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

MaineDOT
AECOM
Express Bus Terminal Option

- Portland Transportation Center
- Bayside
- Union Station
- Monument Square
- PULSE

India Street
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
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
Auburn Service

SLR
- Auburn
- Lewiston
- Auburn Intermodal
- Pinelands East
- Yarmouth (Exit 15)
- Bayside
- India Street

Pan Am
- Auburn
- Lewiston
- South Auburn (Exit 75)
- Pinelands West
- Cumberland
- Falmouth (Exit 53)
- Center Street
- Union Station

Express Bus
- Auburn
- Lewiston
- South Auburn (Exit 75)
- Pinelands West
- Gray
- Falmouth (Exit 10)
- Monument Square
Auburn Services

- 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 Auburn Intermodal

Stops
- Auburn Intermodal
- Pinelands East
- Yarmouth
- Falmouth
- Portland (Bayside or India Street)

Auburn Int. to Bayside: 42 minutes
Auburn Int. to India Street: 43 minutes

27.9 miles to Bayside
28.7 miles to India Street

Required Infrastructure Upgrades
- Reconstruct Union Branch
- Build new bridge over Back Cove
- Rebuild SLR Main
Pan Am Service to South Auburn

Stops
- South Auburn
- Pinelands West
- Cumberland
- Falmouth
- Portland (Union Station or Center Street)

South Auburn to Union Station: 37 minutes
South Auburn to Center Street: 43 minutes

30.1 miles to Union Station
32.2 miles to Center Street

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

Stops

- South Auburn
- Gray
- Falmouth
- Monument Square

34.6 miles to Monument Square

Operate on shoulders where available

Downtown Distribution loop
SLR Route

Auburn Intermodal

- At Lewiston-Auburn Regional Airport
- Commercial and Warehousing area
- ~ 1 mile off I-95 Exit 75
- Rail spur into airport
Pan Am

South Auburn (Exit 75) Station

- Conveniently located at Park-n-Ride off of I-95
- Danville Junction ~1 mi. south
- ~ 1.5 mile south of L/A Airport
- Active railway
Express Bus
South Auburn (Exit 75) Station

- Conveniently located at off of I-95 Exit 75
- Existing Park and Ride
- ~ 1.5 mile south of L/A Airport

Maine DOT
SLR and Pan Am
Auburn Station

- Located in downtown Auburn near intersection of Rte 4 and Court St
- Residential and commercial areas in vicinity of station
- ~6 Minutes north of South Auburn
Express Bus Auburn Stop

- Downtown Auburn near intersection of Rt. 4 and Court St
- Residential and commercial areas in vicinity of station
- ~ 7 Minutes north of South Auburn
SLR and Pan Am Lewiston Station

- Located in downtown near Central Maine Medical Center
- Residential and commercial areas in vicinity of station
- ~ 8 minutes north of South Auburn
Express Bus Lewiston

- Downtown Lewiston near Bates and Park Streets
- Residential and commercial areas in vicinity of stop
- ~10 minutes north of South Auburn
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
  - 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
- # 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