Portland North Small Starts Stakeholder Meeting Minutes
GPCOG Offices
February 11th 2009

Attendance
Roger Bergeron, Pan Am Railways; Susan Davis, Maine Narrow Gauge Railroad; Tony
Donovan, Portland Resident; Jay Duncan, AECOM; John Duncan; PACTS; Jim Dyer,
Greyhound Lines; Carl Eppich, PACTS; Matti Gurney, GPCOG; Joanne Haracz, AECOM;
Judith Harris, City of Portland; Robert Kahn, Train Riders; Amy Lamontagne, Steve Linnell,
GPCOG; Sue Moreau, MaineDOT; Town of Falmouth; Bill Needleman, City of Portland; David
Nelson, Jacobs; Patricia Quinn, NNEPRA; Amanda Sterns, Town of Falmouth; Adam Strat,
Jacobs; Marc Warner; Warner Transportation Consultants

Introduction: Sue Moreau opened the meeting and introduced Jay Duncan, AECOM.
Presentation: Jay Duncan introduced the consulting team working on the project, the day's
agenda, and provided a brief update on tasks accomplished since the last meeting:

　Agenda
- Development of Purpose and Need
- Development of Preliminary Alternatives
- Application and Development of Transportation Models
- User Preference Surveys
- Development of FTA Initiation Report

Dave Nelson presented the Development of Preliminary Alternatives
Three service alternatives:
1. Yarmouth
   - Terminal locations
     o SLA – Bayside or India, Yarmouth Station and Falmouth Station
     o Pan Am – Center St or Union and, Yarmouth Jct, Cumberland Station, and
       Falmouth Station
     o Express Bus – Monument Sq (with others), Yarmouth (exit 15) and
       Falmouth (exit 10)
   - Service Stats
     o 22 roundtrips per weekday
     o Service headways (30 min. peak & 60 min. off peak)
     o 1st arrival in Portland 6:45AM; last trip departs Portland 10:55 PM
2. Brunswick (Bath)
   - Service Stats
     o 22 roundtrips per weekday
     o Service headways (30 min. peak & 60 min. off peak)
     o 1st arrival in Portland 6:45AM; last trip departs Portland 10:55 PM
   - Terminal locations
     o SLA – Brunswick (Downeaster Station), Bath Station, Freeport Station,
       Yarmouth, Falmouth, Portland (Bayside or India St)
     o Pan Am – Brunswick (Downeaster Station), Bath Station, Freeport
       Station, Yarmouth Jct, Cumberland, Falmouth, and Portland (Union
       Station or Center St)

- Express Bus – Brunswick downtown, Freeport (Bow St), Yarmouth, Falmouth, Monument St.
3. South Auburn Services (Lewiston)
    - Service Stats
        - 22 roundtrips per weekday
        - Service headways (30 min. peak & 60 min. off peak
        - 1st arrival in Portland 6:45; last trip depart Portland 10:55 PM
    - Terminal locations
        - SLA – Auburn Intermodal, Auburn Station, Lewiston Station, Pinelands East (Rt 231), Yarmouth Jct, Falmouth, Portland (Bayside or India St)
        - Pan Am – South Auburn (Exit 75), Pinelands West (Morse Rd), Lewiston Station, Cumberland, Falmouth, Portland (Union Station or Center St)
        - Express Bus – South Auburn (Exit 75), Auburn Stop downtown, Lewiston, Gray, Falmouth, Monument Sq.

Five Portland terminal alternatives (all locations are available for each of the proposed routes):
1. Bayside (SLA) – current site activity: mixed use development; 12 min. walk to monument sq.
2. India Street (SLA) - current site activity: Maine State Pier; 12 min walk to Monument sq.
3. Union Station (Pan Am) – current site activity: shopping center; 24 min. walk to Monument sq.
4. Center Street (Pan Am) – current site activity: Portland Fish market; 8 min. walk to Monument sq.
5. Monument Square (Express Bus) – current site activity: central business district

Mark Warner presented the application and development of transportation models by first presenting information on comparable routes: Shore Line East Commuter Railroad (Eastern CT coast) and ZOOM Turnpike Express Bus.

Warner provided findings from a ZOOM bus rider survey (95% use bus for commuting, 74 % access the bus by driving alone, 92% walk to work after they arrive at final destination of which 62% walk 5 min or less, 54% have used the ZOOM for one year or less, 75% lived in Maine most or all of their lives, 87% would not use a rail system over the current bus system).

Warner presented findings using the FTA developed aggregate rail ridership forecasting model. Estimated ridership (daily) from Brunswick branch 565, Auburn branch 540 both branches together 856; with a slight increase for SLE adjustments, 701, 670, and 1,062 respectfully. Warner also discussed Maine's, specifically Freeport's, tourist industry. The rail stop is 2 blocks from LL Bean in the retail district an area not served by transit. Warner provided details on a Freeport visitor survey (439 non Freeport residents responses). The findings concluded that 89% live outside of the study corridors, 85% are making "complex" trips(Freeport was not their final destination). The survey also found that of the Portland North alternatives without a Downeaster extension 4.18% preferred rail Bayside only alternative (with extension 2.53%), 2.98%, preferred a BRT Bayside only alternative (with extension 0.77%) and 4.25% preferred a BRT Bayside & Amtrak connection alternative (with extension 1.75%).

Warner further described that the next steps for the regional model will combine ATRC, MaineDOT, and PACTS models, include existing land use in Freeport, Brunswick, and Bath. The consultant team will also refine the approach used for highway speeds, tolls, time-of-day, and seasonal travel. Because of the considerable difference between local and non-local traffic the team will also include mode choice scenarios – trade-offs of comfort, image, and reliability of rail vs. nimbleness of bus. The team will use the ZOOM bus experiences to refine and verify the results and also include the local survey data, and experiences from similar areas. The team will develop separate formulas by trip purpose and traveler income.

Jay Duncan provided the group with the team's next steps: coordinate with FTA on alternatives criteria, and modeling; develop tier 1 alternatives evaluation – fatal flaw; select alternatives for phase 2 evaluation; and develop phase 2 evaluations.

Discussion (the following questions and answers were throughout the presentation):

? Are these the final station locations?
These stations are not final; phase 1 is general during the next phase the team will be more specific in station locations.
? Why are service headways more frequent than the current population could support?
The initial cost of getting any service is the most expensive part, adding frequency does not add significantly to the cost.
? How will this service interfere with current freight service?
Double stacking will need to occur along portions of the track
? Peninsula transit study investigates a Commercial St train as a tourist attraction as well as commuter system; has this been incorporated into the study?
We do not have the Peninsula transit study (GPCOG will provide study consulting team). This study is looking at heavier certified mix traffic rail cars not street type rail cars. There are three levels of continuum the heaviest is the cheapest to implement and is the cheapest at the low densities similar to the study area.
? Has the team looked at SLOSH map coverage?
The team has not looked at SLOSH maps for this study
? Is the Jetport part of this study?
No, the Jetport is out of the study area scope.
? What are the FTA model share thresholds?
The FTA model share does not require a threshold but we will present the story to FTA; highlighting the benefits of the proposed service.
? Will your analysis investigate factors other than ridership?
Yes, the team will look at overall cost, environmental costs, economical costs, supportive uses (transit), and air quality.
? Will the team look at quiet zones within each community?
During phase II of the study the team will look at mitigation of quiet zones as well as need for such activity.
? Will there be a public input process?
Yes, we plan to have more public meetings.