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)
Publicly Owned Pan Am Track to Rebuild

Portland Transportation Center

Union Station

Bayside

Monument Square

Center Street

India Street

PULSE
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
Pan Am Route
Cumberland Station

- Located on Route 9
- Cumberland Center is ~ 1.5 miles north
- Only Service Option to Cumberland

To Yarmouth facing East

I-95 On Ramps
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
    - 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