Portland North Small Starts
Alternatives Analysis

Coordination Meeting
June 30, 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)
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
Publicly Owned Pan Am Track to Rebuild

Portland Transportation Center

Bayside

Monument Square

PULSE

Monument Square

India Street

Union Station

Center Street
**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

MaineDOT
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
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
Brunswick

- Located in downtown Brunswick
  - Retail district and shopping center
  - Bowdoin College
  - Will be built for Downeaster
Express Bus Brunswick

- Stop in Downtown Brunswick
  - Retail district and shopping center
  - Bowdoin College
  - Residential Area
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
– (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