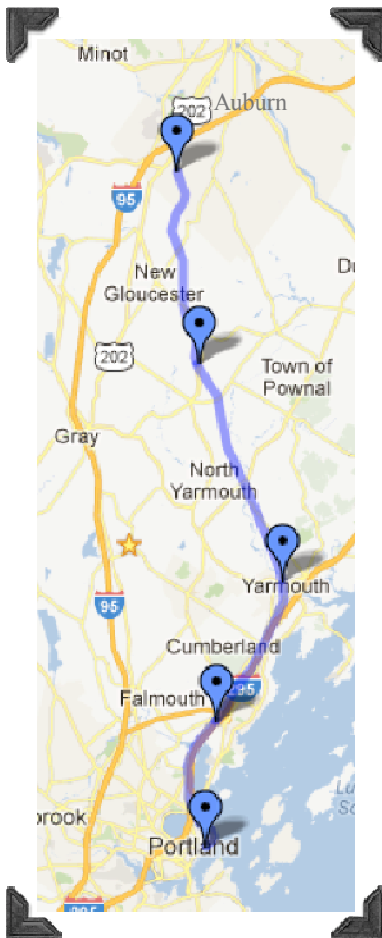


SMART GROWTH MOBILITY PROJECT

The Smart Growth Mobility Project developed by the Maine Rail Transit Coalition, Sierra Club Maine, Maine Commercial Association of Realtors and interested citizens and businesses, is a plan for transportation policy aimed at implementing new strategies for future passenger rail and transit investments in targeted communities along railway transportation corridors.



The Smart Growth Mobility Project is a study designed to present communities along the Portland to Auburn railway corridor with a tool for making informed decisions to explore leveraging funds for a passenger rail corridor that will create wealth, save money and generate prosperity .

The Smart Growth Mobility Project is a concept based on the premise that private investment will be attracted to terminal sites that will ultimately generate enough wealth to pay for the investment. This project identifies an economic opportunity in the SLR passenger rail system - the concept of **value capture**.

The Smart Growth Mobility Project seeks to enlist citizen input in developing policy planning and funding for Maine rail transit efficiencies and for the enhancement of livable Maine communities.



MAINE CHAPTER
WWW.MAINE.SIERRACLUB.ORG



MAINE RAIL TRANSIT COALITION
WWW.MAINE.RAILTRANSIT.ORG



PORTLAND NORTH and the Saint Lawrence & Atlantic Railroad

Portland North Alternative Modes Project

Economic and environmental considerations are driving the federal government transportation policy toward rail transportation to move people and goods. The Maine Department of Transportation (MDOT) is responding with a statewide Maine State Rail Plan and with the 2011 Federal Transit Administration “New Starts/Small Starts” **Portland North Alternative Modes Project** study to assess transit alternatives to automobile travel north of the City of Portland.

The convergence of these circumstances makes a strong case for establishing passenger commuter rail service on the SLR line linking the downtown Portland multi-modal transit area at Ocean Gateway with Yarmouth Junction and with Auburn-Lewiston. This in turn creates the base for direct rail transportation linkage, south to Boston, northeast to Brunswick and Rockland and with the large metropolitan market area to the north – Montreal. As identified in the Portland North report, this rail development will serve the need for a Portland North commuter transit alternative while simultaneously laying the groundwork for further SLR service enhancement for the passengers, freight and economy of the 3-county region – Cumberland-Androscoggin and Oxford.

Small Starts - Potential Funding

Federal Transit Administration (FTA) “Small Starts” funding is appropriate and up to **\$75 million** is potentially available for this development. The problem in Maine is that quality transit is very expensive to deliver in low-density communities and is less likely to pay for itself through fares. Operating expenses for passenger rail transportation systems in low-density population areas are not supported by traditional revenue sources. In addition, **Small Starts** funding criteria requires a strong commitment of **local matching funds** toward the project investment and ongoing operations.

This project is designed to identify sources of local funding. Based on extensive study and analysis funded by the Maine Dot over the past few decades, there is a compelling argument that new and innovative techniques for funding transit offer a real possibility for making this work. Passenger rail service provides substantial transportation, land-use and economic benefits to the communities served. Local public/private investment, land-use value capture, or the use of state and/or federal funds allocated to the local communities, may be warranted and feasible for funding both operations.



9,00 Miles 0:00:00



The NEED FOR Sustainable Mobility—Accessibility

MOBILITY

Sustainable mobility cannot be achieved through concentrations of one means of transportation alone but by a combination of transport modes that enhance and safeguard quality of life and ensure that people and goods are able to move around efficiently.

Consideration of passenger rail transit in Municipal Comprehensive Plans allows for moving people from central terminal sites to their destinations in the community. All Modes are integrated into the Multi Modal Land-Use Patterns:. Consumers, travelers, residents need Choices

- Walking – an individual will walk up to ¾ mile before seeking an alternative mode
- Bicycles - Sharing roads
- Buses: - Public/Private, Inter/Inner City
- Auto - Minimizing land-use, ride share, auto rentals
- Ferries, and Air service
- Convenient Connectivity

ACCESSIBILITY

Accessibility must take into account the habitual nature of travel behavior decisions and the biased individual perception of travel alternatives. The Ease of Reaching Destinations is the ultimate purpose of transportation planning. Multi Modal Land Use planning integrates all destinations .

- Services
- Schools
- Church
- Shopping
- Health Care
- Recreation
- Residential
- Offices
- Governmental and institutions
- Tourism
- Additional Transit Connections

The SLR opportunity becomes very compelling based on service quality to commuters, operational economics, safety, environmental considerations, economic development opportunities and the very significant issue of transportation linkage between Maine's two largest economic and population areas – Portland and Auburn..

MAINE - Background

Maine has impressed the nation with the successes of the DOWNE-ASTER passenger rail, proving that passenger rail service works in mid-sized metropolitan areas – and that it works in Maine. With the service expanding to Freeport and Brunswick, further Maine passenger and commuter rail services must be quickly and seriously evaluated.

Partnerships

Combining strong planning partnerships at the local, regional and federal levels with strong accountability measures will ensure that this effort will grow.

Policies and actions at the federal and state levels present a great opportunity for Maine rail transit efficiencies and for enhancement of livable Maine communities.

Policy planning and funding by Maine DOT creates a responsibility for Maine citizens to become aware of how modern rail technology – used with Maine’s existing rail routes – can improve life in Maine dramatically. If Mainers push the transportation decision-makers to act creatively and aggressively toward top-quality transit.



Corridor Community Participation

- Identify key locations for transit oriented development enabled by passenger rail use of the SLR rail corridor.
- Inventory land ownership, land use, zoning & regulatory status of key sites for livability and economic enhancements in urban and village centers.
- Explore transit-oriented land-use scenarios with the cities, towns and villages along this route.
- Estimate the capital and operational costs necessary to establish rail transit on this route.
- Assess community, business and public sector support for value capture concepts.
- Prepare the business community for focused investment that will enable a living & working business, residential and transit lifestyle.
- Research and compile conservative calculations of transit-induced real estate value increases on this corridor and goals for feasible transit system revenue capture from this added valuation.