

PORTLAND NORTH
SMALL STARTS

Implementation of Commuter Services either via Passenger Rail or Bus Rapid Transit between Portland – Brunswick and Portland – Auburn.



SMALL STARTS

A SECTION 5309 CAPITAL INVESTMENT GRANT PROGRAM

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Future Meetings

May 27th 10:00–12:00
Town of Falmouth Library
5 Lunt Rd
Falmouth, Maine

May 28th 10:00–12:00
AVCOG Conference Room
125 Manley Rd
Auburn, Maine

Websites

MaineDOT Portland North Project
www.maine.gov/mdot-stage/portlandnorth

FTA
www.fta.dot.gov/planning/new-starts/planning_environment_222.html

AVCOG
www.avcog.org

GPCOG
www.gpcog.org

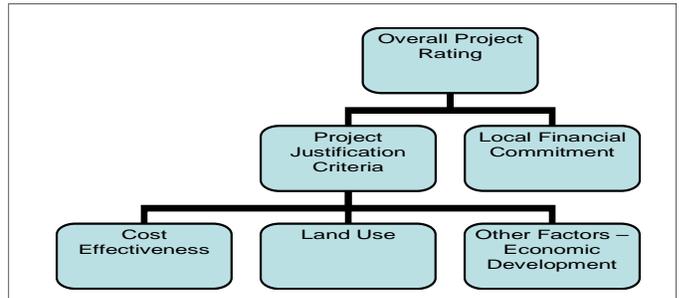
Next Steps :

- Preliminary Evaluation
- Project Purpose and Needs Statement
- Baseline Transportation System Management

MaineDOT has initiated a project in coordination with the U.S. Department of Transportation, Federal Transit Administration (FTA) with the intention of applying for federal funding under the 5309 Capital Investment Grants Small Starts program. Small Starts projects are low cost projects that qualify for a highly simplified project evaluation and rating process by FTA.

Qualifying for Small Starts

1. Total project must be less than \$250 million with no greater than \$75 million in requested Section 5309 Capital Investment Grant Funding
2. Be a fixed guide-way for at least 50% of the project length in the peak period and/or
3. Be a corridor-based bus project with the following minimum elements:
 - Substantial Transit Stations
 - Signal Priority/Pre-emption (for Bus/LRT)
 - Low Floor/ Level Boarding Vehicles
 - Special Branding of Service
 - Frequent Service—10 min peak/15 min off peak



The above figure illustrates the project rating process and evaluation

FTA will rank projects on a five-tiered rating scale of *High, Medium-High, Medium, Medium-Low and Low*. A project must reach an overall rating of at least Medium in order to advance into each stage of development. The following is a list of criteria:

Project Justification Criteria:

- Cost effectiveness — Incremental cost per hour of transportation system user benefits compared to the base-line alternative
- Existing land-use patterns, transit supportive plans and policies, and the performance and impact of these policies
- Economic development benefits and congestion pricing will be considered in this category

Local Financial Commitment:

- Plan to secure local funding for either capital costs or sufficient funds for local (non- Federal) share
- Additional operating and maintenance costs of project are less than 5% of agency’s operating budget
- Agency is in reasonably good financial condition

Elements of the Project Development and Funding Recommendation Process

Alternative Analysis (AA)
FTA must consider results of AA when evaluating proposed projects. Small starts may use a simplified AA process, commensurate with the local decision at hand

Project Development
Preliminary engineering and final design.

- Complete AA
- Adopt the Locally Preferred Alternative (LPA)
- LPA included in MPO long range plan
- “Medium” rating or better from FTA

Additionally, the project sponsor develops a Project Management Plan

Project Construction Grant Agreement
Financial assistance under Section 5309 for construction of a Small Starts project is provided through a Project Construction Grant Agreement (PCGA) that is negotiated during project development

Small Starts projects can be recommended for funding in the President’s budget (subject to funding availability) only if they have been approved to enter project development, the project is “ready” to be implemented within proposed fiscal year, and rated “medium”

Stakeholder List

Andreasson, Christopher – Greyhound
Benjamin, Stacy – State Planning Office
Butler, Peter – FTA
Cabana, Deborah – Town of Gray
Carey, Phil – State Planning Office
Charette, Christine – Town of Durham
Christian, Patrick – Western Maine
Transportation
Cloutier, Rick – Auburn/Lewiston
Municipal Airport
Crain, William – Town of Pownal
Davis, Wayne – Train Riders Northeast
Denekas, Craig – Libra Foundation
Duncan, John – PACTS
Emerson, Dawn – Town of Yarmouth
Gerrish, Don – City of Brunswick
Goss, Ray – SLR
Gosselin, Lucien – Lewiston-Auburn
Economic Growth Council
Gray, Joseph – City of Portland
Hasselmann, Mark – FHWA
Jaegerman, Alex – City of Portland
Kahn, Robert – Train Riders Northeast
Knapp, Danna – Concord Coach
Kulow, Rosemary – Town of New Gloucester
Larson, Donna – Town of Freeport
Lippert, Sara – DEP
Mann, Chris – MaineDOT
Morrison, Charles – Androscoggin
County Chamber of Commerce
Moulton, Nate – MaineDOT
Nadeau, Phil – Lewiston-Auburn
Nixon, Carla – Town of Cumberland
O'Brian, Marika – Pineland
Olmstead, Dale – Town of Freeport
Page, Gordon – MERR
Perez, Tracy – MaineDOT
Poore, Nathan – Town of Falmouth
Price, Anna – MaineDOT
Quinn, Patricia – NNEPRA
Robinson, Jamie – SLR
Ron, Roy – MaineDOT
Schaffner, Rebecca – Town of New
Gloucester
Scott, Duane – MaineDOT
Shane, William – Town of Cumberland
Sleeper, Bruce – TrainRiders Northeast
Smith, Laurie – City of Auburn
Stearns, Amanda – Town of Falmouth
Theborge, George – Town of Gray
Thompson, Robert – AVCOG
Thorpe, Robert – Lewiston-Auburn
Railroad Company
Tupper, Nathaniel – Town of Yarmouth
Welzel, Conrad – Maine Turnpike Authority
Willauer, David – GPCOG

SPRING STAKEHOLDER KICKOFF MEETING HELD IN FREEPORT MARCH 20TH, 2008

The town of Freeport, Maine hosted the first of a series of stakeholder meetings for the Portland North Small Starts Alternative Analysis. The meeting was attended by twenty-three stakeholders and staff members. Anna Price, MaineDOT project manager for the Small Starts Project welcomed stakeholders to the meeting and introduced Jay Duncan the lead consultant from DMJM Harris.

Jay Duncan presented an FTA Small Starts PowerPoint to the group and then fielded questions from the audience. The following is an outline of Mr. Duncan's presentation:

Purpose of Study

Scope of Study

- Purpose and Needs Statement

- Fatal Flaw Analysis – transportation, economic, and environmental costs

- Preliminary evaluation – transportation modeling

Summary of Prior Alternatives

- Existing corridor overview

- Bus/Transit Stop locations

Small Starts Process

Public Participation

- Stakeholder meetings, public informational meetings, website, and newsletters

Study Schedule

- 18 – month process

Mr. Duncan fielded numerous questions at the end of the presentation. Below is an overview:

1. The FTA requires frequency of 10 min peak and 15 min off peak service.
2. HOV lanes are not considered dedicated lanes but could be used in conjunction with a dedicated right-of-way.
3. The alternatives analysis required by FTA will be a two – step process. The first phase will be the fatal flaw analysis whereby a range of alternatives will be screened down to those deemed feasible. The second will refine the alternatives further and result in the selection of a preferred alternative.
4. Extending the existing Amtrak Downeaster service will be considered as an alternative. However, other bus and rail options (such as commuter rail) that are distinct from the Amtrak service will also be evaluated.
5. In order to properly address the potential transit ridership levels, a transportation model will be developed that will take into account future development, will assess the number of people who will use each of the proposed transit alternatives, and will determine how each proposed alternative would reduce traffic congestion within the study area.

*Information from the kick-off meeting, including the PowerPoint can be found at the MaineDOT website.