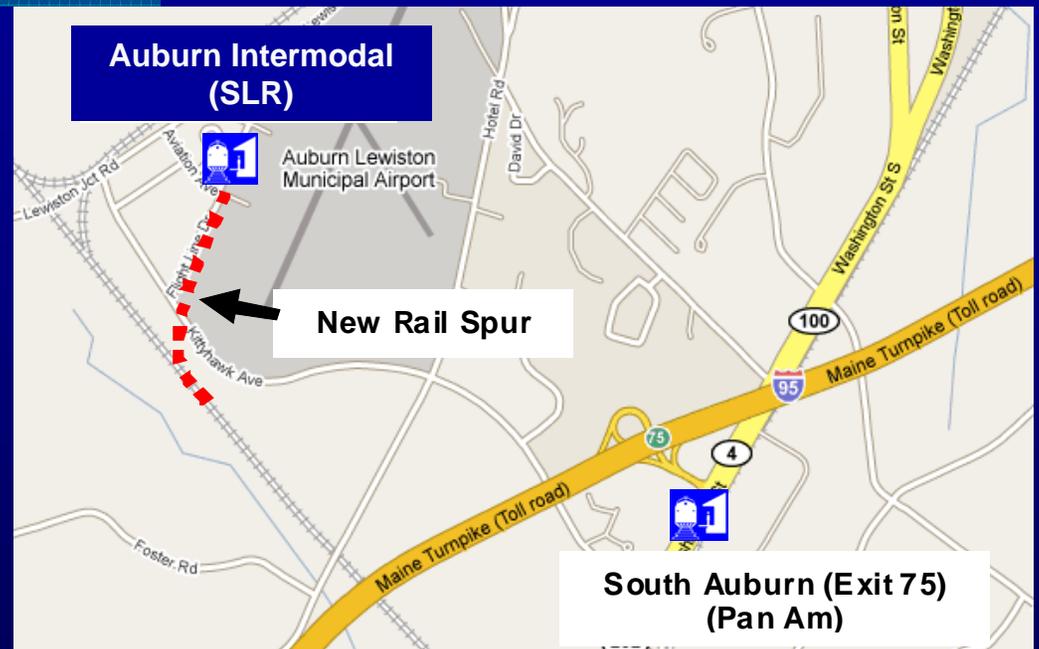
Operate on shoulders where available

Downtown Distribution loop



SLR Route Auburn Intermodal

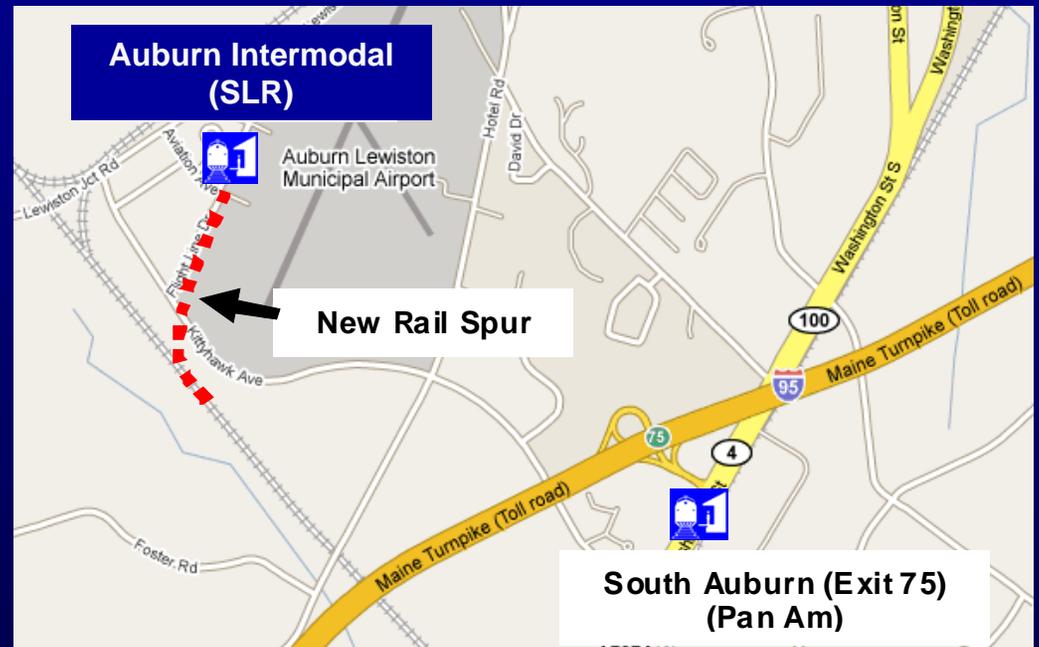
- At Lewiston-Auburn Regional Airport
- Commercial and Warehousing area
- ~ 1 mile off I-95 Exit 75
- Rail spur into airport





Pan Am South Auburn (Exit 75) Station

- Conveniently located at Park-n-Ride off of I-95
- Danville Junction ~1 mi. south
- ~ 1.5 mile south of L/A Airport
- Active railway





Interstate 95

Washington Street



Express Bus South Auburn (Exit 75) Station

- Conveniently located at off of I-95 Exit 75
- Existing Park and Ride
- ~ 1.5 mile south of L/A Airport





SLR and Pan Am Auburn Station

- Located in downtown Auburn near intersection of Rte 4 and Court St
- Residential and commercial areas in vicinity of station
- ~6 Minutes north of South Auburn





Express Bus Auburn Stop

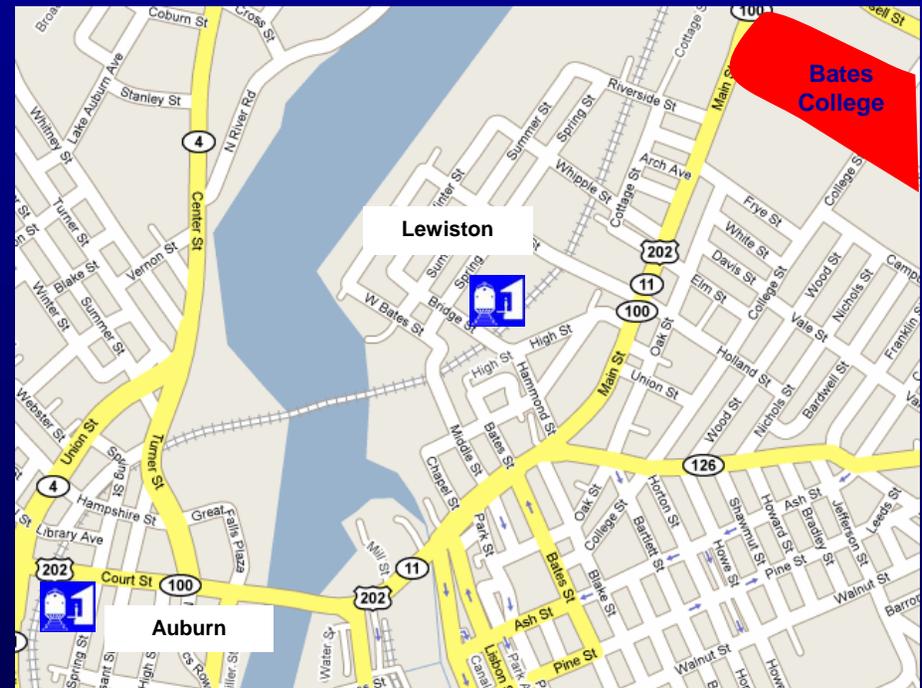
- Downtown Auburn near intersection of Rt. 4 and Court St
- Residential and commercial areas in vicinity of station
- ~ 7 Minutes north of South Auburn

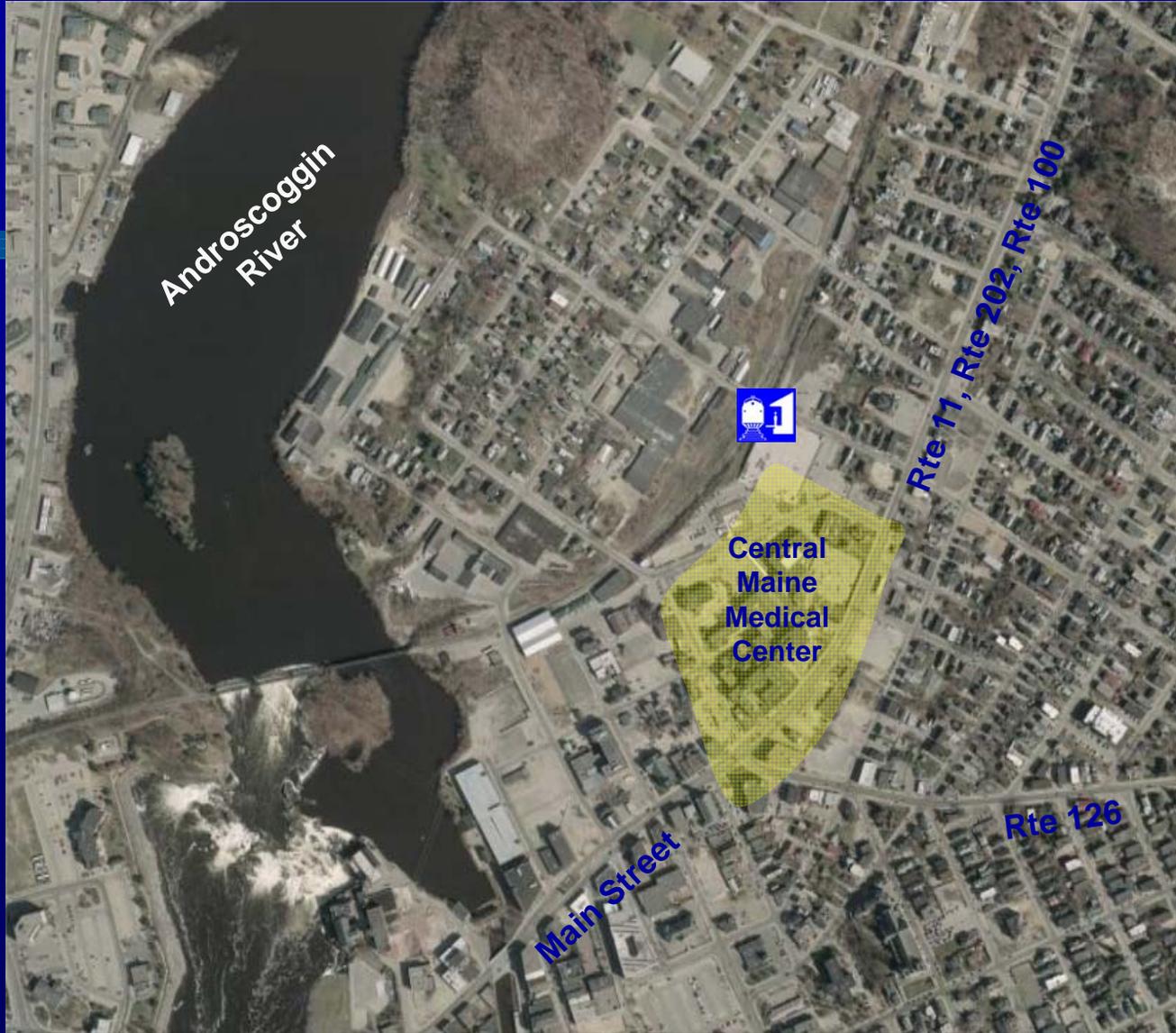




SLR and Pan Am Lewiston Station

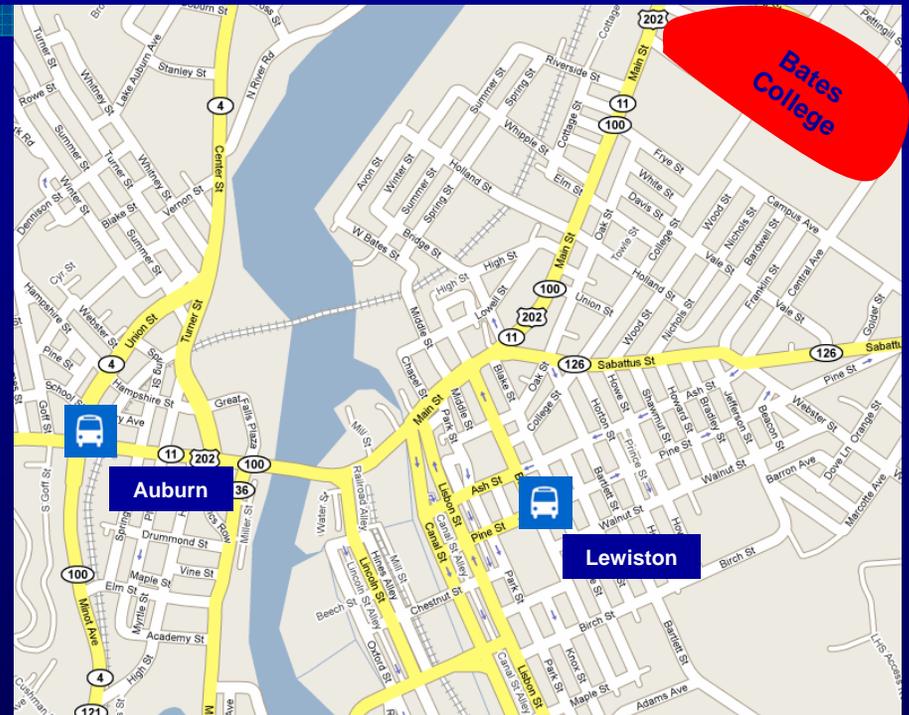
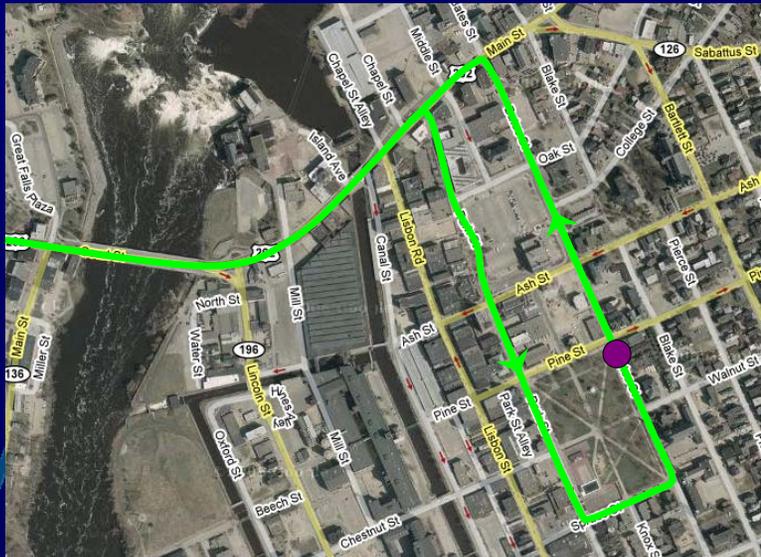
- Located in downtown near Central Maine Medical Center
- Residential and commercial areas in vicinity of station
- ~ 8 minutes north of South Auburn

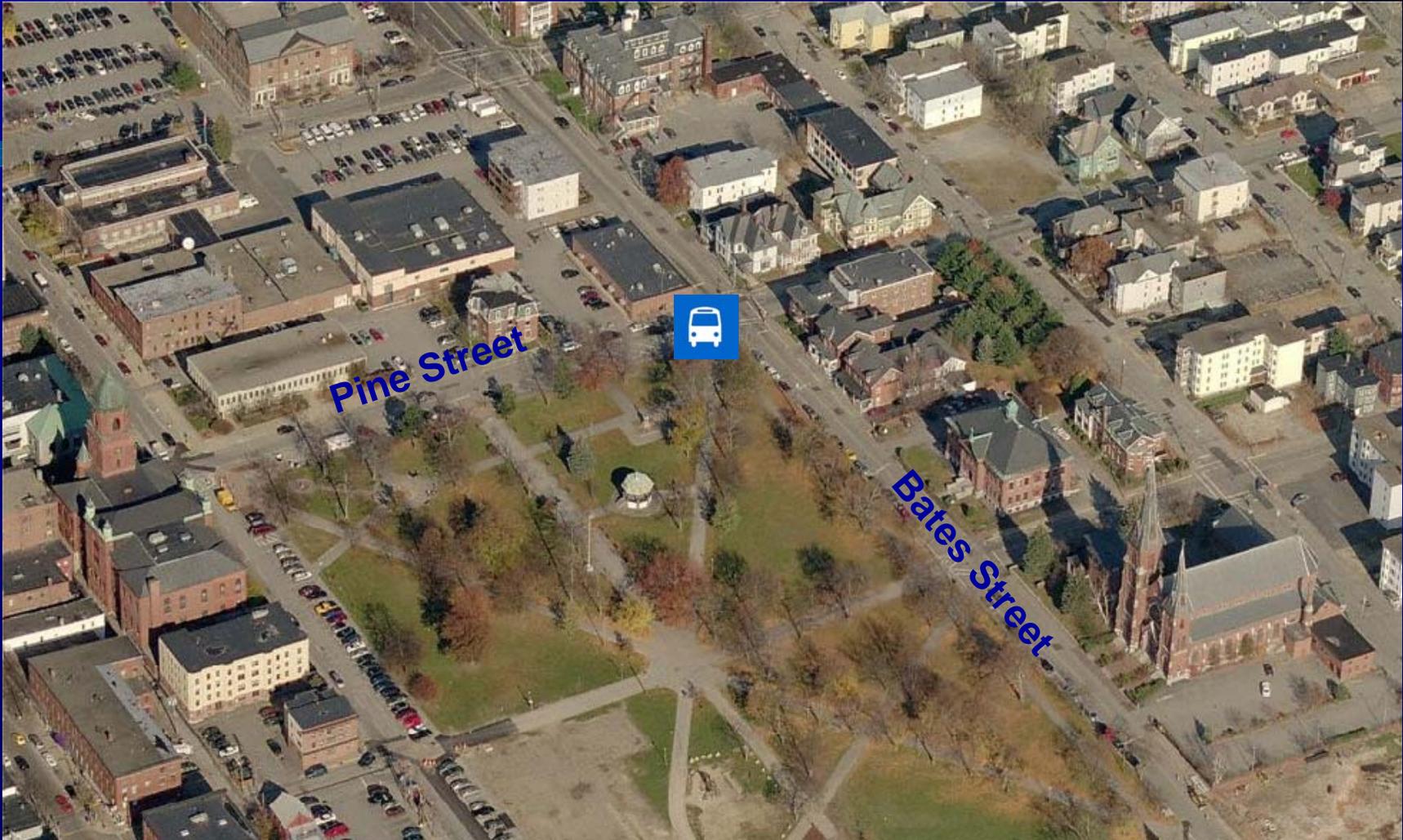




Express Bus Lewiston

- Downtown Lewiston near Bates and Park Streets
- Residential and commercial areas in vicinity of stop
- ~10 minutes north of South Auburn





Small Starts Summary

- Capital costs associated with new fixed guideway systems, extensions, and bus corridor improvements
- Requests under \$75 million and total project costs must be under \$250 million
- In addition, Small Starts eligible if:
 - (a) meet the definition of a fixed guideway for at least 50 % of the project length in the peak period
 - (b) be a new fixed guideway project, or

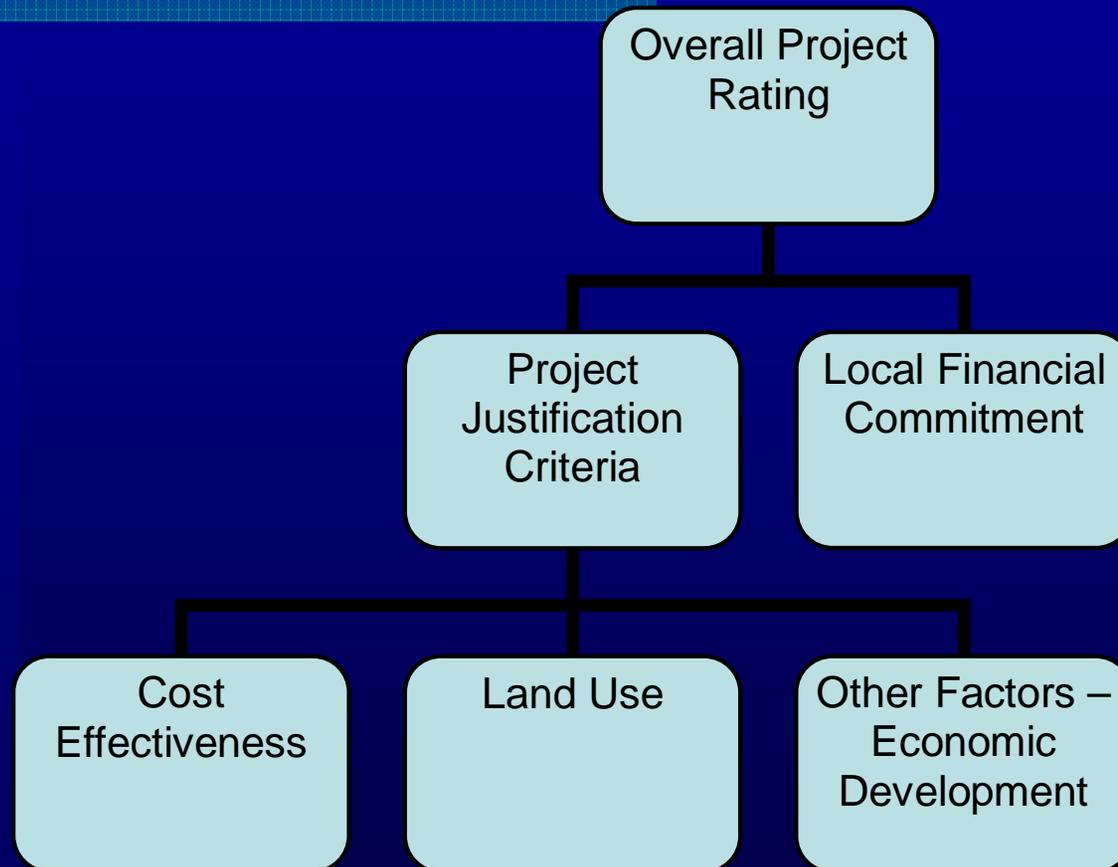
Small Starts (cont.)

- (c) be new corridor-based bus project with all of the following minimum elements:
 - Substantial transit stations
 - Traffic signal priority/pre-emption, to the extent, if any, that there are traffic signals on the corridor
 - Low-floor vehicles or level boarding
 - Branding of the proposed service
 - 10 minute peak/15 minute off peak headways or better while operating at least 14 hours per weekday

Small Starts Funding (FY10)

- \$174 Million for 16 projects
- Maximum grant \$54.5 Million

Small Starts Criteria



FTA Small Starts Evaluation Criteria

- Cost Effectiveness (which is a combined measure of annual travel time savings and annualized cost)
- Total Cost compared to State and Local Financial Capacity
 - Capital cost (including highway or rail improvements including railroad bridge costs)
 - Operational cost
- Transportation Measures (which would be roughly proportional to vehicular emissions)
 - Level of Service
 - Total System Vehicle Miles Traveled
 - Total System Vehicle Hours Traveled
- Land Use
 - Existing Land Use Patterns
 - Transit supportive plans and policies
 - Performance and impact of these policies

Small Starts Ratings

- New project justification ratings for FY 2010
 - 30% Cost Effectiveness
 - 30% Land Use
 - 30% Economic Development

Preliminary Screening Criteria

- Cost (higher weighting)
- Leveraging existing Investments
- Land use/economic development benefits
- Ridership
- Service to transit-dependent population and social equity
- Impact on highway congestion
- Support of Maine's Sensible Transportation Policy Act (STPA)
- Availability of right-of-way
- # of grade crossings
- Others?

Next Steps

- Phase 1 Alternatives Evaluation
- Selection of Alternatives for Phase 2 Evaluation
- Phase 2 Evaluation
 - Further Development of Alternatives
- Selection of Preferred Alternative
- Small Starts Assessment