Portland North Small Starts
Alternatives Analysis

Coordination Meeting
June 16, 2009

MaineDOT
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)
Brunswick Service

SLA

Pan Am

Express Bus

Bayside

India Street

Bath

Freeport

Brunswick

Yarmouth (Exit 15)

Falmouth (Exit 10)

Yarmouth Jct

Cumberland

Falmouth (Exit 53)

Union Station

Center Street

Monument Square

Freeport

Brunswick

Brunswick

Brunswick

Brunswick

Bath

Bath

Bath

MaineDOT

AECOM
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
SLA Route
Yarmouth Station I-295 (Exit 15)

- Conveniently located of I-295 at Exit 15
- ~ 1 mile south of Yarmouth Center
- Station near MDOT property
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
Pan Am Route

Yarmouth Jct Station

- ~1 mile north of downtown Yarmouth
- ~0.2 miles east of Yarmouth Junction
- Land for station development

Proposed Station Site Facing East

I-95 On Ramps

AECOM
Freeport and Brunswick

East Elm Street

Yarmouth Jct

Yarmouth Center
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
Express Bus
Yarmouth I-295 (Exit 15)

- Conveniently located off I-295 at Exit 15
- Park-n-Ride Stop
- Near MDOT property
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
    - Cost Effectiveness
  - Local Financial Commitment
  - Other Factors – Economic Development

- Land Use
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