Portland North Small Starts
Alternatives Analysis

Coordination Meeting
June 16, 2009
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
- Yarmouth (Exit 15)
- Falmouth (Exit 10)
- Bayside
- India Street

Pan Am
- Yarmouth Jct
- Cumberland
- Falmouth (Exit 53)
- Union Station
- Center Street

Express Bus
- Yarmouth (Exit 15)
- Falmouth (Exit 10)
- Monument Square
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

Yarmouth (Exit 15)
Falmouth (Exit 10)
Monument Square
Brunswick 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
SLA Service to Brunswick

Stops
- Brunswick
- Freeport
- Yarmouth
- Falmouth
- Portland (Bayside or India Street)

Brunswick to Bayside: 38 minutes
Brunswick to India Street: 40 minutes

25.6 miles to Bayside
26.4 miles to India Street

Required Infrastructure Upgrades
- Reconstruct Union Branch
- Build new bridge over Back Cove
- Rebuild SLA Main
Pan Am Service to Brunswick

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

Brunswick to Union Station: 37 minutes
Brunswick to Center Street: 43 minutes

27.8 miles to Union Station
29.9 miles to Center Street

Required Infrastructure Upgrades
- Upgrades to Pan Am Freight Main and Commercial Street
Express Bus Service to Brunswick

Stops
- Brunswick
- Freeport
- Yarmouth
- Falmouth
- Monument Square

28.4 miles to Monument Square

Operate on shoulders where available

Downtown Distribution loop
SLA and Pan Am
Freeport Station

- Downtown Freeport
  - Heart of retail district
  - Nearby Residential Areas
  - Will be built for Downeaster
Express Bus
Freeport

- Downtown Freeport (on Bow Street)
  - Heart of retail district on Rte 1
  - Nearby Residential Areas
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

Overall Project Rating

- Project Justification Criteria
- Local Financial Commitment
- Cost Effectiveness
- Land Use
- Other Factors – Economic Development
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

KEY DRIVERS

- 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
- Impact 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