

# Portland North Small Starts Alternatives Analysis

Coordination Meeting  
June 16, 2009



AECOM

# 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:

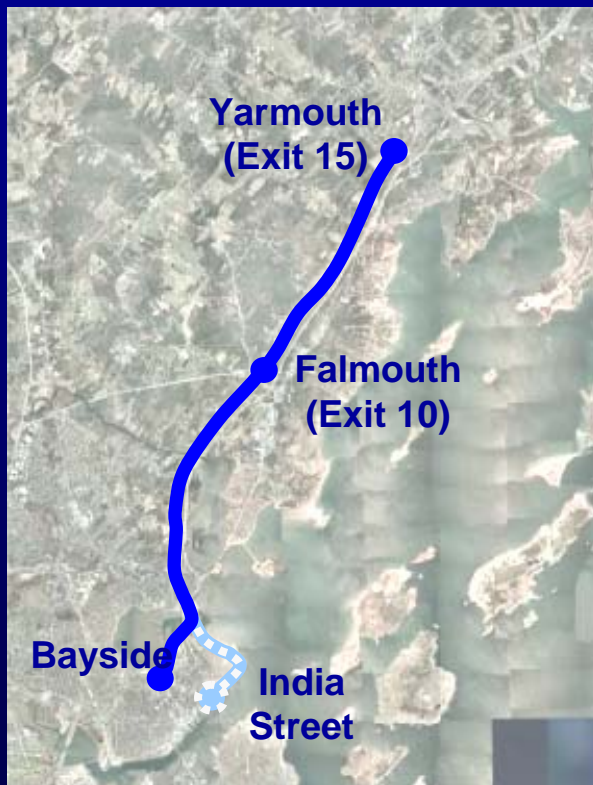
- Saint Lawrence and Atlantic Railway (SLR)
- Pan Am Railway
- Express Bus

- Five Portland terminal alternatives:

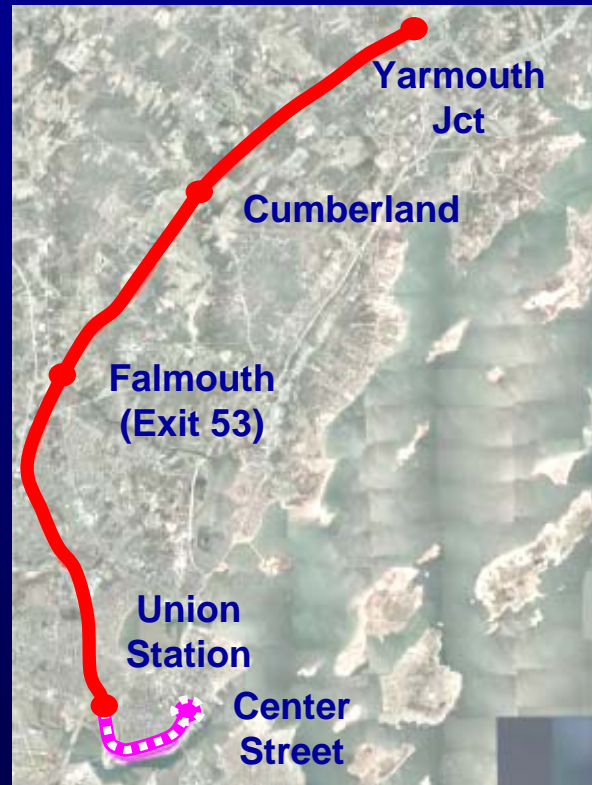
- Bayside (SLR)
- India Street (SLR)
- Union Station (Pan Am)
- Center Street (Pan Am)
- Monument Square (Express Bus)

# Yarmouth Service

SLR



Pan Am



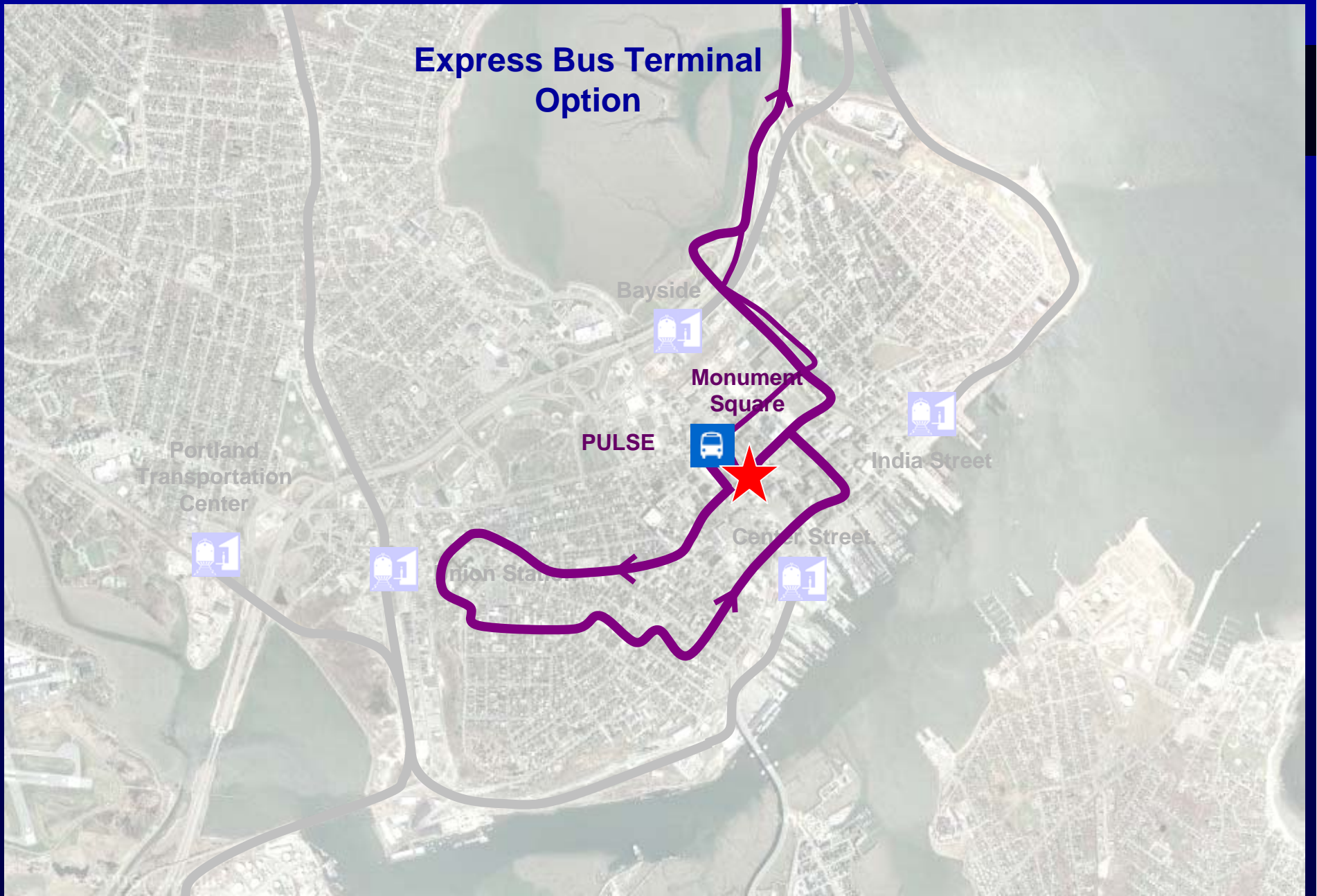
Express Bus







# Express Bus Terminal Option



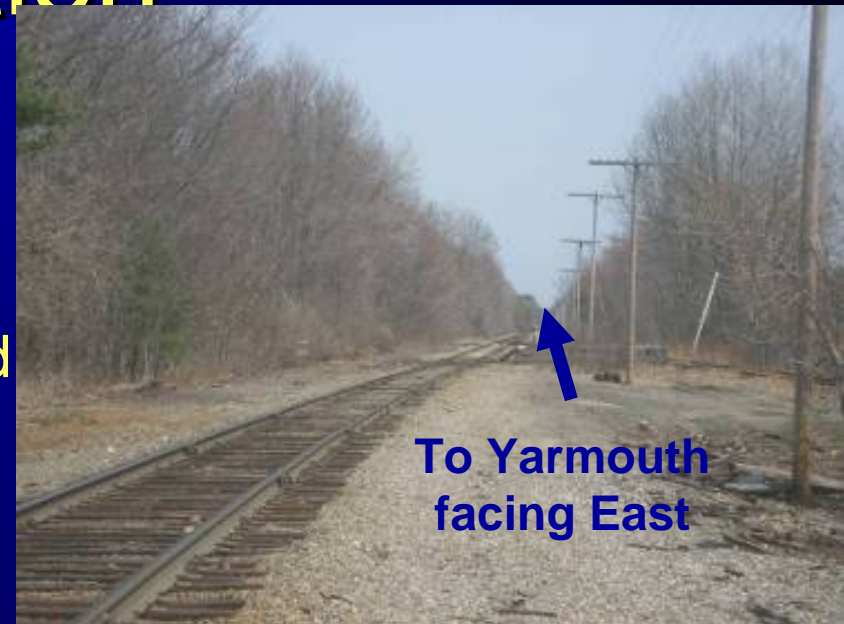
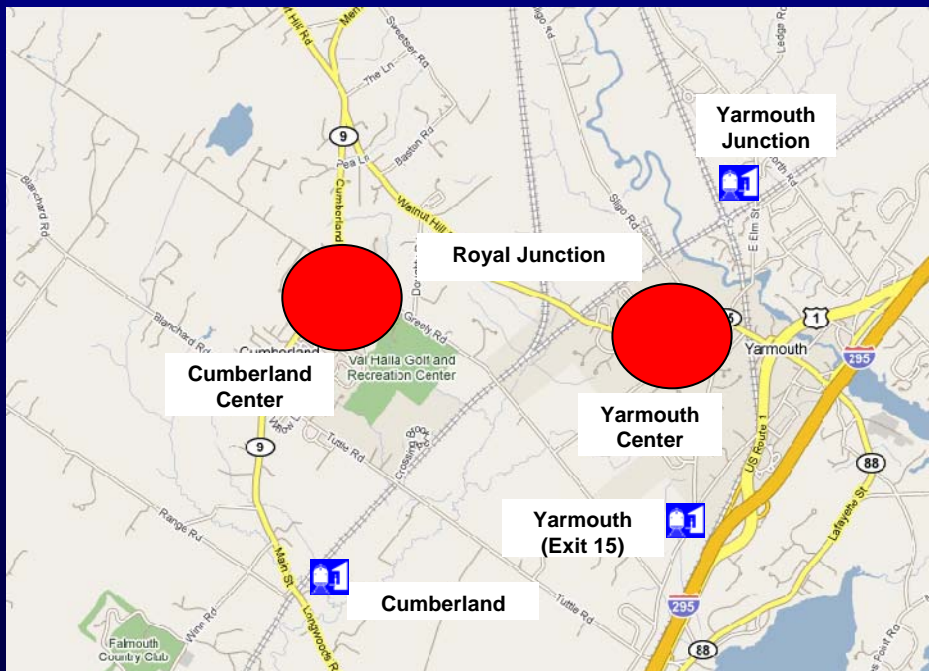


# Yarmouth Service Statistics

- 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

AECOM





# 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

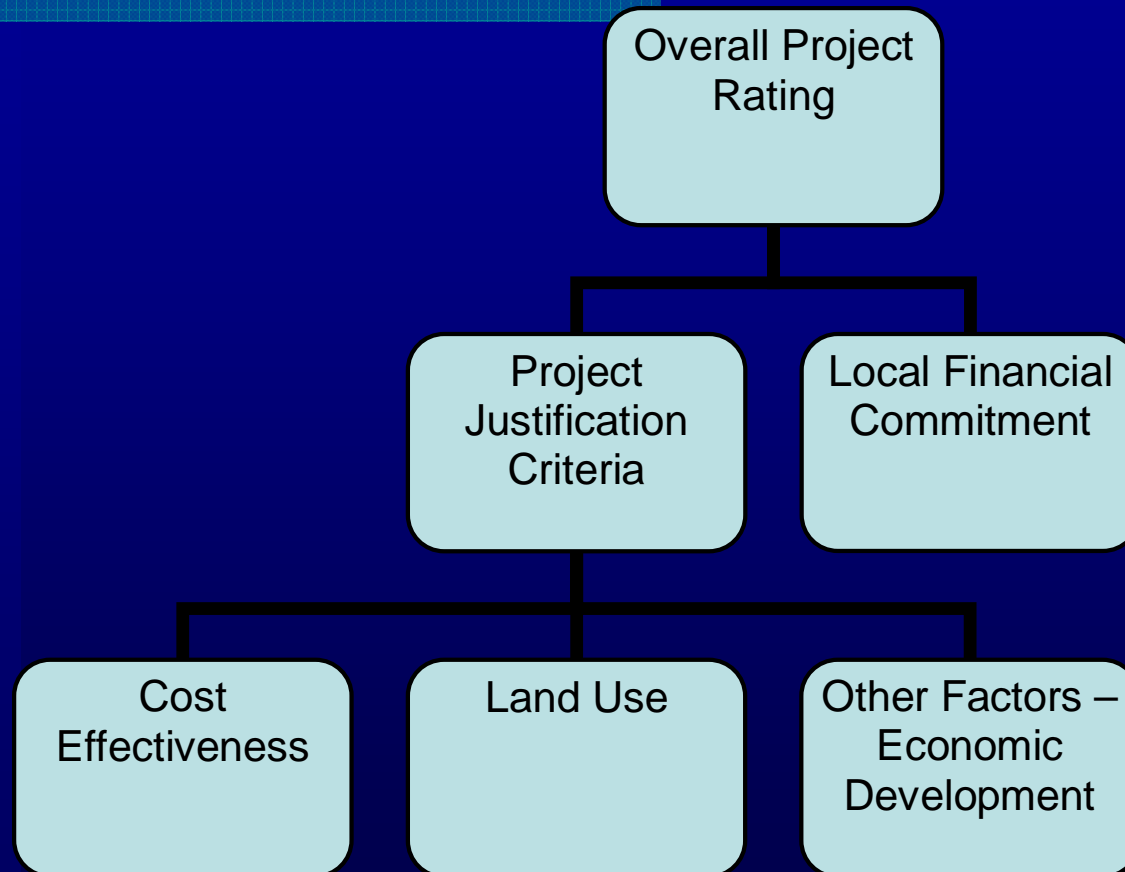


# Small Starts Funding (FY10)

---

- \$174 Million for 16 projects
- Maximum grant \$54.5 Million

# Small Starts Criteria



# 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