

Western Maine Transit Feasibility Study

Comprehensive Transit Analysis **FINAL REPORT**

Western Maine Transportation Services

Revised July 2018

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1. STUDY OVERVIEW

Transportation services in Western Maine have grown out of necessity and have morphed and changed over the years to the current mix of services. Western Maine is a large and diverse area that requires different types of transportation services for a variety of trip purposes. Transportation services in the region have not been analyzed in a comprehensive/holistic manner in several years. As Western Maine Transportation Services (WMTS) has recently taken over operating more services across a larger area, now is an opportune moment to comprehensively evaluate the transportation network and plan for the future.

Many transportation needs in the region are being met by the different transportation services in the region, but there are gaps and additional needs that are either currently unmet or under-met based on the current level of service/service coverage. There are also opportunities to provide service more efficiently and develop coordination and partnerships to create a seamless transportation network in the region. This study will build on recent studies completed in the region and look holistically at the region and with a focus on rural-urban connections.

2. INTRODUCTION TO WESTERN MAINE

Western Maine covers a vast area of Maine including Androscoggin, Franklin and Oxford Counties. A map of the region is provided in Figure 1. Most of the discussion centers on these three counties, but in some cases, particularly with regard to employment and services, adjacent Cumberland and Sagadahoc Counties are also included in the discussion. Current demographic and socioeconomic characteristics of the population, employment, and travel patterns are discussed in this section.

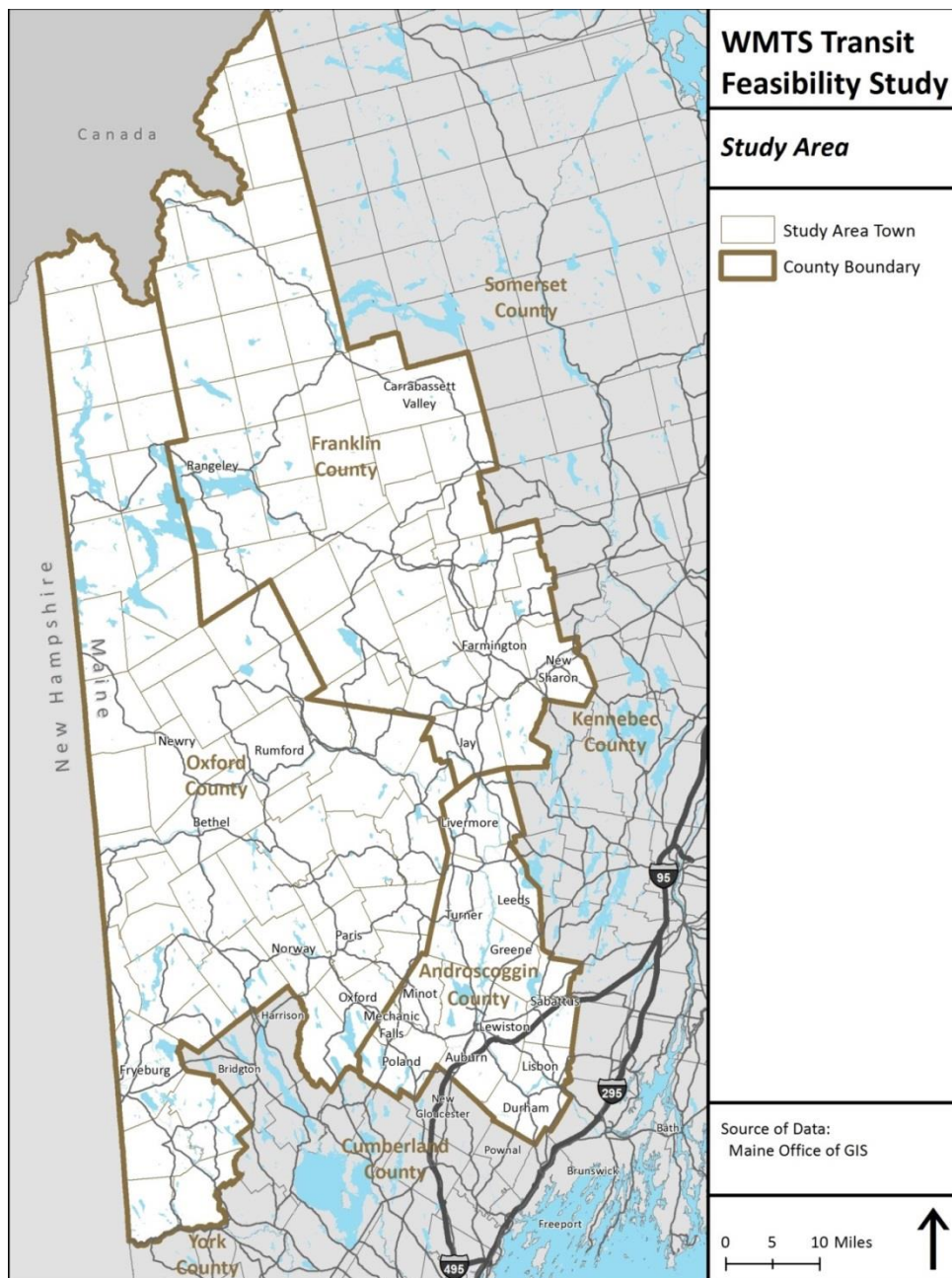
Demographics and Socioeconomics

Demographic and socioeconomic statistics are important in transit planning to understand the potential transit markets that exist in an area. Transit dependency is frequently related to level of income, age, vehicle availability, and disability status. Table 1 includes a summary of statistics for the study area and adjacent counties. The highest percentages of both poverty and disabilities are found in Oxford County.

Table 1: Demographic and Socioeconomic Characteristics

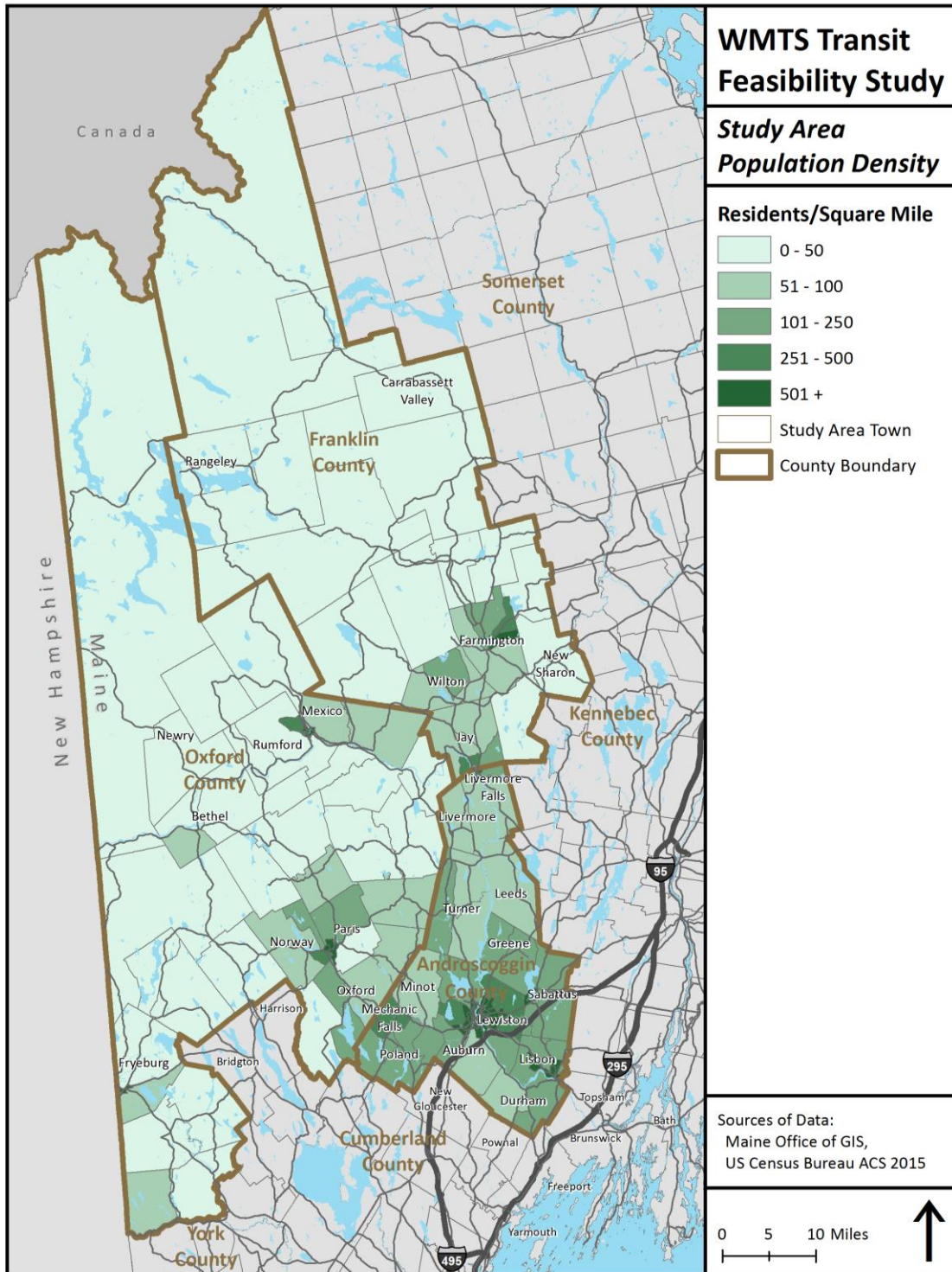
County	Population 2016	Percent in Poverty (2015)	Percent Disabled under Age 65 (2015)
Androscoggin	107,319	15.00%	12.40%
Franklin	30,001	14.60%	13.60%
Oxford	57,217	17.00%	14.00%
Cumberland	292,041	10.70%	8.20%
Sagadahoc	35,293	11.20%	10.80%

Figure 1: Study Area Overview Map



Population density maps can help identify where populations may be concentrated and where population distribution may be sparse. This can be particularly helpful in transit planning when considering how and where services can best meet the transportation needs of various populations. Population density in the region is mapped in Figure 2. Androscoggin County is the densest with Lewiston and Auburn having the highest population densities in the study area. Pockets of higher density in the study area also include the downtown areas of Farmington, Jay/Livermore Falls, Mexico/Rumford, and Lisbon along Route 196.

Figure 2: Population Density



Employment

The trip to work is often the most frequent trip taken by many people; therefore, employment characteristics are important factors in the transportation and transit discussion. Large employers are commonly destinations for significant numbers of people, which make them important to transit service. This section looks both at workers residing in the study area (labor force) and workers employed in the study area (employees/jobs).

Labor force characteristics by county of residence are provided in Table 2 for the three study area counties as well as adjacent Cumberland and Sagadahoc Counties. Cumberland County, the most urban county in the state, has the highest population and the highest percentage of the workers in the labor force as well as the shortest travel time to work. The longest commute times in the region are found in Oxford County, which given the predominantly rural nature of the county, is not surprising.

Table 2: Labor Force Characteristics

County	Population 2016	Percent in Labor Force Age 16+ (2015)	Mean Travel Time to Work (min)
Androscoggin	107,319	66.30%	23.7
Franklin	30,001	61.40%	23.2
Oxford	57,217	58.20%	27.9
Cumberland	292,041	68.30%	22.5
Sagadahoc	35,293	61.30%	23.9

Employer characteristics by county are described in Table 3 for the three study area counties as well as adjacent Cumberland and Sagadahoc Counties. Cumberland County, home of the largest city in Maine, Portland, has the largest number of employer establishments and employment in the region. Within the study area, Androscoggin County, home of Lewiston and Auburn, has the second largest number of employers in the region.

Table 3: Employer Characteristics

County	Total Employer Establishments (2014)	Total Employment (2014)
Androscoggin	2,667	44,283
Franklin	814	9,147
Oxford	1,286	14,225
Cumberland	10,926	160,331
Sagadahoc	923	13,169

Large private employers in the study area are listed by county and employment range in Table 4. Central Maine Healthcare is the largest private employer in the region.

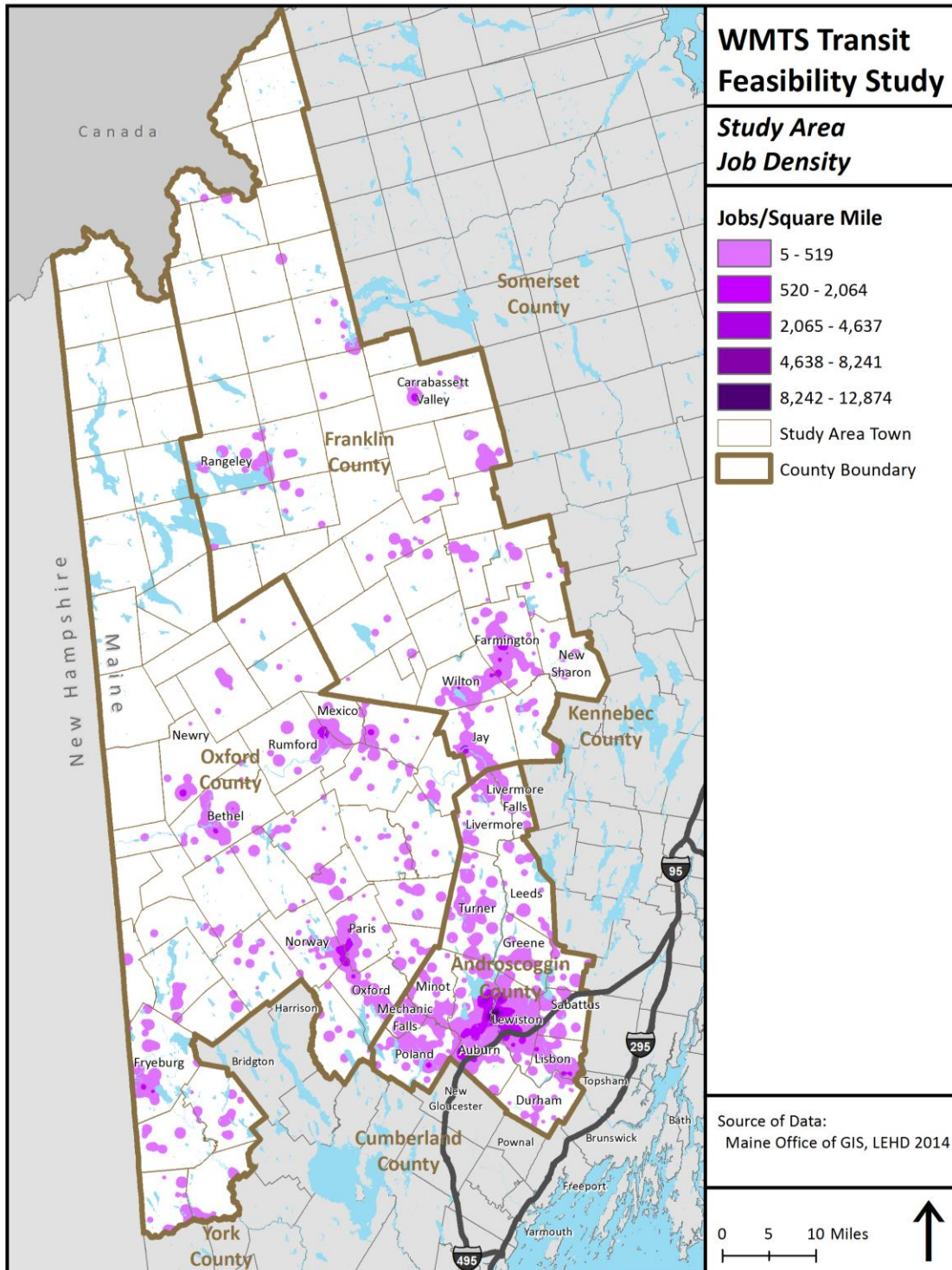
Table 4: Large Private Employers in Androscoggin, Franklin and Oxford Counties

Private Employer	Location	Employment Range
Central Maine Healthcare	Androscoggin County	2,501-3,000
TD Bank	Androscoggin County	1,501-2,000
St. Mary's Regional Medical Center	Androscoggin County	1,501-2,000
Walmart/Sam's Club	Androscoggin County	1,001-1,500
Bates College	Androscoggin County	501-1,000
John F. Murphy Homes	Androscoggin County	501-1,000
L.L. Bean	Androscoggin County	501-1,000
Franklin Memorial Hospital	Franklin County	501-1,000
Verso Paper Corp.	Franklin County	501-1,000
Catalyst Paper Operations	Oxford County	501-1,000
Stephens Memorial Hospital	Oxford County	501-1,000

Source of Data: Maine.gov Center for Workforce Research and Information, 2016

In addition to ACS data, the Census Bureau's LEHD dataset, produced through the Local Employment Dynamics Partnership, provides more detailed information on workers and work locations based on employer administrative records. Figure 3 is a map of job density for the study area. Lewiston and Auburn have the highest density of jobs in the study area, but there are other concentrations along the Route 4 Corridor to Wilton, Route 2 corridor between Wilton and Farmington, in Rumford/Mexico, Bethel, Rangeley and Fryeburg, Route 26 to Norway/Paris and Lisbon along Route 196.

Figure 3: Job Density



Travel Patterns

The labor force in the region comes from within the study area as well as from outside the study area. For the purpose of this study, the focus is on the counties of Oxford, Androscoggin, and Franklin plus the communities of Topsham, Brunswick and Bath. Table 5 is a matrix of home and work locations for workers in the region. The most common home/work pairs (10% or more to a defined destination), other than travel within the same community for both residences and places of employment, are:

- Lewiston/Auburn to Cumberland County other than Portland
- Bath to Brunswick and Cumberland County other than Portland
- Brunswick to Bath, Portland, and other Cumberland County destinations
- Topsham to Brunswick, Portland, and other Cumberland County destinations
- Norway/Oxford/South Paris to Lewiston/Auburn and Cumberland County

Detailed travel pattern maps can be found in Appendix A.

Table 5: Travel Patterns

		WORK LOCATION															
		Lewiston/ Auburn	Bath	Brunswick	Farmington	Topsham	Rumford/ Mexico	Norway/Oxford/ South Paris	Portland	Franklin/Oxford/ Androscoggin County*	Cumberland County*	Sagadahoc County*	Maine Other*	NH	MA	Other	TOTAL
HOME TOWN	Lewiston/Auburn	14,486	523	421	160	192	96	384	1,425	1,299	2,879	47	2,937	172	429	323	25,773
		56%	2%	2%	1%	1%	0%	1%	6%	5%	11%		11%	1%	2%	1%	
	Bath	195	1,327	618	6	113	3	23	295	51	460	164	607	28	61	49	4,000
		5%	33%	15%	0%	3%	0%	1%	7%	1%	12%	4%	15%	1%	2%	1%	
	Brunswick	546	860	2,560	0	409	9	31	882	126	1,671	119	1,381	68	136	106	8,904
		6%	10%	29%	0%	5%	0%	0%	10%	1%	19%	1%	16%	1%	2%	1%	
	Farmington	110	15	23	999	3	38	32	84	533	120	2	894	25	9	27	2,914
		4%	1%	1%	34%	0%	1%	1%	3%	18%	4%	0%	31%	1%	0%	1%	
	Topsham	338	413	840	3	616	6	24	436	92	820	94	686	21	67	42	4,498
		8%	9%	19%	0%	14%	0%	1%	10%	2%	18%	2%	15%	0%	1%	1%	
	Rumford/Mexico	318	19	23	92	6	1,183	136	78	628	246	5	561	79	10	57	3,441
		9%	1%	1%	3%	0%	34%	4%	2%	18%	7%	0%	16%	2%	0%	2%	
	Norway/Oxford/South Paris	1,011	40	55	40	16	74	2,084	315	621	792	8	876	106	16	9	6,063
		17%	1%	1%	1%	0%	1%	34%	5%	10%	13%	0%	14%	2%	0%	0%	
	TOTAL	17,004	3,197	4,540	1,300	1,355	1,409	2,714	3,515	3,350	6,988	439	7,942	499	728	613	55,593

3. CURRENT TRANSIT SERVICES

Western Maine Transportation Services (WMTS) currently provides a variety of transit services across Western Maine. Existing WMTS services are described in this section as well as other regional transit providers.

Western Maine Transportation Services

WMTS was created in 1976 as a non-profit public transportation corporation to serve Maine DOT Region 7, which includes Androscoggin, Franklin and Oxford counties. The service area is primarily rural and WMTS operates six different transportation services across western Maine including: seasonal shuttle, fixed route, commuter, demand response and complimentary ADA services.

WMTS operates six demand response flex routes that are open to the public and the Brunswick Explorer, a deviated fixed route. The bus will deviate up to $\frac{3}{4}$ of a mile on both the demand response flex routes and the Brunswick Explorer. Service is provided Monday through Friday and fares are based on the distance traveled and range from \$3 to \$7.50 for adults and half-price fares for the elderly, disabled, Medicare, and children aged 5-11.

WMTS operates the citylink fixed route service in Lewiston-Auburn and the complementary ADA service, both which provide service Monday-Saturday from approximately 6:00 am to 6:00 pm on weekdays with reduced hours on Saturday. The ADA door-to-door paratransit service is available within $\frac{3}{5}$ mile of any citylink fixed route during the associated service hours. The fare both services is \$1.50 for adults, and 75¢ for seniors and the disabled.

During the winter months, flex route ski shuttles are operated 7 days a week in Bethel/Newry for Sunday River Resort and in Carrabassett Valley for Sugarloaf Mountain. Service on these routes is free and subsidized in part by the Resorts.

Commuter bus service is offered on weekdays between Lisbon Falls and Lewiston via the Lisbon Connection. The fare for this service is \$1.50 and the route will deviate up to $\frac{3}{4}$ mile with advanced notification.

Service characteristics for each of the WMTS services are provided in Table 6. **Saturday service operated on a limited schedule.*

Figure 4 provides a map of the services.

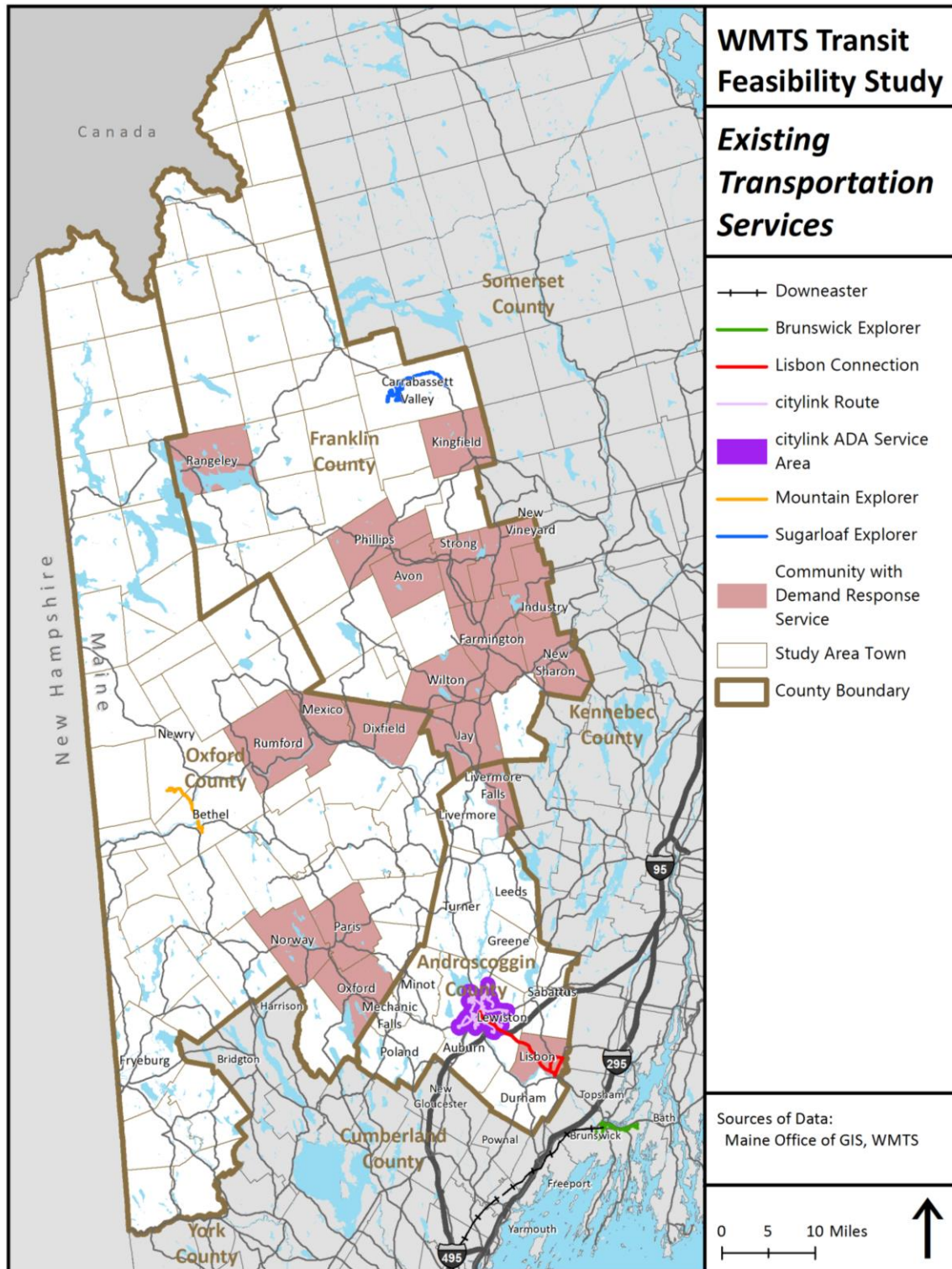
Table 6: WMTS Service Descriptions

Route Name	Days Operated	Hours of Service	Frequency	Months Operated	Towns Served	Ridership 2016
Deviated Fixed Route						
Brunswick Explorer	Mon-Fri	7:00 am - 4:45 pm	60 minutes	Year-round	Brunswick	7,540
General Public Demand Response Flex Routes						
River Valley	Mon-Fri	7:30 am - 5:00 pm	On-demand	Year-round	Rumford, Mexico Dixfield	15,845
Oxford Hills	Mon-Fri	7:30 am - 5:00 pm	On-demand	Year-round	Norway, South Paris, Oxford	
Franklin County	Mon-Fri	7:30 am - 5:00 pm	On-demand	Year-round	Farmington, Wilton, Jay, Livermore Falls, Phillips, Avon, Strong, New Vineyard, Industry, New Sharon, Rangeley, Kingfield	
Lewiston/Auburn-Farmington	Wed & Fri	7:30 am - 5:00 pm	On-demand	Year-round	Lewiston, Auburn, Farmington	
Lewiston/Auburn-Rumford	Wed	7:30 am - 5:00 pm	On-demand	Year-round	Lewiston, Auburn, Rumford	
Lewiston/Auburn-Norway	Tue	7:30 am - 5:00 pm	On-demand	Year-round	Lewiston, Auburn, Norway	
Demand Response Services						
MaineCare	Mon-Fri	7:30am – 4:00 pm	On-demand	Year-round		69,344
citylink ADA*	Mon-Fri	6:00 am - 6:00 pm	On-demand	Year-round	Lewiston, Auburn	12,594
DHHS Other	Mon-Fri	7:30am – 4:00 pm	On-demand	Year-round		1,513
Other	Mon-Fri	7:30am – 4:00 pm	On-demand	Year-round		6,187
Seasonal Shuttles						
Mountain Explorer	Mon-Sun	6:00 am - 2:00 am	60 minutes	12/26-4/2	Bethel, Newry	19,219
Sugarloaf Explorer	Mon-Sun	8:00 am - 11:00 pm	30 minutes	11/25-4/9	Carrabassett Valley	113,225
Commuter Service						
Lisbon Connection	Mon-Fri	5:15 am to 5:45 pm	5 trips daily	Year-round	Lisbon, Lewiston	6,588
Fixed Route (citylink in Lewiston/Auburn) ¹						
1. Main Street*	Mon-Fri	6:00 am - 6:00 pm	60 minutes	Year-round	Lewiston	35,105
2. Sabattus Street*	Mon-Fri	6:00 am - 6:00 pm	60 minutes	Year-round	Lewiston	53,446
3. Lisbon Street*	Mon-Fri	6:15 am - 6:00 pm	60 minutes	Year-round	Lewiston	53,871
4. New Auburn*	Mon-Fri	7:45 am - 5:00 pm	120 minutes	Year-round	Lewiston, Auburn	24,167
5. Minot Avenue	Mon-Fri	8:15 am - 5:45 pm	60 minutes	Year-round	Auburn	5,680
6. College Street*	Mon-Sat	6:15 am - 6:00 pm	60 minutes	Year-round	Lewiston, Auburn	76,286
7. Auburn Malls*	Mon-Sat	8:15 am - 5:45 pm	60 minutes	Year-round	Auburn	36,465
8. Mall Shuttle*	Mon-Sat	6:30 am - 6:00 pm	30 minutes	Year-round	Auburn	56,387
9. Downtown Shuttle	Mon-Fri	7:45 am - 5:15 pm	60 minutes	Year-round	Lewiston, Auburn	31,547

*Saturday service operated on a limited schedule.

¹ Citylink ridership numbers are from 2014.

Figure 4: Existing Transit Services



Other Regional Service Providers

In addition to the services provided by WMTS there are other transportation service providers operating in the study area or adjacent to the study area. These include:

- Bath CityBus
- Metro Breez
- Lakes Region Explorer
- Amtrak Downeaster
- Concord Coach
- Greyhound

Bath CityBus is operated by the City of Bath. It provides transportation to anyone within Bath on two loops – a North Loop and a South Loop on either side of Route 1. Service is provided on weekdays on an hourly basis between 8am and 5:30pm. Twice daily service to Mid Coast Hospital in Brunswick is also operated on weekdays when requested. Bath CityBus also operates a shuttle service for Bath Iron Works employees based on demand.

Metro Breez is operated by Greater Portland Metro, the fixed route service provider in Portland. The Breez commuter service provides ten round trips daily and connects Portland, Falmouth, Yarmouth and Freeport. As of March 2017, Metro is looking to extend the Breez to Bowdoin College in Brunswick.

The Lakes Region Explorer, operated by Regional Transportation Program (RTP) in Portland, provides service along Route 302 between Bridgton and Portland. There are four round trips daily.

Intercity bus service in the WMTS service area is provided by both Concord Coach and Greyhound. Concord Coach Lines provides service along I-295 and I-95 from Orono/Bangor to Boston with service through Brunswick and Bath. There are two trips in each direction daily from Brunswick and one from Bath. In Brunswick the route serves the Brunswick Intermodal Station. Concord Coach Lines also provides service from Orono/Bangor to Boston via Lewiston and Auburn as of June 2017. Stops are located at Bates College in Lewiston, Downtown Auburn, and at Exit 75 in Auburn. There are six trips in each direction daily through Auburn Exit 75 with 3 trips daily in each direction serving Downtown Auburn. Service to Lewiston and Bates College is planned to begin at the end of August 2017. Intermediate trips between Auburn and Augusta and Portland are also possible on Concord Coach Lines.

Greyhound provides service from Bangor to Boston along I-95 with stops in Lewiston and Brunswick. There are two trips in each direction daily. In Lewiston, Greyhound stops at the Oak Street Bus Station and at Bates College and in Brunswick it stops at the Intermodal Station.

Passenger rail service is provided by Northern New England Passenger Rail Authority (NNEPRA), operated by Amtrak, via the Downeaster Route. The Downeaster provides service between Brunswick, Portland, and Boston with three trips daily to Brunswick. The train station in Brunswick is located downtown at 16 Station Ave.

4. UNMET TRANSPORTATION NEEDS

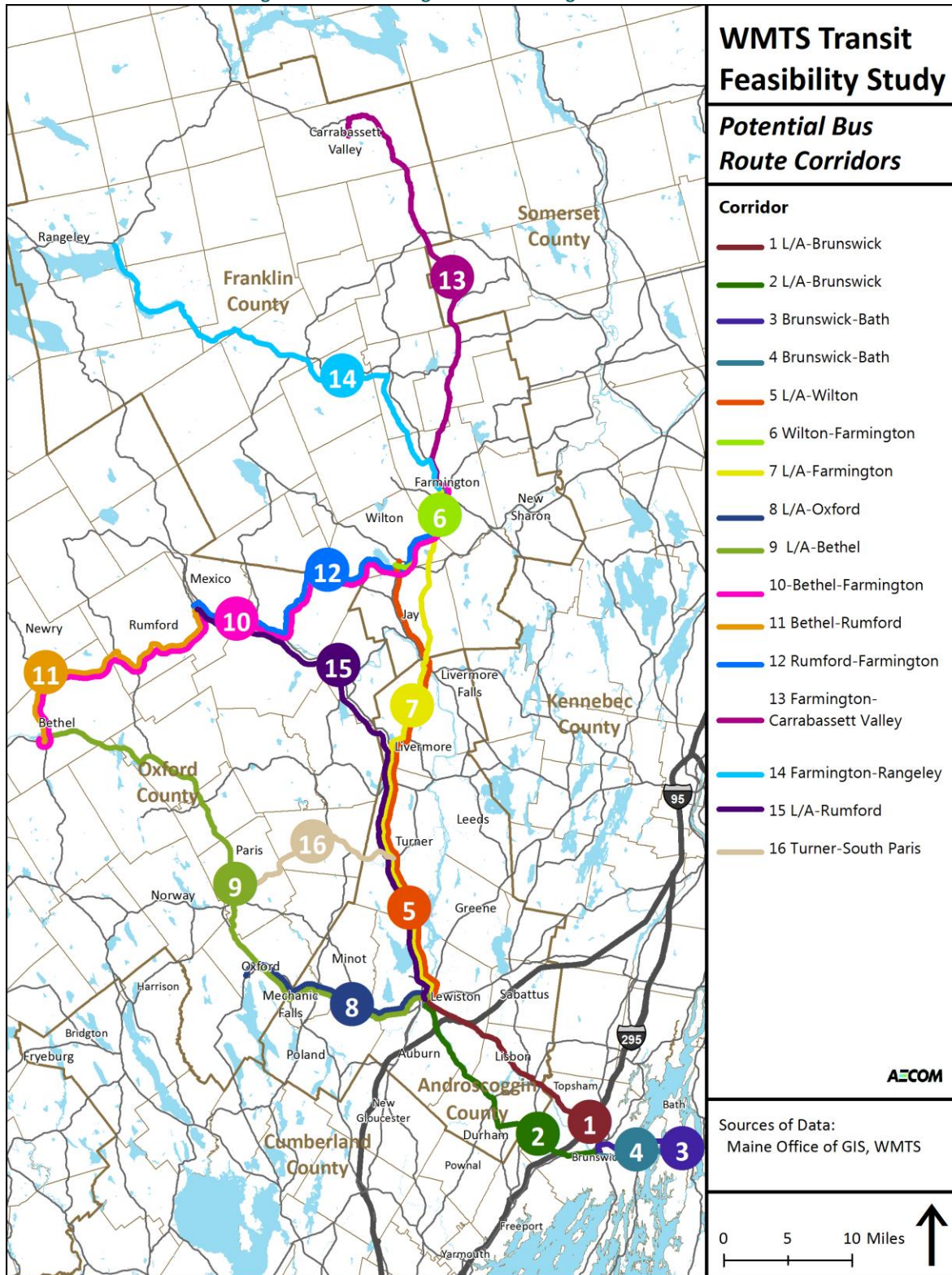
Transportation needs that have been identified in the region are documented in this section. Transportation needs were identified through a public survey, stakeholder interviews, and steering committee workshops. A detailed summary of the survey responses can be found in Appendix B. Additional comments provided by survey respondents can be found in Appendix C.

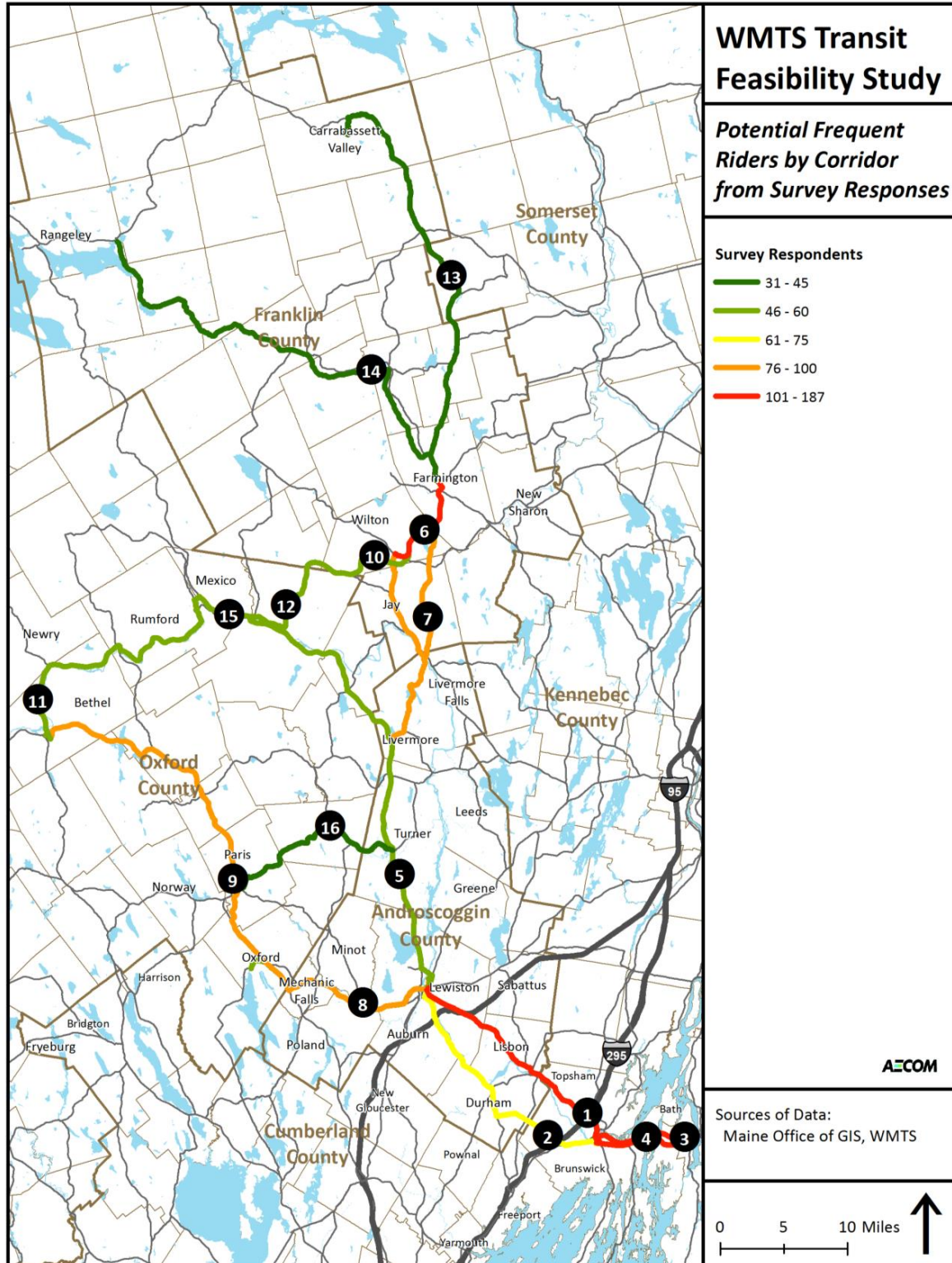
Table 7 includes a summary of the number of respondents who said they would use bus service in one of the 16 corridors identified in the region as potential transit service corridors. A map of the 16 corridors is provided in Figure 5 and the survey response by corridor is provided in Figure 6. The highest number of potential regular (weekly) users are bolded in Table 7 by corridor, the most popular being: Lewiston/Auburn to Brunswick through Lisbon and Topsham, Brunswick to Bath along both Route 1 or along Bath Road, and Wilton to Farmington. Other popular corridors with high potential for regular transit use include: Lewiston/Auburn to Wilton, Lewiston/Auburn to Farmington, and Lewiston/Auburn to Bethel.

Table 7: Survey Responses by Potential Transit Service Corridor

Corridor	4-5 days per week	1-3 days per week	Potential regular users	once a month
1) L/A, Lisbon, Topsham and Brunswick along Route 196	69	118	187	160
2) L/A, Durham and Brunswick along Route 136	29	38	67	107
3) Brunswick and Bath along Route 1	63	82	145	106
4) Brunswick and Bath along Bath Road	65	78	143	96
5) L/A and Turner, Livermore, Livermore Falls, Jay & Wilton along Route 4	32	63	95	104
6) Wilton and Farmington along Route 2	43	92	135	77
7) L/A and Farmington along Routes 4	28	57	85	105
8) L/A and Mechanic Falls and Oxford along Routes 121 and 26	20	39	59	81
9) L/A, Oxford, Norway, Paris, and Bethel along Route 121 and 26	19	57	76	108
10) Bethel and Farmington along Route 2	19	29	48	78
11) Bethel and Rumford along Route 2	21	31	52	66
12) Rumford and Farmington along Route 2	23	31	54	82
13) Farmington and Carrabassett Valley along Route 27	15	28	43	83
14) Farmington and Rangeley along Route 4	17	27	44	101
15) L/A, Turner and Rumford along Routes 4 and 108	23	31	54	59
16) Turner & South Paris along Route 117	16	15	31	52

Figure 5: Potential Regional and Interregional Connections





5. PROJECT GOALS

Building on the existing conditions in Western Maine, and learning from stakeholders across the region, the goals of this study are to develop transportation options that:

- Optimize rural-urban and interregional connections
- Foster economic development
- Increase access to employment and education
- Build on the success of the current services
- Use appropriate service types/vehicles to match demand
- Are economically feasible and sustainable

6. EVALUATION OF TRANSIT SERVICE ALTERNATIVES

To evaluate the various transit service options, a tiered approach was used. Evaluation of service options is essential to ensure the best allocation of scarce transportation resources. The first tier consisted of corridor screening based on the Purpose and Need Statement and study goals. The second tier quantitatively evaluates routes and level of service based on performance measures calculated by estimating costs, benefits, impacts, ridership as well as findings from the public outreach process to select the preferred alternative.

Tier 1 Evaluation

A long list of alternatives was developed and evaluated based on information provided through input from existing market conditions and transit services, Purpose and Need Statement/study goals, a public survey, stakeholder interviews and steering committee workshops. In total 16 alternative alignments were included in the long list Tier 1 evaluation.

Five preliminary criteria were developed and each criterion had several measures and was scored based on a 0-3 scale. The five criteria and the scoring thresholds are presented below.

1. Does the alternative serve a high demand corridor?
2. Does the alt. provide access to employment and education?
3. Does this option improve mobility for seniors?
4. What is the total elderly population served?
5. What is the total low-income population served?

More detail on the evaluation criteria and scoring process is provided in Appendix D.

Each potential service corridor was then scored based on the Tier 1 criteria. The scoring is presented in Table 8. The maximum score was 30. The top scoring corridor was #1 that connects Lewiston and Auburn to Brunswick via Route 196 through Lisbon and Topsham. The corridor with the lowest score,

#16, connected South Paris to Turner via Route 117. In general the corridors that provide potential service to Lewiston/Auburn scored higher than others and the routes in the north performed the worst. This is reflective of the lower population and employment densities in the north.

Table 8: Tier 1 Scoring

Corridor	Score	Ranking
1) L/A, Lisbon, Topsham and Brunswick along Route 196	29	1
5) L/A & Turner, Livermore, Livermore Falls, Jay & Wilton along Rt 4	26	2
7) L/A and Farmington along Routes 4	26	2
3) Brunswick and Bath along Route 1	25	4
2) L/A, Durham and Brunswick along Route 136	25	4
9) L/A, Oxford, Norway, Paris, & Bethel along Rt 121 & 26	25	4
15) L/A, Turner and Rumford along Routes 4 and 108	24	7
4) Brunswick and Bath along Bath Road	22	8
8) L/A and Mechanic Falls and Oxford along Routes 121 and 26	18	9
6) Wilton and Farmington along Route 2	17	10
12) Rumford and Farmington along Route 2	17	10
11) Bethel and Rumford along Route 2	16	12
10) Bethel and Farmington along Route 2	16	12
14) Farmington and Rangeley along Route 4	12	14
13) Farmington and Carrabassett Valley along Route 27	11	15
16) Turner & South Paris along Route 117	10	16

The scoring was reviewed and the key findings for each alternative developed. These key findings were used to develop recommendations for further evaluation.

Key Findings

- **Alternative 1** is the preferred routing between Lewiston/Auburn and Brunswick over **Alternative 2**. There are a greater number of potential frequent and occasional users, a larger number of people traveling for work and a higher percentage of elderly populations
- **Alternative 3** is the preferred routing between Brunswick to Bath over **Alternative 4**. There are a greater number of potential frequent and occasional users and a higher percentage of elderly populations. Alternative 3 is a more direct route and Alternative 4 has more intermediate destinations.
- **Alternatives 5 and 7** have similar demand. The demand to Lewiston/Auburn is more for shopping, recreation, etc. and not work purposes.
- **Alternative 6** scored moderately but has high demand from the survey results.
- **Alternative 9** has a higher demand than **Alternative 8** and is the preferred routing along Routes 121 and 26. It had the second highest occasional user response rate and had a greater number of potential and occasional users, larger number of people traveling for work and higher percentage of elderly populations
- **Alternatives 10, 11, and 12** had lower demand. While Bethel had a large survey response, most were going to Lewiston/Auburn. Since Alternative 10 covers the same area as 11 and 12, it is the preferred routing because there was no difference in demand.

- **Alternatives 13 and 14** had very low responses and scores; any proposed service should be limited.
- **Alternative 15** has the potential for higher demand but had a low survey response. Limited service should be considered.
- **Alternative 16** had the lowest score and the least number of potential frequent and occasional users.

Using the key findings and scoring, recommendations for further evaluation for each alternative were developed. The recommendations further refined the alternatives and determined which levels of service should be examined for each alternative. By examining levels of service, ridership was calculated and the performance measures evaluated as part of the Tier 2 evaluation. Several routes were eliminated from further evaluation due to low scores. Detailed information on the evaluation process is included in Appendix D.

Tier 2 Evaluation

The Tier 2 evaluation used performance measures to evaluate the operational and financial feasibility of each route and service option. Routes and service options are described in detail in Appendix E. Seven performance measures were developed (Figure 7). Transit performance measures serve as a guide to understand how a transit service is projected to perform. In the case of proposed services, they allow for the quantification of demand and determination of financial efficiency that can be compared across several alternatives based on projected ridership.

Figure 7: Performance Measures

Unlinked Passenger trips
Capital costs
Annual operating cost
Passengers per trip
Passenger trips per capita
Cost per passenger trip
Passenger trips per revenue hour

Each route and set of service options, which resulted in a total of 66 alternatives, was evaluated based on the seven performance measures. Based on the Tier 2 evaluation, 26 alternatives were deemed appropriate for additional evaluation. Additional detail on how the evaluation process progressed is provided in Appendix F.

Key Findings

Based on the projected performance measures, steering committee meetings and national best practices, recommendations for Tier 3 were developed. For direct comparison purposes, Table 9 summarizes the main service characteristics of each alternative and option recommended for further evaluation. Table 10 presents the performance measures for the recommended alternatives to consider further.

Table 9: Recommended Alternatives – Service Characteristics

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. Hours	Annual Rev. Miles	Daily Trips	New Vehicle Req.
1.A	6:00 AM - 6:00 PM	180	2	2	5	2,045	47,216	4	1
1.D	7:00 AM - 5:00 PM	90	4	3	5	2,600	78,693	7	1
1.E	6:00 AM - 6:00 PM	90	4	4	5	3,120	94,432	8	1
1.K	8:00 AM - 5:00 PM	90	2	4	weekend	2,475	37,773	6	0
3.E	6:00 AM - 6:00 PM	60/180	4	2	5	1,092	28,704	6	Share 1 w/ Alt 4
3.G	Peak only	60	4	0	5	728	19,136	4	Share 1 w/ Alt 4
4.A	10:00 AM-3:00 pm	60	0	5	5	1,300	22,100	5	Share 1 w/ Alt 3
4.C	10:00 AM-3:00 pm	150	0	2	5	477	8,840	2	Share 1 w/ Alt 3
4.D	10:00 AM-3:00 pm	100	0	3	5	715	13,260	3	Share 1 w/ Alt 3
4.E	10:00 AM-3:00 pm	75	0	4	5	953	17,680	3	Share 1 w/ Alt 3
4.G	8:00 AM-5:00 PM	60	4	5	weekend	936	8,840	9	0
6.C	6:00 AM - 6:00 PM	60/120	4	4	5	1,352	32,448	8	Share 1 with Alt 6H.B
6.E	6:00 AM - 6:00 PM	120	4	2	5	1,014	24,336	6	Share 1 with Alt 6H.B
6H.B	Peak only	60	4	0	5	2,929	92,664	4	2
9.A	Peak only	120	2	0	5	1,456	46,176	2	1
9.B	6:00 AM - 6:00 PM	120/300	2	1	5	2,184	69,264	3	1
9.C	Peak only	60	4	0	5	2,912	92,352	4	2
10.A	Peak only	120	2	0	5	1,621	55,328	2	1
10.B	Peak only	240	1	0	5	810	27,664	1	1
10.G	Peak only	120	2	0	7	785	26,813	2	1
13.A	Peak only	120	2	0	7	525	19,202	2	1
14.A	Peak only	120	2	0	1	239	8,403	2	1
14.C	10:00AM-12:00PM 2:00PM-4:00PM	240	0	1	1 month	28	970	1	1
15.I	Peak only	60	4	0	5	1,265	45,968	4	0-1
15.A	Peak only	120	2	0	5	1,329	44,824	2	1
15.B	6:00 AM-6:00 PM	120/300	2	1	5	1,994	67,236	3	1

Table 10: Recommended Alternatives - Performance Measures

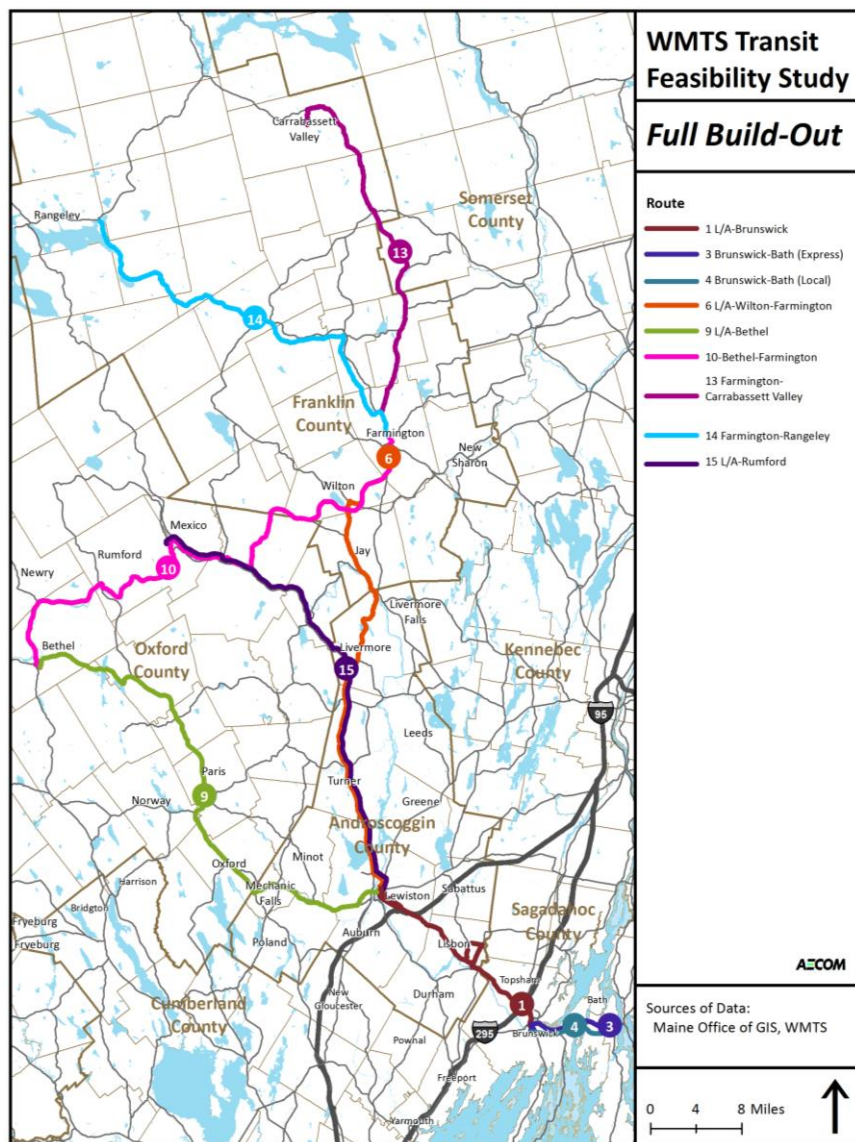
Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs	Priority
1.A	26,040	100	12.73	0.44	25	\$0.96	\$97,000 - \$238,500	\$25,000	1
15.I	8,925	34	7.05	0.63	8.6	\$9.19	\$89,000 - \$222,500	\$82,000	1
3.G	8,218	32	11.29	0.31	7.9	\$5.72	\$89,000 - \$214,500	\$47,000	1
4.C	3,990	15	8.37	0.17	7.7	\$7.77	\$22,000 - \$222,500	\$31,000	1
6.E	9,920	38	9.78	1.04	6.4	\$6.65	\$105,000 - \$246,500	\$66,000	1
6H.B	20,375	78	6.96	0.39	19.6	\$9.37	\$164,000 - \$370,500	\$191,000	1
13.A	1,561	12	2.97	0.18	6.2	\$21.78	\$97,000-\$222,750	\$99,000	1
1.D	52,360	201	20.14	0.88	30.2	\$1.17	\$97,000 - \$238,500	\$61,000	2
3.E	11,830	46	10.83	0.45	7.58	\$6.00	\$89,000 - \$214,500	\$71,000	2
6.C	14,520	56	10.74	1.52	7	\$6.06	\$105,000 - \$246,500	\$88,000	2
14.C	108	9	3.85	0.01	9	\$16.67	\$0-\$0	\$2,000	2
1.E	70,870	273	22.71	1.19	34.1	\$1.34	\$97,000 - \$238,500	\$95,000	3
1.K	5,730	55	6.12	0.1	6.9	\$10.65	\$0-\$0	\$61,000	3
10.G	6,400	51	8.15	0.26	25.4	\$7.97	\$89,000-\$206,500	\$51,000	3
4.D	6,650	26	9.3	0.28	8.5	\$7.07	\$22,000 - \$222,500	\$47,000	3
9.A	18,560	71	12.75	0.35	35.7	\$5.12	\$121,000 - \$246,750	\$95,000	3
10.B	6,380	25	7.87	0.26	24.5	\$8.31	\$89,000 - \$270,500	\$53,000	4
15.A	14,160	54	10.65	0.31	27.2	\$6.14	\$89,000 - \$222,500	\$87,000	4
4.E	10,640	41	11.16	0.45	10.2	\$5.83	\$22,000 - \$222,500	\$62,000	4
9.B	26,979	104	12.35	0.51	34.6	\$5.26	\$121,000 - \$246,750	\$142,000	4
4.G	3,800	37	4.06	0.16	4.1	\$16.05	\$0-\$0	\$61,000	4
10.A	14,036	54	8.66	0.57	27	\$7.55	\$89,000 - \$270,500	\$106,000	5
14.A	1,428	27	5.97	0.15	13.7	\$11.20	\$22,000 - \$222,500	\$16,000	5
15.B	24,675	95	12.37	0.53	31.6	\$5.27	\$89,000 - \$222,500	\$130,000	5
4.A	14,630	56	11.25	0.61	11.3	\$5.81	\$22,000 - \$222,500	\$85,000	5
9.C	46,400	178	15.93	0.88	44.6	\$4.09	\$196,000 - \$363,000	\$190,000	5

Possible phasing, more precise capital costs, schedules, fares, and concrete alignments are presented in the following sections and in Appendices E-G.

8. SELECTION OF A PREFERRED TRANSIT SERVICE PACKAGE

The study steering committee met on August 18, 2017 to discuss the alternatives and choose recommended alternatives to move forward. After discussing the pros and cons of each alternative, with a particular focus on performance measures, public input, destinations served, and cost (both operating

Figure 8: Preferred Transit Service Package



and capital), it was decided that corridors along Route 196 Lewiston/Auburn to Brunswick, Route 1 and Bath Road Brunswick to Bath, Route 4 and 2 Lewiston/Auburn to Wilton and Farmington, Route 2 Farmington to Bethel, Routes 121 & 26 Lewiston/Auburn to Bethel, Routes 4 and 108 Lewiston/Auburn to Rumford and Mexico, and Route 4 Farmington to Rangeley warrant some level of service. See Figure 8 for a map of the selected corridors. These corridors comprise the ideal service for the region based on the information collected, both qualitative and quantitative, and analyzed for this study at this point in time. However, the projected operating and capital costs associated with implementing service on all of these corridors at once were considered too high given the current funding climate in Maine, so the team discussed the idea of starting with a core

level of service on the routes with the highest demand, to show 'proof of concept' and build to the recommended alternatives as the service is implemented and shows success and growth. To achieve this objective, a phasing plan was developed.

Potential Phasing of Implementation

In order to get to a recommended (ideal) level of service, a phased approach allows the service to be implemented gradually as funding becomes available and the success of the system builds with each new service addition. A phasing plan is presented in Figure 9 where a base level of service is implemented first and service is added and expanded as awareness of the service and ridership grows until the ideal level of service is reached².

Figure 9: Possible Phased Approach to Service Implementation

Phase 1	Phase 2	Phase 3
<ul style="list-style-type: none"> Route 196 L/A to Brunswick Route 1 Brunswick to Bath commuter Bath Road Brunswick to Bath local Route 4 & 2 L/A to Farmington Route 2 Wilton to Farmington Route 108 Rumford to Livermore Route 27 Carrabassett Valley to Farmington 	<ul style="list-style-type: none"> Increase service on Route 196 L/A to Brunswick Add off peak Route 1 Brunswick to Bath trips Increase service on Route 2 Wilton to Farmington in off-peak Monthly service Route 4 Farmington to Rangeley 	<ul style="list-style-type: none"> Increase service on Route 196 L/A to Brunswick Add weekend service on Route 196 L/A to Brunswick Winter service Farmington to Bethel via Route 2 Increase service on Bath Road Brunswick to Bath Routes 121 & 26 L/A to Bethel
Phase 4	Phase 5	
<ul style="list-style-type: none"> Year-round weekday service Route 2 Bethel to Farmington Routes 4 & 108 L/A to Rumford Increase service on Bath Road Brunswick to Bath Increase service on Routes 121 & 26 L/A to Bethel Add weekend service on Bath Road Brunswick to Bath 	<ul style="list-style-type: none"> Increase year-round weekday service Route 2 Bethel to Farmington Increase service on Route 4 Farmington to Rangeley to weekly Add off peak Routes 4 & 108 L/A to Rumford trips Increase service on Bath Road Brunswick to Bath Increase service on Routes 121 & 26 L/A to Bethel 	

² Additionally, although not explicitly part of this study, there were many requests throughout the outreach process to also implement service between the study corridor and Augusta. This connection may become more feasible as service along the other corridors is implemented and ridership grows.

9. PREFERRED TRANSIT SERVICE PACKAGE

An operational plan and capital requirements for each phase as well as a description of phased implementation are presented in this section. The operating and capital costs have been further refined to reflect the proposed detailed schedules shown in Appendix G.

Phase 1

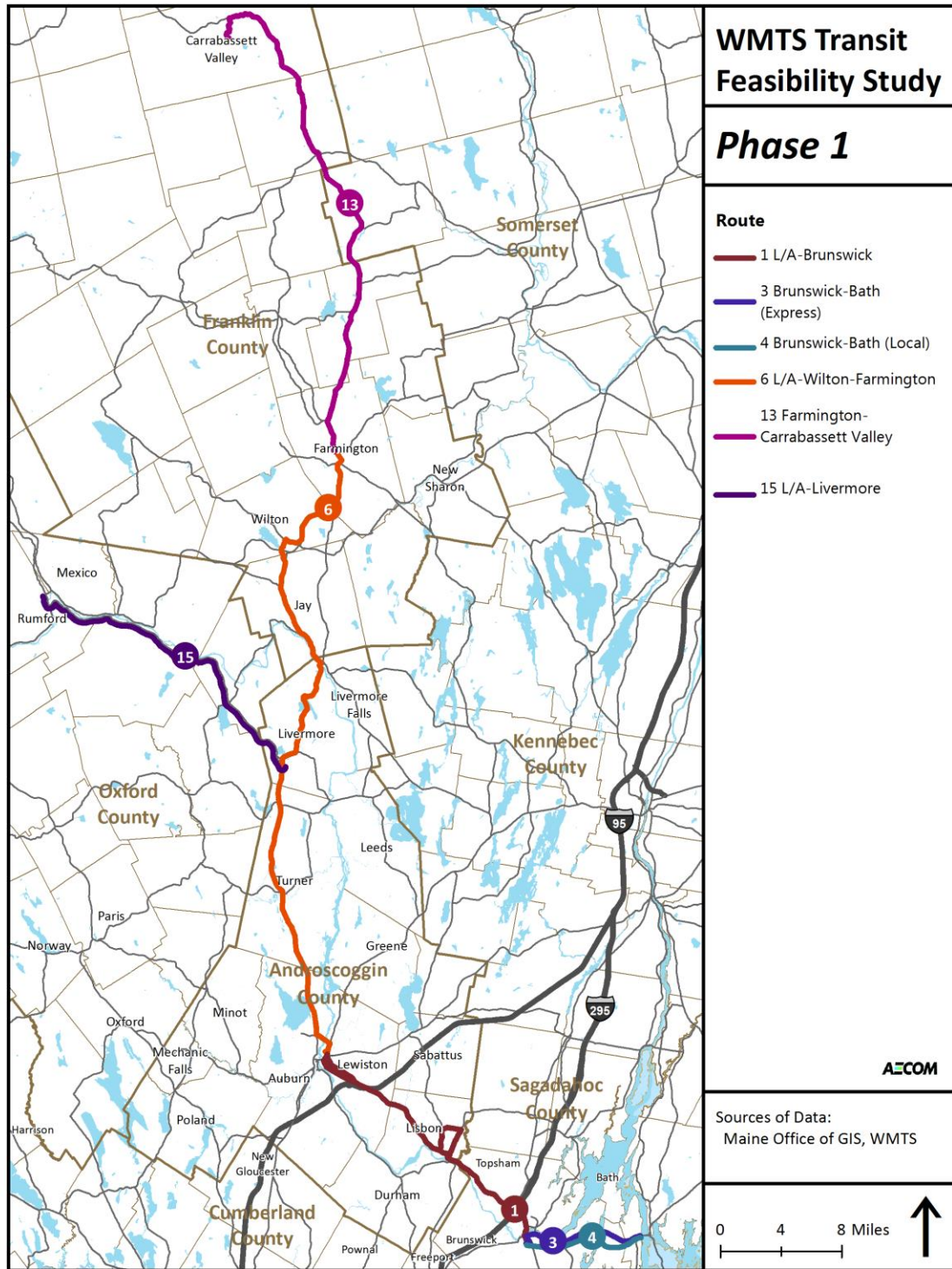
Phase 1 would provide weekday service along several corridors including Route 196 between Lewiston/Auburn and Brunswick with four round trips daily, between Brunswick and Bath with peak hour service via Route 1 and off-peak service via Bath Road and service to the north of Lewiston/Auburn via Route 4 and connecting roadways (see Table 11 and Figure 10).

The Route 4 service would operate between Farmington and Lewiston/Auburn via Wilton with a connecting route with timed transfers between Rumford and Livermore. This service would operate during the peak hours only; during the off-peak service would be provided along Route 2 between Farmington and Wilton. During the winter months only, service would operate between Carrabassett Valley and Farmington with two round trips daily, seven days a week, to serve Sugarloaf Mountain; this service in particular is contingent upon the development of a public-private partnership.

Table 11: Phase 1 Operating Characteristics

Corridor	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Service Days	Annual Rev. Hrs	Annual Rev. Miles	Daily Trips
1.A- L/A to Brunswick	6:00 AM - 6:00 PM	180	2	2	5	2,290	47,216	4
3.G- Brunswick to Bath Rt 1	Peak only	60	4	0	5	815	19,136	4
4.C- Brunswick to Bath via Bath Rd	10:00 AM-3:00 PM	150	0	2	5	535	8,840	2
6.E- Wilton to Farmington	6:00 AM - 6:00 PM	120	4	2	5	1,170	24,336	6
6H.B- L/A to Farmington	Peak only	60	4	0	5	3,379	92,664	4
13.A- Carrabassett Valley to Farmington	Peak only	120	2	0	7	504	19,202	2
15.I- Rumford to Livermore	Peak only	60	4	0	5	1,365	11,492	4

Figure 10: Phase 1 Map



Ridership and Performance

Annual ridership is projected to be 79,029, which equates to 275 rides daily. Ridership and performance statistics by route are presented in Table 12. Annual operating costs for Phase 1 are projected to be \$567,000, which excludes the current cost of operating the Lisbon Connection. Overall the cost per passenger is projected to be \$8.29 and the passengers per hour projection would be 7.7.

Table 12: Phase 1 Performance Metrics

Corridor	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip
1.A- L/A to Brunswick	26,040	100	11.37	0.44	25	\$2.35
3.G- Brunswick to Bath Rt 1	8,218	32	10.08	0.31	7.9	\$6.46
4.C- Brunswick to Bath via Bath Rd	3,990	15	7.46	0.17	7.7	\$8.74
6.E- Wilton to Farmington	9,920	38	8.48	1.04	6.4	\$7.69
6H.B- L/A to Farmington	20,375	78	6.03	0.39	19.6	\$10.81
13.A- Carrabassett Valley to Farmington	1,561	12	3.10	0.18	6.2	\$21.04
15.I- Rumford to Livermore	8,925	34	6.54	0.63	8.6	\$9.97
Total	79,029	275	7.7	N/A	N/A	\$8.29

Pax = Passengers

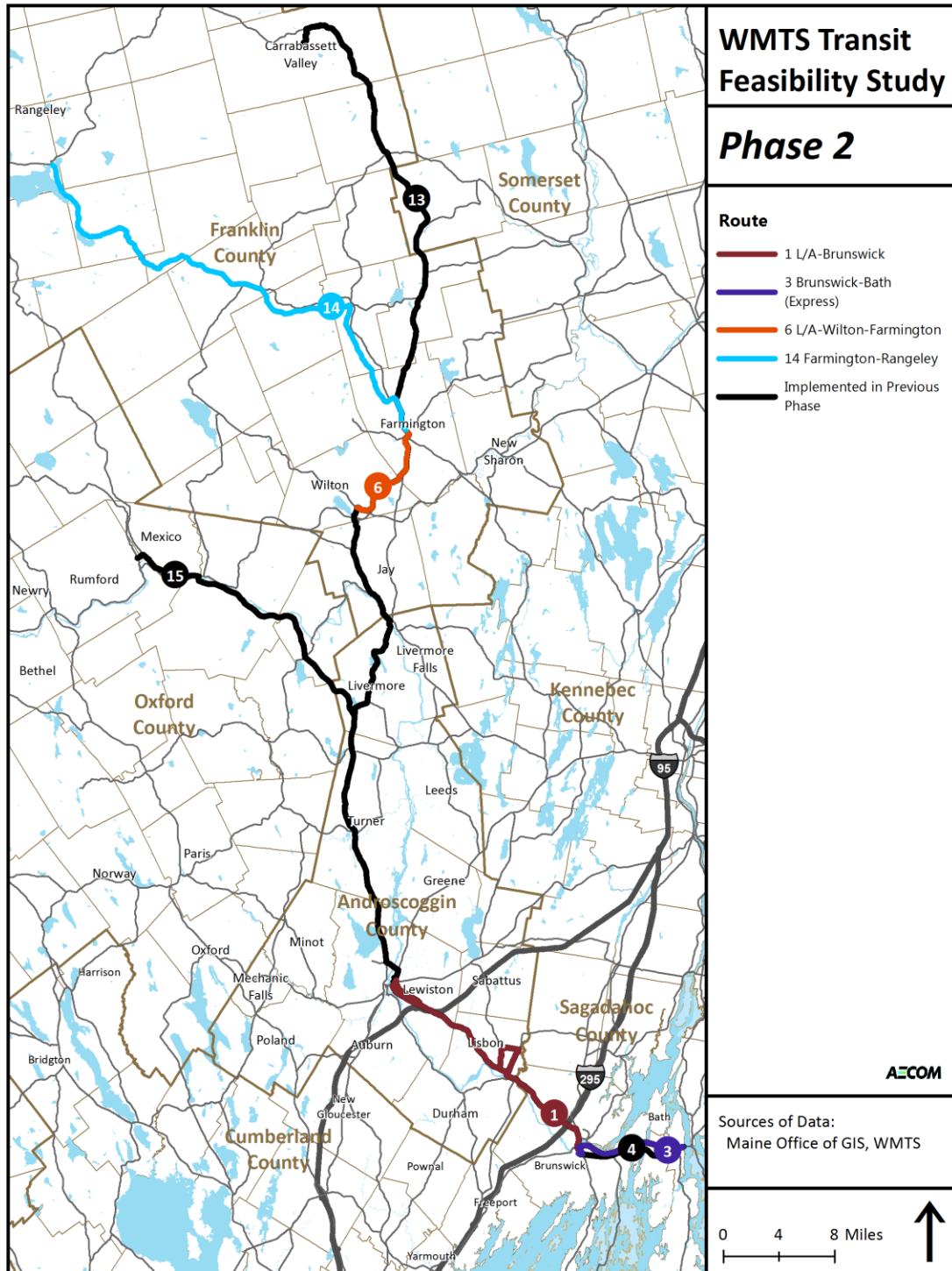
Phase 2

Phase 2 includes all of Phase 1 but would increase service on several routes and add once monthly service between Farmington and Rangeley. Between Lewiston/Auburn and Brunswick two peak trips and one off peak trip would be added. Two off-peak trips would be added along Route 1 between Brunswick and Bath and between Farmington and Wilton. Figure 11 shows a map of Phase 2 and operating characteristics can be found in Table 13.

Table 13: Phase 2 Operating Characteristics

Corridor	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of Service	Annual Rev. Hrs	Annual Rev. Miles	Daily Trips
1.D- L/A to Brunswick	7:00 AM - 5:00 PM	90	4	3	5	4213	78693	7
3.E- Brunswick to Bath Rt 1	6:00 AM – 5:30 PM	60/180	4	2	5	1622	28704	6
4.C- Brunswick to Bath via Bath Rd	10:00 AM-3:00 pm	150	0	2	5	535	8840	2
6.C- Wilton to Farmington	6:00 AM - 6:00 PM	60/120	4	4	5	1625	32448	8
6H.B- L/A to Farmington	Peak only	60	4	0	5	3379	92664	4
13.A- Carrabassett Valley to Farmington	Peak only	120	2	0	7	504	19202	2
14.C Farmington to Rangeley	10:00AM-12:00PM 2:00PM-4:00PM	240	0	1	1/ month	21	970	1
15.I- Rumford to Livermore	Peak only	60	4	0	5	1365	11492	4

Figure 11: Phase 2 Map



Ridership and Performance

Annual ridership is projected to be 113,669; this is a 43.8% increase in ridership as a result of a 28.5% increase in service. Incremental annual operating costs for Phase 2 are projected to be \$209,000, which excludes the current cost of operating the Lisbon Connection. Ridership and performance statistics by routes are presented in Table 14. Overall the cost per passenger would decrease to \$6.83, there would be an increase of 142 passengers per day, and the passengers per hour would increase to 8.57.

Table 14: Phase 2 Performance Statistics

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip
1.D- L/A to Brunswick	52,360	201	12.43	0.88	30.2	\$3.56
3.E- Brunswick to Bath Rt 1	11,830	46	7.29	0.45	7.58	\$8.93
4.C- Brunswick to Bath via Bath Rd	3,990	15	7.46	0.17	7.7	\$8.74
6.C- Wilton to Farmington	14,520	56	8.93	1.52	7	\$7.29
6H.B- L/A to Farmington	20,375	78	6.03	0.39	19.6	\$10.81
13.A- Carrabassett Valley to Farmington	1,561	12	3.10	0.18	6.2	\$21.04
14.C - Farmington to Rangeley	108	9	5.14	0.01	9	\$12.67
15.I- Rumford to Livermore	8,925	34	6.54	0.63	8.6	\$9.97
Total	113,669	417	8.57	N/A	N/A	\$6.83

Pax = Passengers

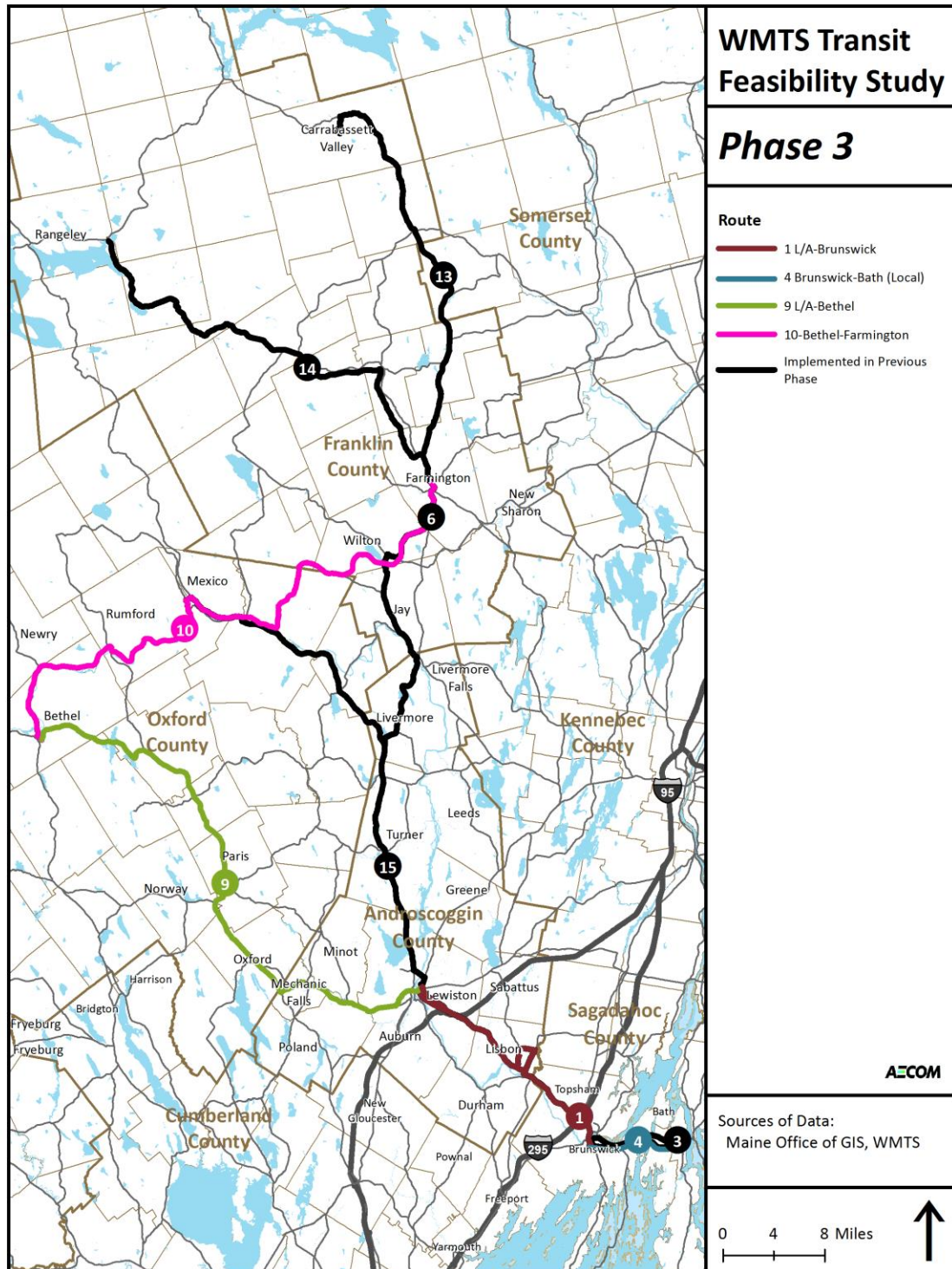
Phase 3

Phase 3 includes all of Phase 2 but would increase service between Lewiston/Auburn, Bath and Brunswick and add new service corridors. Between Lewiston/Auburn and Brunswick, weekend service would be added as well as two weekday off-peak trips. One off-peak trip would be added along Bath Road between Brunswick and Bath. New 7-day service would be introduced along Route 2 between Bethel and Farmington during the winter months only with one trip during each peak period. Additionally new weekday service would be introduced along the Route 121 & 26 corridors connecting Lewiston/Auburn and Bethel. Figure 12 shows a map of Phase 3 and operating characteristics can be found in Table 15.

Table 15: Phase 3 Operating Characteristics

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of Service	Annual Rev. Hrs	Annual Rev. Miles	Daily Trips
1.E- L/A to Brunswick	5:30 AM – 6:30 PM	90	4	4	5	4,583	94,432	4
1.K- L/A to Brunswick	8:00 AM – 5:00 PM	120	2	3	2	936	37,773	5
3.E- Brunswick to Bath Rt 1	6:00 AM – 5:30 PM	60/180	4	2	5	1,622	28,704	6
4.D- Brunswick to Bath via Bath Rd	10:00 AM – 3:00 PM	100	0	3	5	620	13,260	3
6.C- Wilton to Farmington	6:00 AM - 6:00 PM	60/120	4	4	5	1,625	32,448	8
6H.B- L/A to Farmington	Peak only	60	4	0	5	3,379	92,664	4
9.A L/A to Bethel	Peak only	120	2	0	5	1,430	18,560	2
10.G Farmington to Bethel	Peak only	120	2	0	7	756	6,400	2
13.A- Carrabassett Valley to Farmington	Peak only	120	2	0	7	504	19,202	2
14.C Farmington to Rangeley	10:00AM-12:00PM 2:00PM-4:00PM	240	0	1	1/ month	21	970	1
15.I- Rumford to Livermore	Peak only	60	4	0	5	1,365	11,492	4

Figure 12: Phase 3 Map



Ridership and Performance

Annual ridership is projected to be 165,529; this is a 45.6% increase in ridership as a result of a 16.7% increase in service. Incremental annual operating costs for Phase 3 are projected to be \$234,000, which excludes the current cost of operating the Lisbon Connection. Ridership and performance statistics by route are presented in Table 16. Overall the cost per passenger would decrease to \$6.09; there would be an increase of 260 passengers per day, and the passengers per hour would increase to 8.57.

Table 16: Phase 3 Performance Statistics

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip
1.E- L/A to Brunswick	70,870	273	15.46	1.19	34.1	\$2.96
1.K- L/A to Brunswick	5,730	55	6.12	0.10	6.9	\$10.65
3.E- Brunswick to Bath Rt 1	11,830	46	7.29	0.45	7.58	\$8.93
4.D- Brunswick to Bath via Bath Rd	6,650	26	10.73	0.28	8.5	\$6.08
6.C- Wilton to Farmington	14,520	56	8.94	1.52	7	\$7.29
6H.B- L/A to Farmington	20,375	78	6.03	0.39	19.6	\$10.81
9.A L/A to Bethel	18,560	71	12.98	0.35	35.7	\$5.02
10.G Farmington to Bethel	6,400	51	8.47	0.26	25.4	\$7.70
13.A- Carrabassett Valley to Farmington	1,561	12	3.10	0.18	6.2	\$21.04
14.C Farmington to Rangeley	108	9	5.14	0.01	9	\$12.67
15.I- Rumford to Livermore	8,925	34	6.54	0.63	8.6	\$9.97
Total	165,529	677	10.69	N/A	N/A	\$6.09

Pax = Passengers

Phase 4

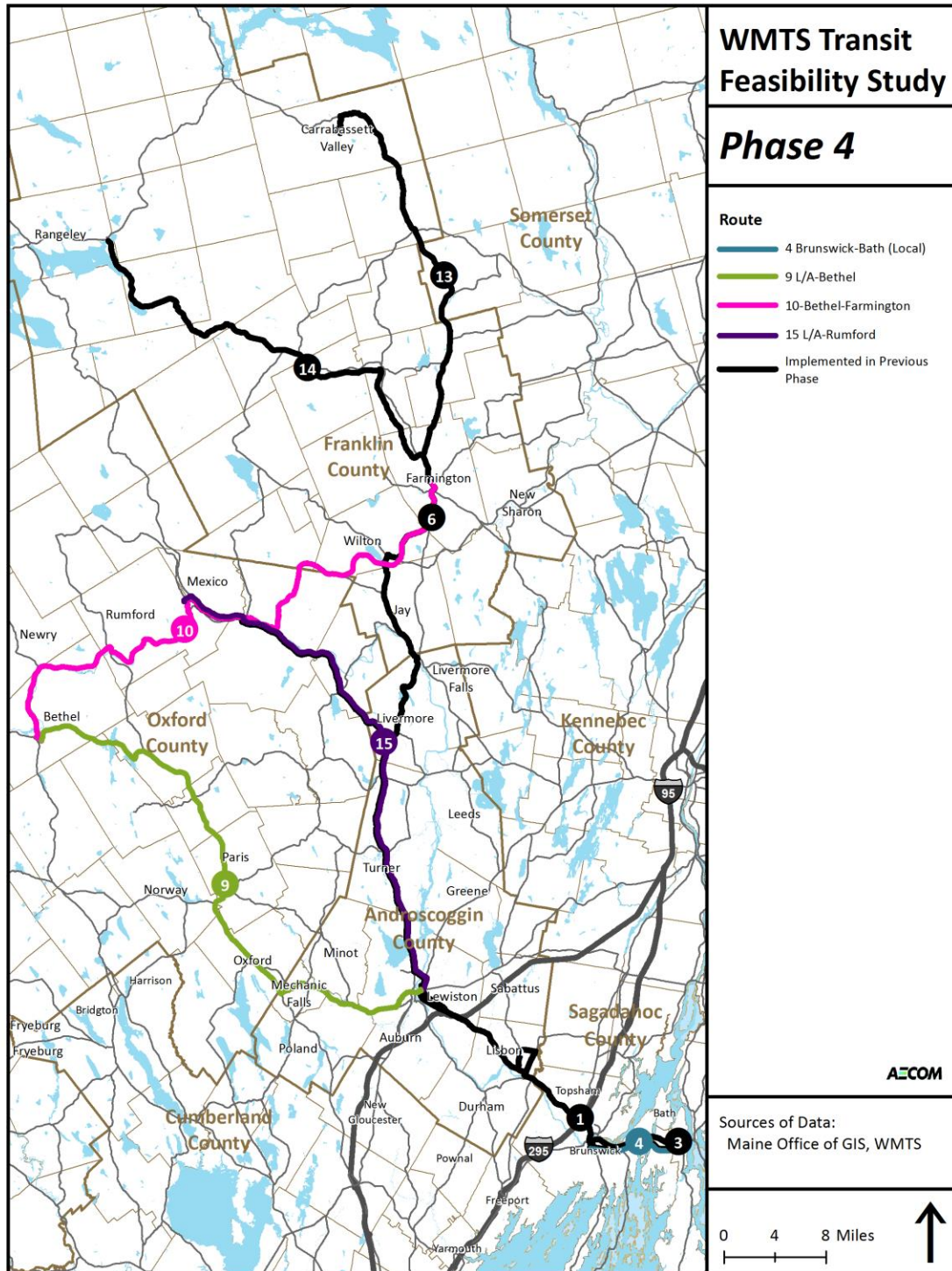
Phase 4 includes all of Phase 3 but would increase service between Bath and Brunswick and expand service on existing corridors. Between Bath and Brunswick weekend service would be added as well as one weekday off-peak trip. One off-peak trip would be added between Lewiston/Auburn and Bethel. Service between Farmington and Bethel would be expanded to include weekday service during the off season to be operated year-round. The Rumford to Lewiston/Auburn corridor via a transfer in Livermore would no longer require a transfer; the service would be direct and as a result there would be one trip during each peak period. Figure 13 shows a map of Phase 4 routes and operating characteristics can be found in Table 17.

Table 17: Phase 4 Operating Characteristics

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of Service	Annual Rev. Hrs	Annual Rev. Miles	Daily Trips
1.E- L/A to Brunswick	5:30 AM – 6:30 PM	90	4	4	5	4,583	94,432	4
1.K- L/A to Brunswick	8:00 AM – 5:00 PM	120	2	3	2	936	37,773	5
3.E- Brunswick to Bath Rt 1	6:00 AM – 5:30 PM	60/180	4	2	5	1,622	28,704	6
4.E- Brunswick to Bath via Bath Rd	10:00 AM – 3:00 PM	75	0	4	5	780	17,680	4
4.G - Brunswick to Bath via Bath Rd	9:00 AM – 5:00 PM	60	3	5	2	832	8,840	8
6.C- Wilton to Farmington	6:00 AM - 6:00 PM	60/120	4	4	5	1,625	32,448	8
6H.B- L/A to Farmington	Peak only	60	4	0	5	3,379	92,664	4
9.B L/A to Bethel	Peak only	120	2	1	5	2,145	18,560	3
10.B Farmington to Bethel	Peak only	120	2*/1	0	7*/5	1,266	6,400	2*/1
13.A- Carrabassett Valley to Farmington	Peak only	120	2	0	7	504	19,202	2
14.C Farmington to Rangeley	10:00AM-12:00PM 2:00PM-4:00PM	240	0	1	1	21	970	1
15.A- Rumford to L/A	Peak only	60	2	0	5	1,300	44,824	2

*Operates during the winter months only

Figure 13: Phase 4 Map



Ridership and Performance

Annual ridership is projected to be 183,613; this is a 10.9% increase in ridership. Incremental annual operating costs for Phase 4 are projected to be \$147,000, which excludes the current cost of operating the Lisbon Connection. Ridership and performance statistics by route are presented in Table 18. Overall the cost per passenger would be \$6.29, there would be an increase of 86 passengers per day, and the passengers per hour would be 10.41.

Table 18: Phase 4 Performance Characteristics

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip
1.E- L/A to Brunswick	70,870	273	15.46	1.19	34.1	\$2.96
1.K- L/A to Brunswick	5,730	55	6.12	0.10	6.9	\$10.65
3.E- Brunswick to Bath Rt 1	11,830	46	7.29	0.45	7.58	\$8.93
4.E- Brunswick to Bath via Bath Rd	10,640	26	13.64	0.45	10.2	\$4.78
4.G - Brunswick to Bath via Bath Rd	3,800	37	4.57	0.16	4.1	\$14.29
6.C- Wilton to Farmington	14,520	56	8.94	1.52	7	\$7.29
6H.B- L/A to Farmington	20,375	78	6.03	0.39	19.6	\$10.81
9.B L/A to Bethel	26,979	104	12.58	0.51	34.6	\$10.81
10.B Farmington to Bethel	6,380	25	5.04	0.26	24.5	\$5.18
13.A- Carrabassett Valley to Farmington	1,561	12	3.10	0.18	6.2	\$21.04
14.C Farmington to Rangeley	108	9	5.14	0.01	9	\$12.67
15.A- Rumford to L/A	10,820	42	7.83	0.63	8.6	\$9.97
Total	183,613	763	10.41	N/A	N/A	\$6.29

Pax = Passengers

Phase 5

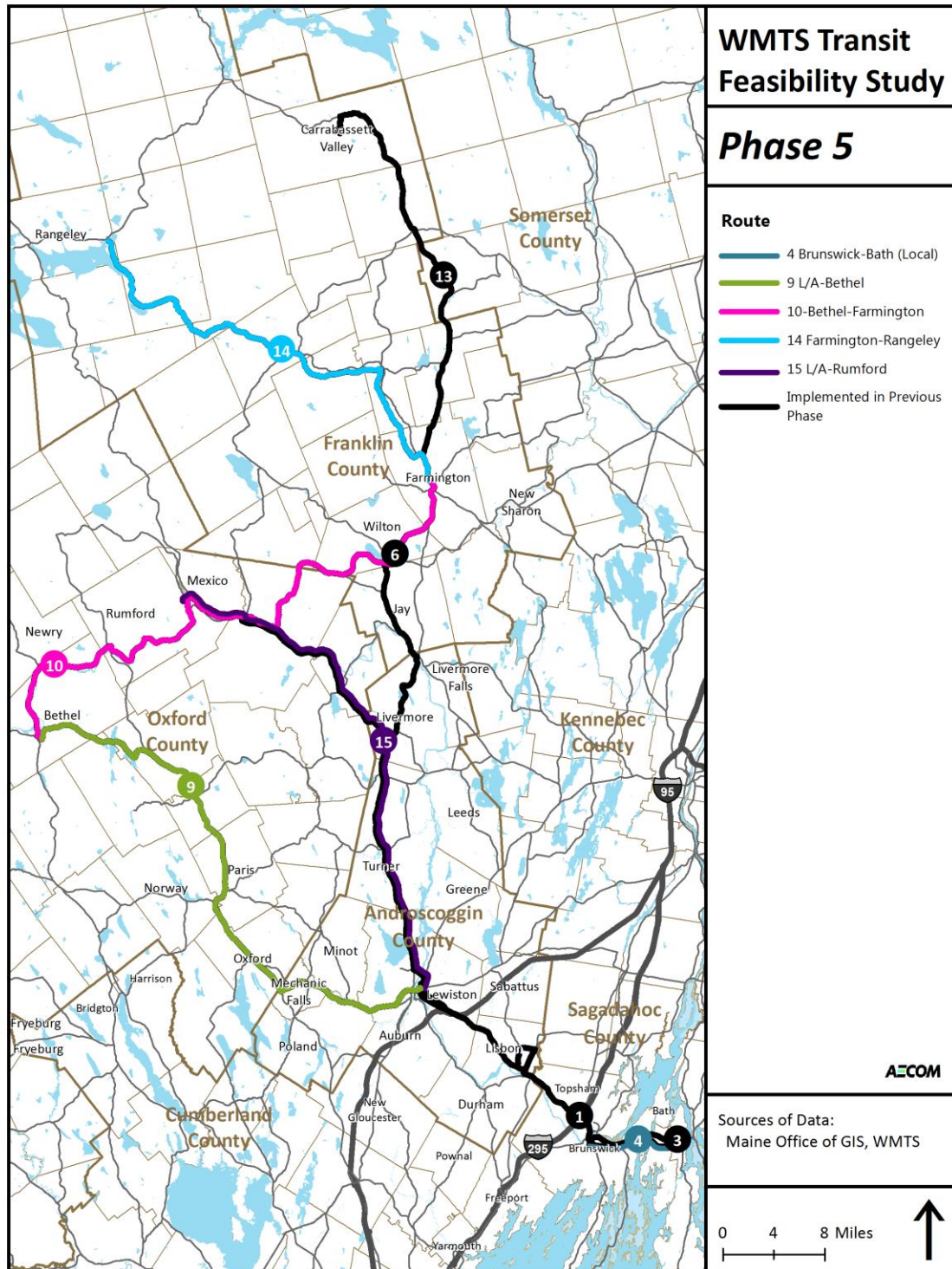
Phase 5 includes all of Phase 4 but would increase service on several corridors. Between Bath and Brunswick one weekday off-peak trip would be added. One off-peak trip would be added between Lewiston/Auburn and Rumford. Service between Farmington and Rangeley would be expanded from once a month to once a week with two round trips. Between Lewiston/Auburn and Bethel, the off-peak trip would be replaced by two additional peak trips. Service during the off season between Farmington and Bethel would increase from one to two trips daily. Figure 14 shows a map of Phase 5 and operating characteristics can be found in Table 19.

Table 19: Phase 5 Operating Characteristics

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of Service	Annual Rev. Hrs	Annual Rev. Miles	Daily Trips
1.E- L/A to Brunswick	5:30 AM – 6:30 PM	90	4	4	5	4,583	94,432	4
1.K- L/A to Brunswick	8:00 AM – 5:00 PM	120	2	3	Sat Sun	936	37,773	5
3.E- Brunswick to Bath Rt 1	6:00 AM – 5:30 PM	60/180	4	2	5	1,622	28,704	6
4.A- Brunswick to Bath via Bath Rd	10:00 AM – 3:00 PM	60	0	5	5	1,040	22,100	5
4.G - Brunswick to Bath via Bath Rd	9:00 AM – 5:00 PM	60	3	5	Sat Sun	832	8,840	8
6.C- Wilton to Farmington	6:00 AM - 6:00 PM	60/120	4	4	5	1,625	32,448	8
6H.B- L/A to Farmington	Peak only	60	4	0	5	3,379	92,664	4
9.C L/A to Bethel	Peak only	60	4	0	5	2,860	92,352	4
10.A Farmington to Bethel	Peak only	120	2	0	7*/5	1,776	55,328	2
13.A- Carrabassett Valley to Farmington	Peak only	120	2	0	7	5,04	19,202	2
14.A Farmington to Rangeley	10:00AM-12:00PM 2:00PM-4:00PM	120	0	2	1	286	8,403	2
15.B- Rumford to L/A	Peak only	60/300	2	1	5	1,950	67,236	3

*Operates during the winter months only

Figure 14: Phase 5 Map



Ridership and Performance

Annual ridership is projected to be 229,854; this is a 38.8% increase in ridership as a result of a 21.2% increase in service. Incremental annual operating costs for Phase 5 are projected to be \$156,000, which excludes the current cost of operating the Lisbon Connection. This brings the total additional annual operating cost for the new services to \$1.3 million for all five phases. Ridership and performance statistics by routes are presented in Table 20. Overall the cost per passenger would decrease to \$5.68; there would be an increase of 204 passengers per day, and the passengers per hour would increase to 11.47.

Table 20: Phase 5 Performance Statistics

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip
1.E- L/A to Brunswick	70,870	273	15.46	1.19	34.1	\$2.96
1.K- L/A to Brunswick	5,730	55	6.12	0.10	6.9	\$10.65
3.E- Brunswick to Bath Rt 1	11,830	46	7.29	0.45	7.58	\$8.93
4.A- Brunswick to Bath via Bath Rd	14,630	56	14.07	0.61	11.3	\$4.63
4.G - Brunswick to Bath via Bath Rd	3,800	37	4.57	0.16	4.1	\$14.29
6.C- Wilton to Farmington	14,520	56	8.94	1.52	7	\$7.29
6H.B- L/A to Farmington	20,375	78	6.03	0.39	19.6	\$10.81
9.C L/A to Bethel	46,400	178	16.22	0.88	44.6	\$4.02
10.A Farmington to Bethel	14,036	54	7.90	0.57	27.0	\$8.25
13.A- Carrabassett Valley to Farmington	1,561	12	3.10	0.18	6.2	\$21.04
14.A Farmington to Rangeley	1,428	27	4.99	0.15	13.7	\$13.05
15.B- Rumford to L/A	24,674	95	12.65	0.53	31.6	\$5.15
TOTAL	229,854	967	11.47	N/A	N/A	\$5.68

Pax = Passengers

Proposed Fare Structure

To generate revenue for the service, WMTS could use a distance-based fare policy as well as a variety of passes and reduced fares due to the different lengths of routes and connections and the diversity of passengers and trip purposes. The distances could be converted to zones with single ride, 10-ride pass and monthly passes. Based on the route lengths and types of services, there could be three zones. The zonal distances and fares are based on national best practices, existing zones, and peer systems. The one-way fares range from \$2.00 to \$6.00.

Table 21: Proposed Single One-Way Fares

Distance	Adult	Reduced
0-25 miles (zone 1)	\$2.00	\$1.00
25-50 miles (zone 2)	\$4.00	\$2.00
51+ (zone 3)	\$6.00	\$3.00

Reduced fares are for senior citizens and people with disabilities. Children under 5 should ride for free.

Ten-trip and monthly passes could be made available. Ten trip passes usually do not expire and are ideal for those who only ride one to two times a week. The monthly pass is equivalent to 10-12 round trips and is cost beneficial for those who ride three or more days a week.

Table 22: Proposed Pass Options

Distance	10-Trip Pass		Monthly Pass	
	Adult	Reduced	Adult	Reduced
0-25 miles (zone 1)	\$15	\$7.50	\$40	\$20
25-50 miles (zone 2)	\$30	\$15	\$80	\$40
51+ (zone 3)	\$50	\$25	\$120	\$60

Capital Requirements

Equipment, Signage and Bus Stops

To implement the service, equipment and materials may need to be purchased. It is assumed that a new operations facility and maintenance garage one would not be required. Equipment includes not only buses but also shelters, benches, signage, and vehicle location hardware and software. Medium-duty 25-foot cutaway buses with 18-26 seats may be appropriate for this service. The range of costs for a diesel bus of this size is \$140,000 to \$200,000. Vehicles should be ADA compliant with lift access and equipped with bicycle racks, automatic vehicle location and if possible have onboard Wi-Fi available. These additional amenities cost approximately \$50,000. Some of these services need to be able to be marketed to entice commuters to use the bus instead of individual vehicles so that they can use their commute time for non-driving activities.

Figure 15: Example of 25' Cutaway Bus



Many of the stops in the proposed alternatives are not equipped with benches and waiting areas; these items cost between \$5,000 and \$8,000. Not all stops will require benches but just signage; each sign will cost approximately \$100-\$150. If there are Park-and-Ride locations, wayfinding signs would be needed to point patrons to Park-and-Ride locations and at bus stops to provide riders with scheduling and other information. Signage would cost \$6,000-\$8,500.

Figure 16: Example of a Shelter



Safety is the most important consideration in planning for pedestrian facilities linking bus stops to passengers' origins and destinations. Universal design solutions should be utilized so that all people, with the widest range of abilities and circumstances can have equal access to transit. Guidelines for considerations of bus stop placement and amenities are provided in Appendix H.

Branding of General Public Services

The recommended services expand on the existing services operated by WMTS, all of which are currently branded differently. Additionally, some existing services as well as the recommended services provide transit service to communities outside of the western Maine region, all the way to the coast on the eastern side of the state. As services are combined, expanded, and enhanced to establish a regional network of transportation services for everyone, a single branding strategy for all services open to the general public should be established. A single branding strategy is an excellent way to market all services at once and allows current and future riders to understand that the services are open to everyone and that the same service/network can get them to a variety of destinations for any trip purpose. The development of a branding strategy for the system could cost in the range of \$40,000 to \$60,000. These costs include the development of a marketing strategy, graphic design, and guidance on implementation of the strategy.

However, funds should also be set aside for the production of schedules, maps, brochures and advertising of the service. The cost of the marketing, advertising, and service description material production varies based on the amount, quality and duration of the various items. An estimated range of cost for the startup of a new transit service in a region of this size for schedules/maps and marketing material would be \$10,000-\$20,000.

Technology/Amenities

Several technologies should be considered to improve passenger experience. Front-mounted bicycle racks could be installed on all buses to link bicycling and transit to improve mobility and sustainability. Routes that serve ski resorts can have side mounted ski and snowboard racks. The cost per bicycle rack is approximately \$500³ and per ski rack is \$250. Due to the long distances required for service along most of these corridors, the service should provide a comfortable ride and offer amenities such as internet (Wi-Fi) access and USB/power outlets. The cost per Wi-Fi unit averages \$300-\$500 plus an

³ A return on investment of bikes-on-bus programs. By the National Center for Transit Research 2005. http://www.sportworks.com/assets/files/Bike_on_Bus_ROI_Study.pdf

additional monthly cost of \$40-\$50 for cellular service. Wi-Fi can also act as marketing tool to capture additional riders who want to convert their commute time into productive time.

The schedule information should be available in real-time with a mobile application so that passengers can monitor the vehicle location, minimizing wait time at the stops, especially since many stops will be located in somewhat rural areas. The schedule should also be converted to a General Transit Feed Specification (GTFS) and imported into Google Maps⁴ for online and smart-phone trip planning functions for passengers.

Mobile payments should be considered. On one mobile payment system, a rider downloads an application onto a smart phone, payment is processed through the application and a transit pass is produced on the person's phone. This technology is used by over 35 transit providers across the US with several more currently in deployment. The current cost to deploy such a system for a small size transit provider ranges from \$50,000 to \$70,000, but several of the technology providers are working to bring the cost down by offering shared platforms.

Figure 17: Transit Technologies/Amenities for Commuter Bus Service



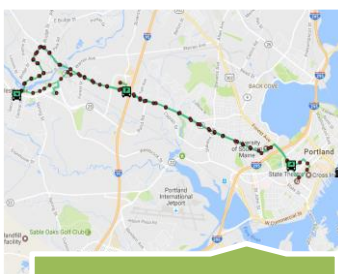
Bike Racks



On-board Wifi



Power Outlets



AVL/Real Time



GTFS



Mobile Fare Payment

Summary

As discussed in more detail in the previous sections, to get to a recommended (ideal) level of service, a phased approach is recommended. A phasing plan is presented in Table 23 where a core level of service is implemented first and service is added and expanded as awareness of the service and ridership grows until the ideal level of service is reached. In each phase ridership and performance increases but

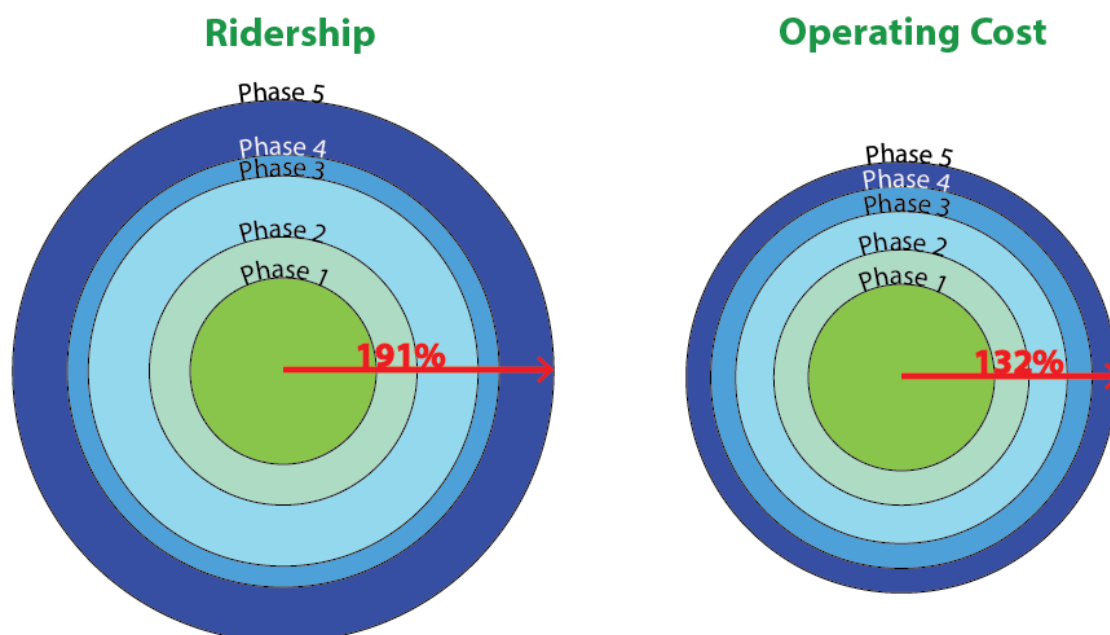
⁴ The National Rural Transit Assistant Program (RTAP) has a free GTFS builder application which helps transit providers convert their schedule information into the GTFS format.

ridership increases at a faster rate than cost, 191% vs. 132%, indicating an improvement in performance as additional services are added to the regional network. Funding strategies to operate and equip the new and modified services are described in Appendix I. The development of service standards and performance metrics to monitor the success of the new and modified services are presented in Appendix J.

Table 23: Phasing Plan Projected Costs and Ridership

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Operating Cost	\$567,000	\$776,000	\$1,010,000	\$1,157,000	\$1,313,000
Incremental Cost by Phase	--	\$209,000	\$234,000	\$147,000	\$156,000
Capital Cost	\$811,000 - \$1,208,500	\$18,000 - \$33,000	\$307,000 - \$466,000	\$13,000 - \$25,000	\$152,000 - \$226,000
Annual Passengers	79,029	113,669	165,529	183,613	229,854
Incremental Passengers by Phase	--	34,640	51,860	18,084	46,241
Daily Passengers	275	417	677	763	967

Figure 18: Operating Cost vs. Ridership Increase



APPENDIX A: TRAVEL PATTERNS

Figure 19 shows the residence locations of people who work in Lewiston/Auburn. Employees in Lewiston/Auburn generally live in Androscoggin County with the largest concentrations in Lewiston and Auburn, but there are other pockets of residences in Rumford/Mexico, Farmington, Jay, Topsham, Brunswick and Norway/Paris/Oxford.

Figure 20 shows the residence locations of people who work in Bath/Brunswick. Employees in Bath/Brunswick generally live in Androscoggin, Sagadahoc or Cumberland County with concentrations in Bath, Brunswick, Lewiston, Auburn, Lisbon and Topsham, and are less dispersed around the northern counties (Franklin and Oxford) in the Study area. There are also mid-sized population clusters in Portland, Yarmouth and Augusta.

Figure 21 shows the residence locations of people who work in Topsham. Employees in Topsham generally live in Bath, Brunswick, Lewiston, Auburn, Lisbon or Topsham. There are very few residences in Franklin or Oxford County. Pockets of residences outside of the study area include Augusta, and Portland.

Figure 22 shows the residence locations of people who work in Farmington. Employees in Farmington generally live in lower Franklin County Communities such as Farmington, Wilton, or Jay but there are other pockets of residences in Rumford/Mexico, and Lewiston/Auburn. Outside of the study area there are small pockets in Anson/Madison.

Figure 23 shows the residence locations of people who work in Norway/Paris/Oxford. Employees in Norway/Paris/Oxford generally live Oxford County with concentrations in Paris or Norway. There are other pockets of residences in Rumford/Mexico, West Paris, and Lewiston/Auburn.

Figure 24 shows the residence locations of people who work in Rumford/Mexico. Employees in Rumford/Mexico are sparsely dispersed throughout southern Franklin County and eastern Oxford County with the largest concentrations in Rumford or Mexico. There are other pockets of residences in Wilton, Lewiston/Auburn, and Jay. Very few live in residences outside of Oxford, Androscoggin or Franklin County.

Figure 19: Travel Patterns of Lewiston/Auburn Workers

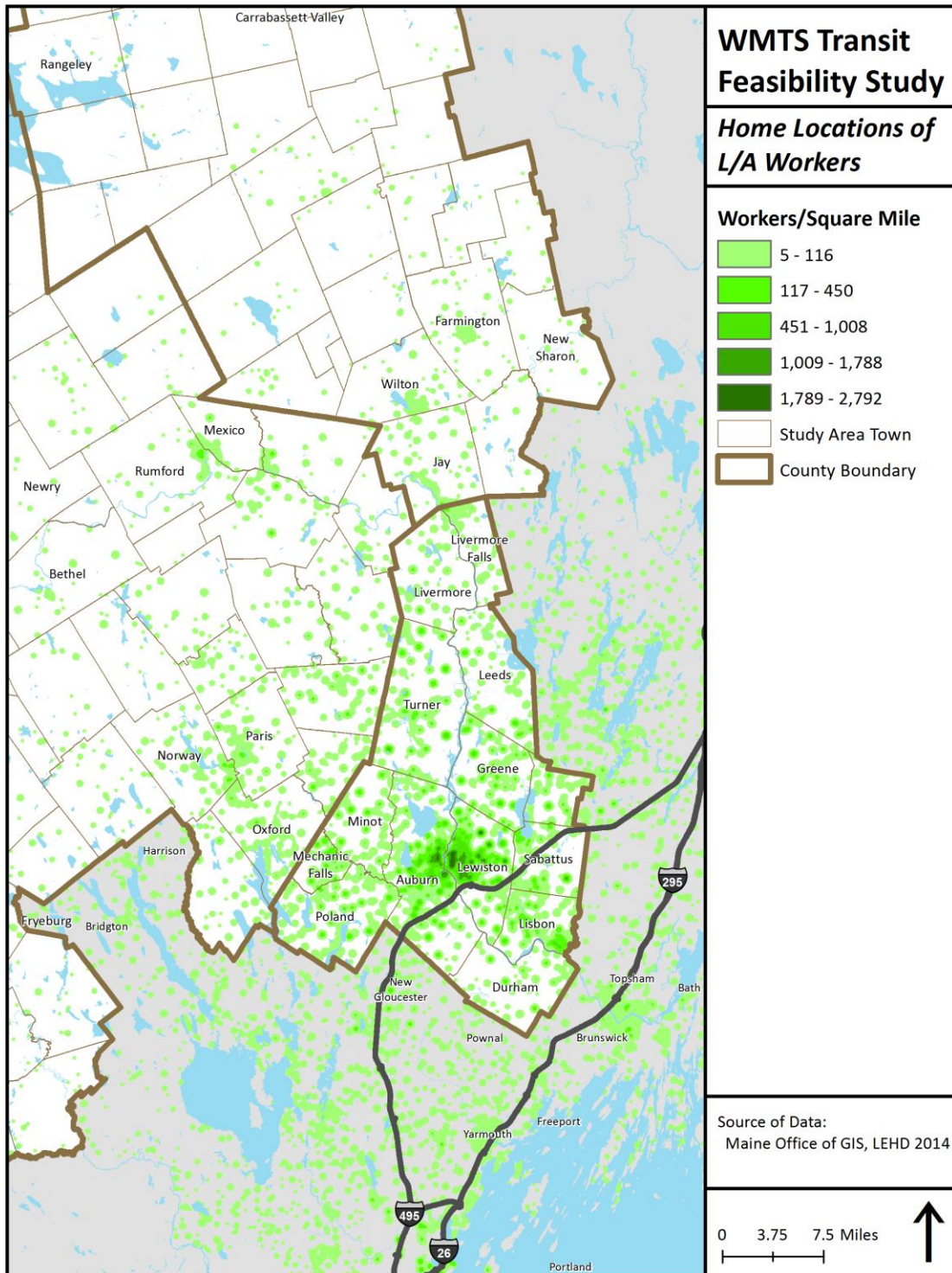


Figure 20: Travel Patterns of Brunswick/Bath Workers

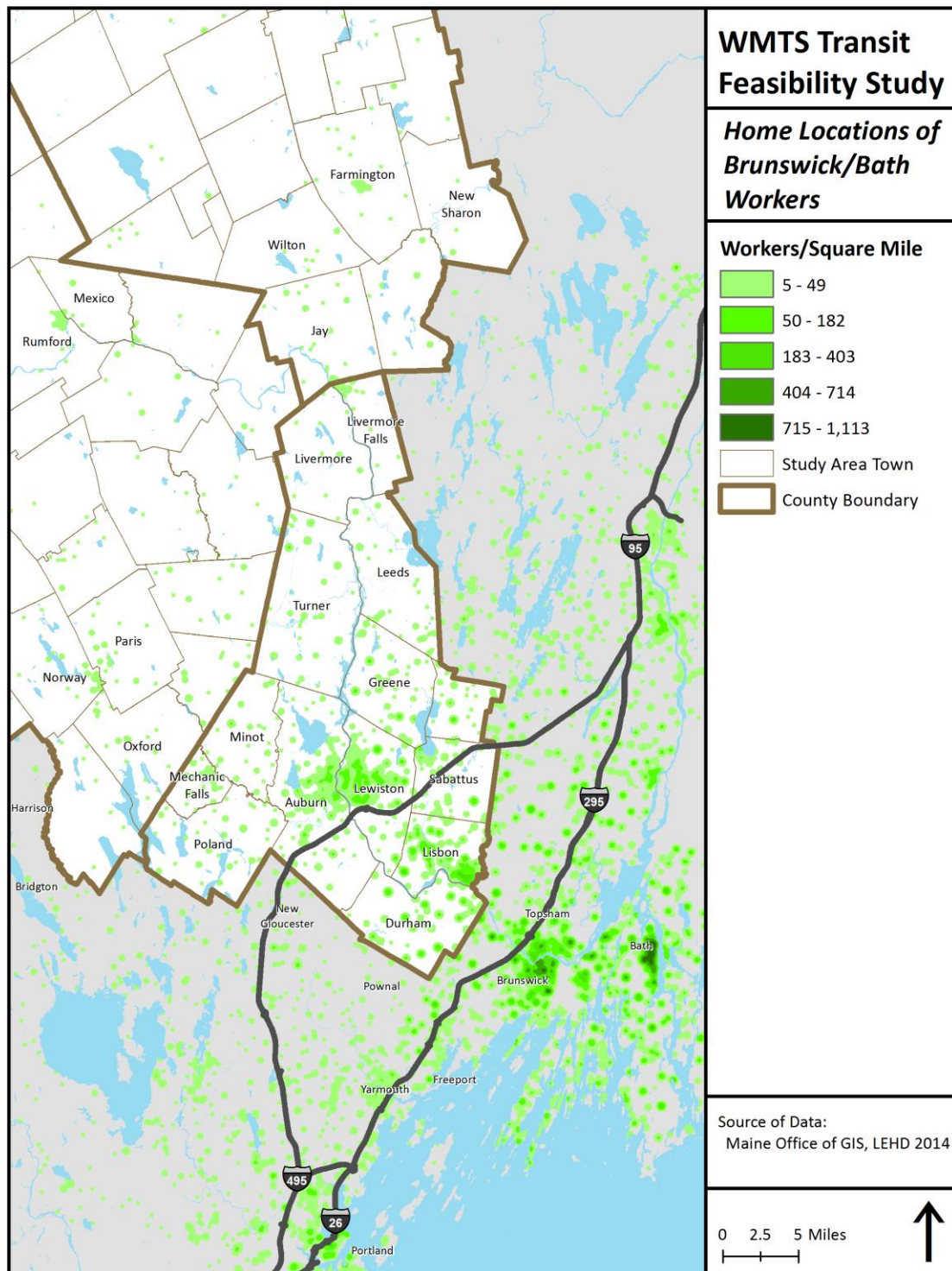


Figure 21: Travel Patterns of Topsham Workers

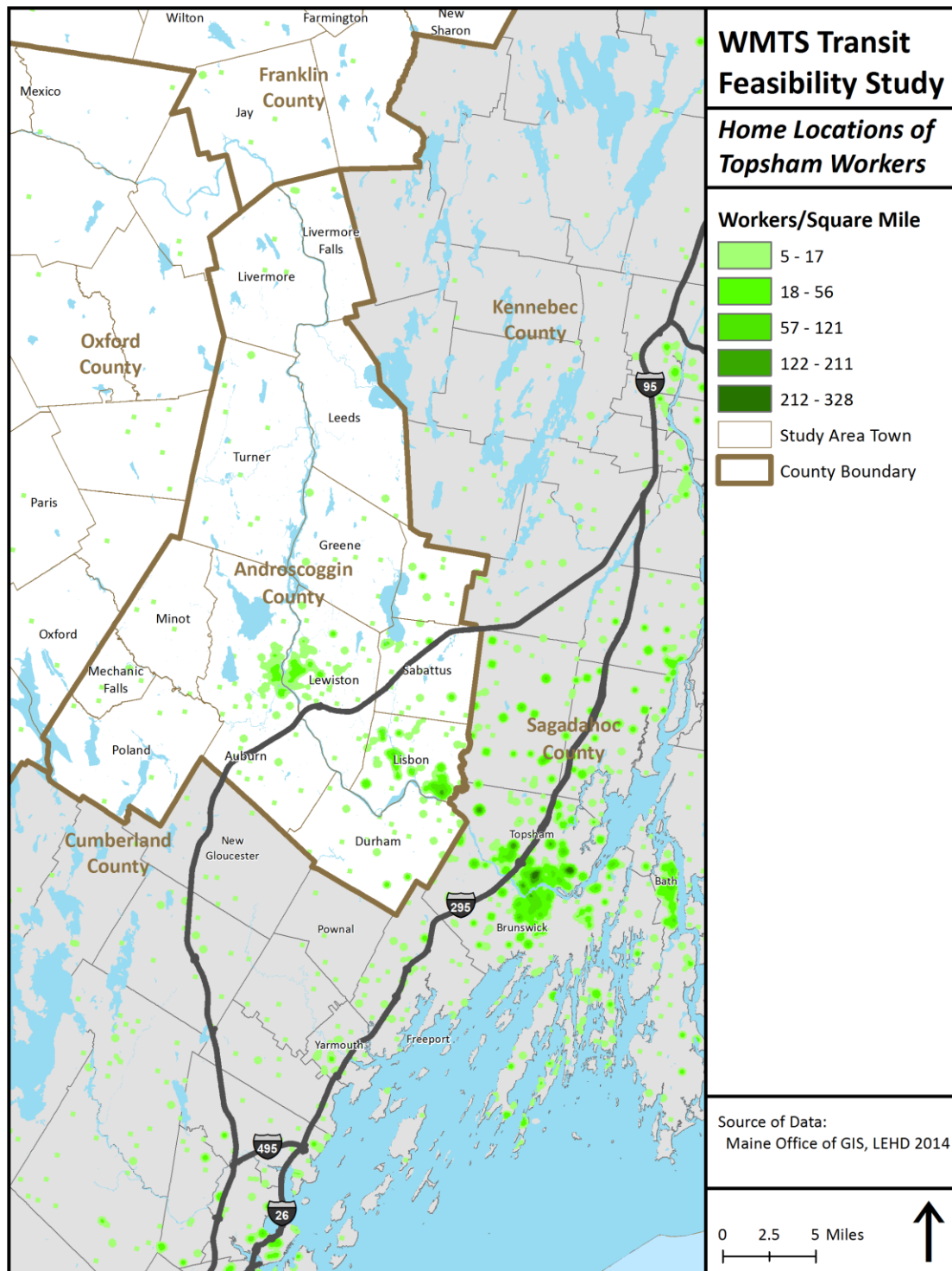


Figure 22: Travel Patterns of Farmington Workers

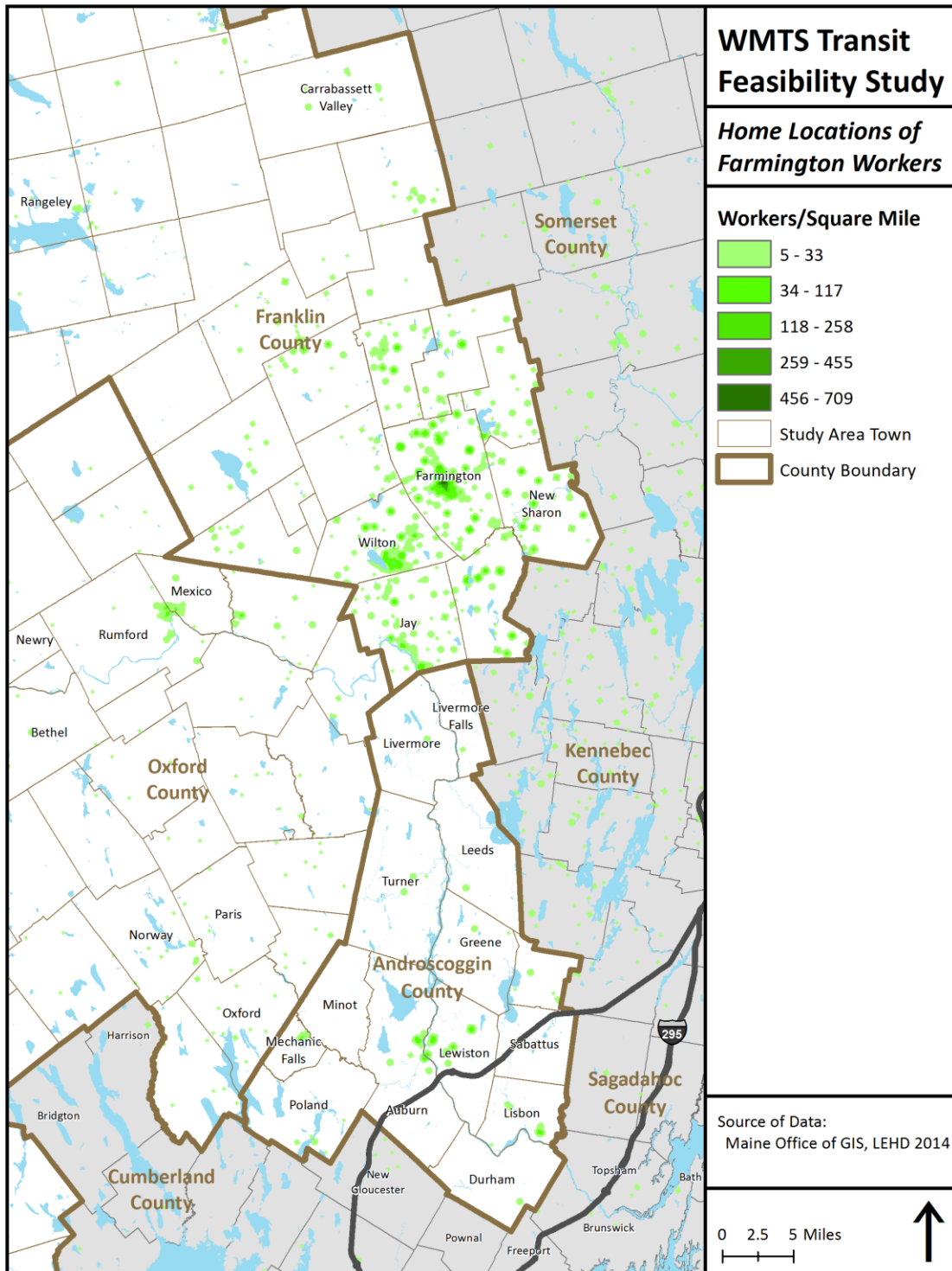


Figure 23: Travel Patterns of Norway/Oxford/South Paris Workers

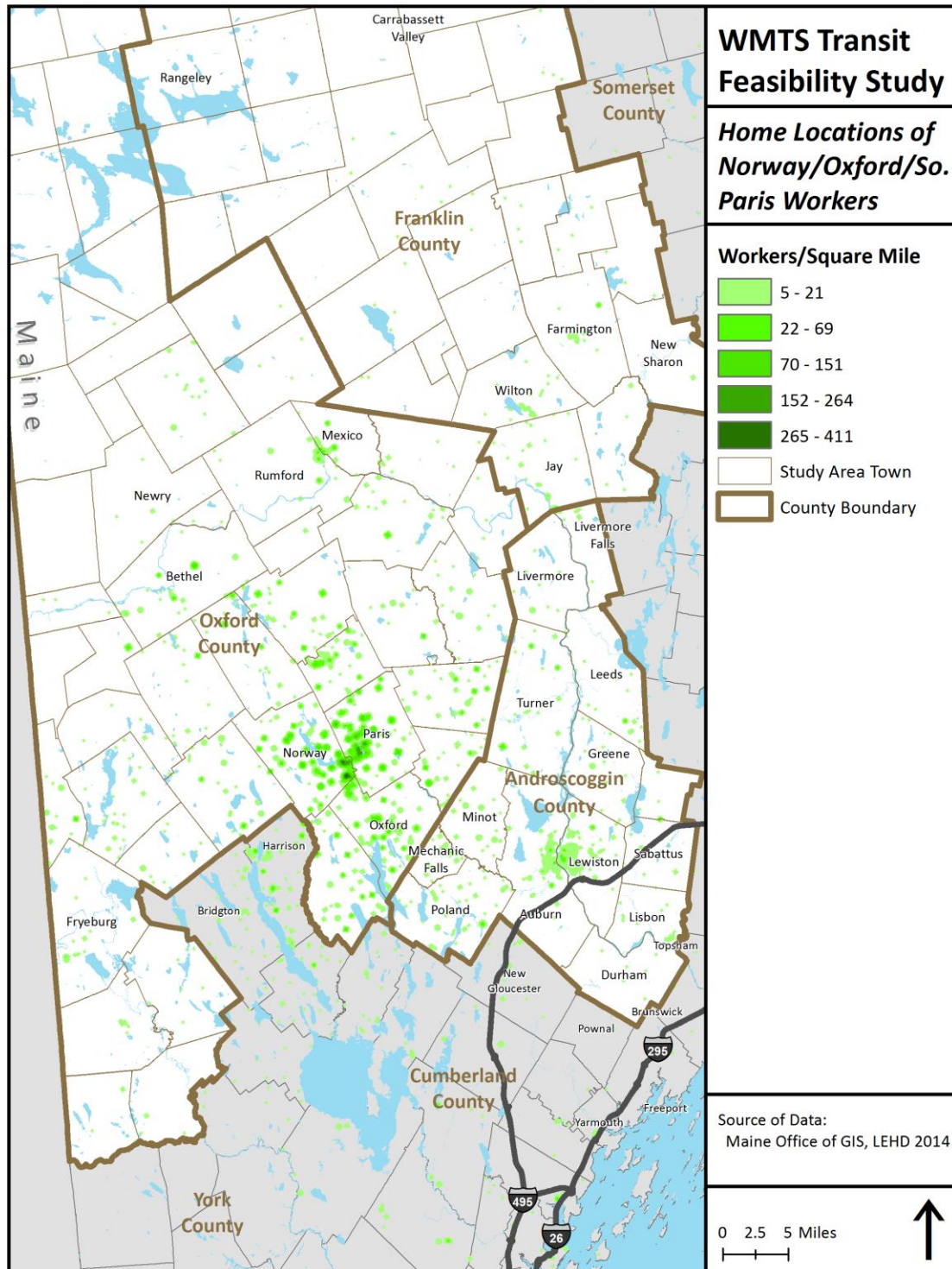
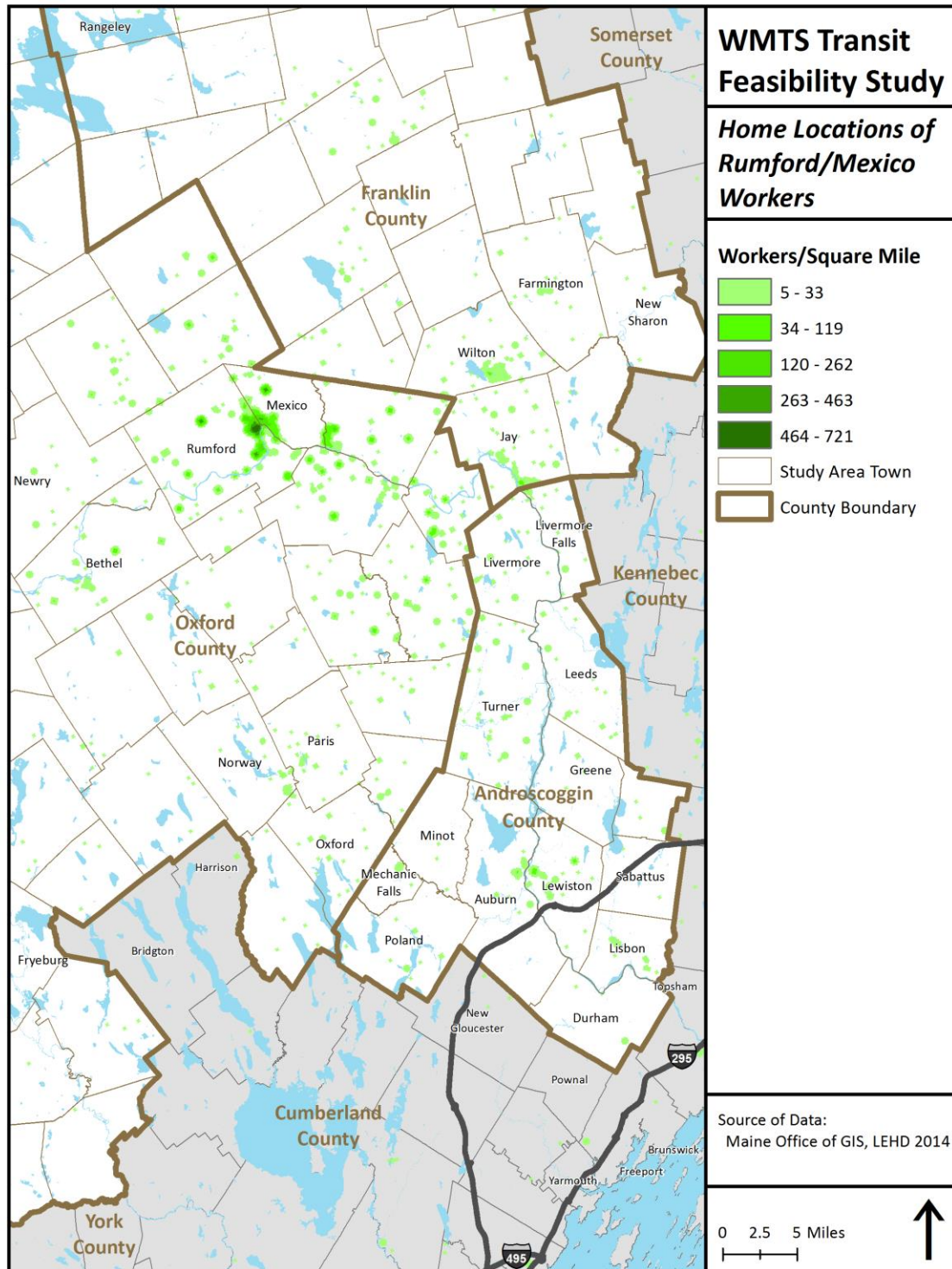


Figure 24: Travel Patterns of Rumford/Mexico Workers



APPENDIX B: SURVEY SUMMARY

Surveys

As part of the Western Maine Transit Feasibility Study, current and potential bus users were surveyed. The goal of this survey was to learn more about Western Maine travel patterns and demand for additional bus service. The survey covered the period from April 20, 2017 to May 31, 2017. The following is an analysis of the survey results for the entire duration of the survey. An example of the survey media is included in Appendix A.

Methodology

Survey Development and Publication

The survey questions were prepared in consultation Western Maine Transportation Services (WMTS) and the study steering committee. This process began in March 2017. The survey asked questions about residency, travel patterns, current bus usage, destinations, travel frequency, travel times and demographics. Targeted email blasts were sent to a large and diverse group of stakeholders with links to the survey. Flyers were posted in key locations. In addition, the link to the online survey was posted on community boards, Facebook pages, and the WMTS website. See Figure 25 for an example survey advertisement – the graphic used to post on websites and social media.

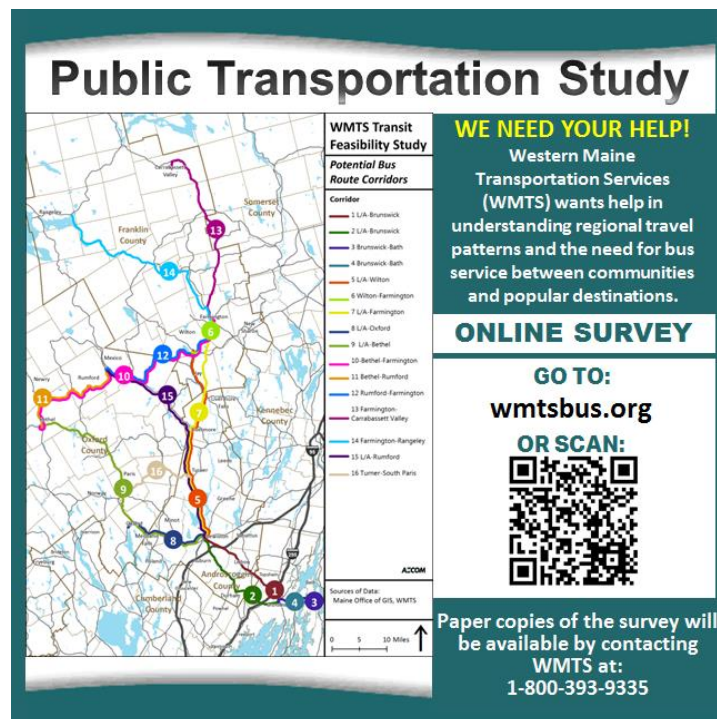


Figure 25. Example Survey Advertisement

The survey was conducted by distributing paper copies to stakeholder groups, as well as a robust campaign to encourage people to complete the online version, produced using Survey Monkey. All of the survey promotional content included a brief description, a link to the survey, and a QR code, which when scanned provided a direct link to the survey. The data from both collection methods was combined into a single data set.

Online Survey

The online survey opened on April 20, 2017 and was available through May 31, 2017. The survey was open to all individuals who live, work, or visit Western Maine regardless of current bus usage. Individuals were asked where they live and if they currently use any public transit services. Based on the response they were directed to the appropriate set of questions about level of usage, trip purpose and level of satisfaction. All were then asked about their willingness to use bus service along certain popular travel corridors. For those that responded they would use a bus in the corridor, questions were asked about frequency and amenities. Those that responded they would not use a bus in the corridor were asked questions to inquire why not.

Incentive

Survey participants were given the option of entering a raffle for a \$50 Amazon® gift card. Following the close of the online survey, the names of individuals who entered were listed in Excel in the order in which their survey response was received. Each name that entered contact information was then numbered from one to 567 (the number of raffle entries). The random number generator in Excel was run twice to identify a winning number. The individual associated with this number was contacted for on June 2, 2017.

Responses

The survey received 1,298 responses⁵. Of these 1,229 were completed online and 69 were completed on paper and entered into the online system by study staff. The peaks in responses correlate email blasts to large groups. See Figure 26 for the response rate pattern for the duration of the survey.

The following section describes the responses to each individual question on the survey.

⁵ It should be noted that not all respondents answered all of the survey questions. As such, the percentages in all figures are based on the number of responses received for that question rather than on the total number of respondents.

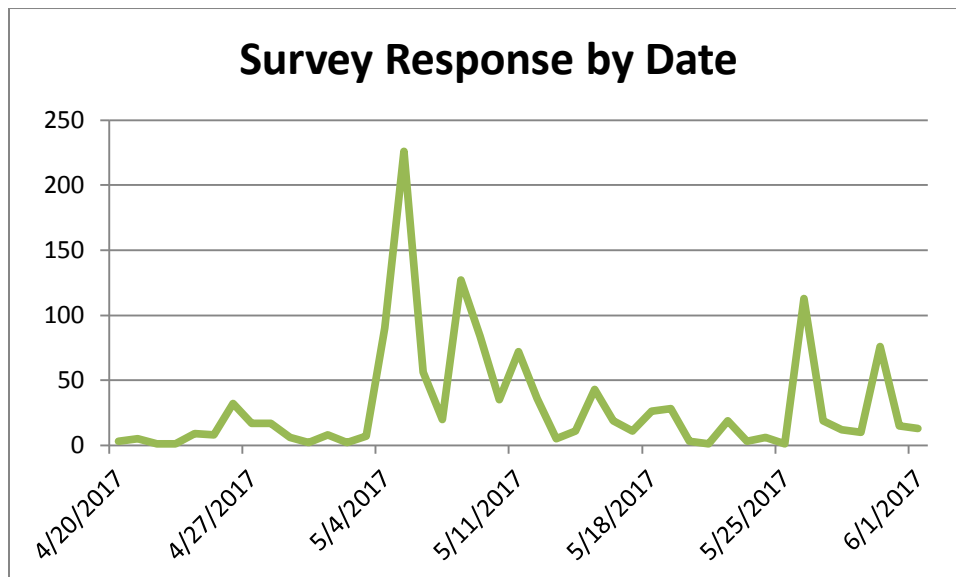


Figure 26. Survey Responses by Date

Question 1 – Which community do you live in?

Respondents live in 107 different communities throughout Maine. Overall, the greatest percentage of respondents in Western Maine live in Topsham (10.2%) followed by Brunswick (9.2%), Lewiston (8.7%) and Farmington (8.6%). Eight communities had over 50 respondents, five had between 20 and 49, 32 had between five and 19, and 62 had less than five. Two communities, Fryeburg and Stow, had no respondents. Seven percent of respondents responded “Other.” “Other” was comprised of 41 different communities. Four “Other” communities had more than five responses; these included Bridgton (19), Naples (6), and New Portland (6). Table 24 shows the communities with 10 or more respondents and Figure 27 those with less than 10. Figure 28 is a map of responses by community.

Community	Responses	%
Topsham	133	10.2%
Brunswick	119	9.2%
Lewiston	113	8.7%
Farmington	111	8.6%
Auburn	79	6.1%
Bath	79	6.1%
Bethel	54	4.2%
Wilton	51	3.9%
Lisbon	39	3.0%
Jay	37	2.9%
Rumford	32	2.5%
Durham	28	2.2%
Norway	26	2.0%
Bridgton	19	1.5%
Livermore Falls	17	1.3%
Mexico	15	1.2%
Kingfield	14	1.1%
Oxford	14	1.1%
Poland	12	0.9%
Hartford	11	0.8%
Peru	11	0.8%
Carrabassett Valley	10	0.8%
Dixfield	10	0.8%
Greenwood	10	0.8%
Paris	10	0.8%

Table 24. Communities With Over 10 Responses

9 Responses
Minot, New Sharon, Rangeley
8 Responses
Phillips
7 Responses
Chesterville, Denmark, Leeds
6 Responses
Livermore, Naples, Turner
5 Responses
Andover, Greene, New Portland, New Vineyard, Portland, Strong, Sweden, Temple, Wales, Woodstock
4 Responses
Avon, Hebron, Newry, Otisfield, Sumner, West Paris
3 Responses
Buckfield, Canton, Franklin County, Industry, Lovell, Mechanic Falls, Porter, Raymond, Roxbury, Sabattus, Waterford, Wiscasset
2 Responses
Casco, Damariscotta, Eustis, Falmouth, Fayette, Freeport, Gray, Harpswell, Harrison, Mount Vernon, New Gloucester, Stoneham, Weld, Winthrop
1 Response
Brownfield, Byron, Carthage, Cornish, Dresden, Franklin, Gilead, Hanover, Hiram, Kennebunk, Lebanon, Lincoln Plantation, Litchfield, Milton Township, New Hampshire, Randolph, Richmond, Rome, Searsport/Belfast, South Portland, Upton, Vienna, Waterville, West Bath, West Gardiner, Westbrook, Windham, Woolwich, York

Figure 27. Communities With Less Than 10 Responses

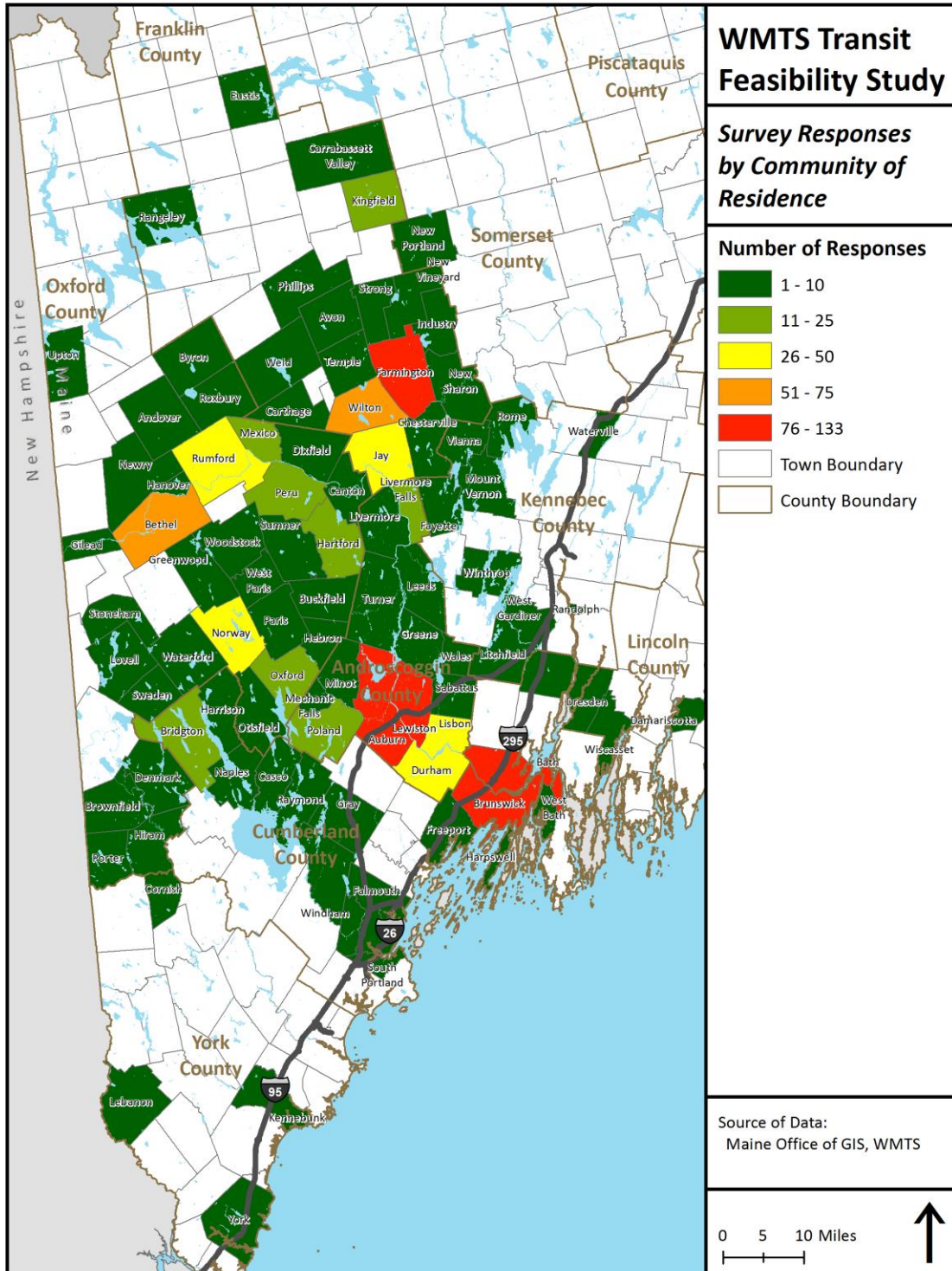


Figure 28. Responses by Location

Question 2 – Where do you travel and for what reasons?

For this question respondents were able to select multiple locations and trip purposes. The greatest number of individuals reported going to Auburn (787 unique individuals, 1,807 responses overall), Lewiston (748 unique individuals, 1,873 overall), and Brunswick (604 unique individuals, 1,679 overall), the least reported going to Livermore Falls and Lisbon.

The trip purpose with the greatest response was shopping followed by recreation/entertainment⁶ with Auburn as the highest destination for these activities. The trip purpose with the lowest response was higher learning, followed by “Other.” The responses for other activities varied but common responses were for church, volunteering and other appointments.

	Work	Higher Learning	Shopping	Recreation/Entertainment	Medical Appointments	Social Visits	Other	Total
Auburn	184	56	629	373	317	222	26	1,807
Bath	128	16	202	227	80	141	18	812
Bridgton	77	4	72	94	43	51	5	346
Brunswick	198	83	409	419	292	250	28	1,679
Farmington	189	108	318	285	222	203	24	1,349
Jay	70	11	93	50	32	78	10	344
Lewiston	274	85	494	360	391	241	28	1,873
Lisbon	43	5	78	78	22	75	12	313
Livermore Falls	48	8	56	51	68	59	8	298
Norway/South Paris/Oxford	111	17	204	169	112	113	13	739
Rumford/Mexico	128	15	133	88	78	110	20	572
Topsham	87	43	411	274	152	192	24	1,183
Wilton	119	16	79	113	36	96	12	471
Other	87	22	133	114	79	85	28	548
Total	1,743	489	3,311	2,695	1,924	1,916	256	

Table 25. Destination for Activity by Community

Question 3 – When you travel to your most frequent destination, how long is your one-way trip?

The majority of respondents (48%) have a travel time between 10 and 31 minutes, with the least traveling more than 60 minutes. Two-thirds of the respondents travel less than 30 minutes to reach their destination.

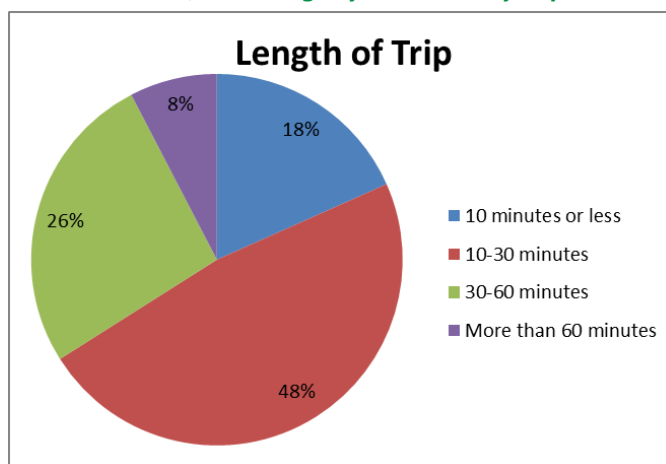


Figure 29. Length of Trip

⁶ Recreation/entertainment was a common trip purpose chosen by individuals traveling to senior centers for nutrition and activities.

Question 4 – Do you use a wheelchair, scooter or walker?

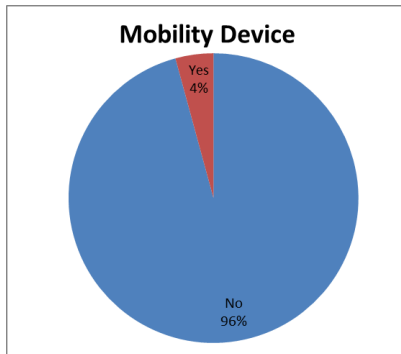


Figure 30. Mobility Device Users

Ninety-six percent of respondents do not use a mobility device such as a wheelchair, scooter or walker. Of the four percent that do use a device, 29% already use public transit. The greatest numbers of mobility device users are in Brunswick, at 25%.

Question 5 – How do you most frequently travel to the places you need to go?

Seventy-seven percent of respondents drive alone; the remainder find alternate modes to make their trip. The greatest alternative mode is to get a ride with family/friends (8%). The least popular alternative mode is to use Uber/Lyft (0.2%). Nineteen percent are considered transit dependent and either get a ride from others (8.8%), bike (0.7%), walk (4.0%), take a taxi (1.7%), or use public transportation (4.3%).

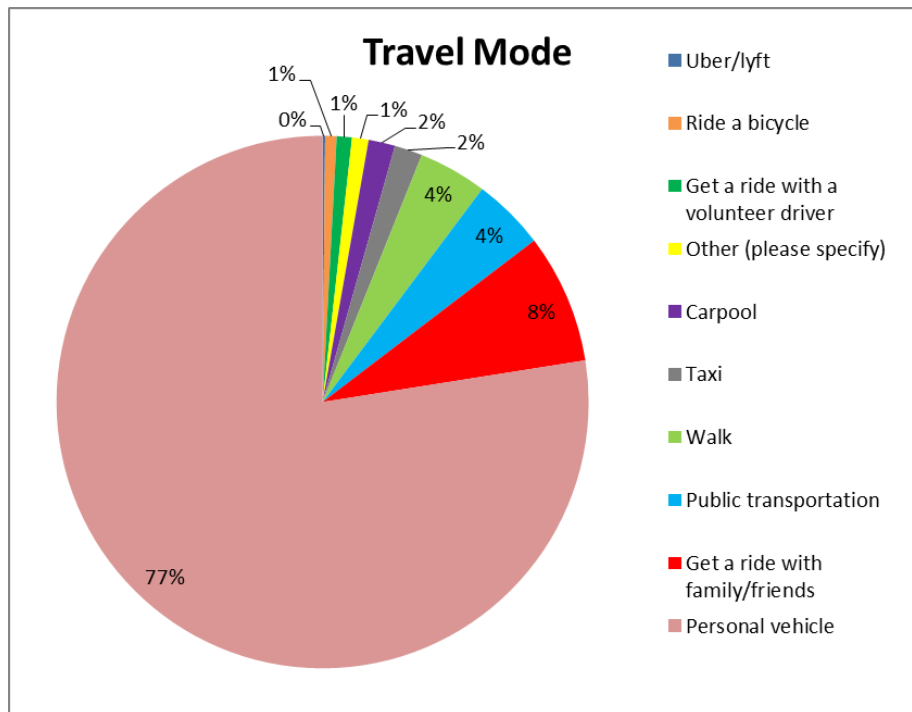


Figure 31. Most Frequent Mode of Travel

Question 6 – Have you ever used any of these public transportation services?

Forty-two percent responded that they have used public transportation. The greatest percentage of public transportation users reported using “other” (11.8%) followed by WMTS bus or van services (9.3%). For those that have used public transit in Maine, 66% have used one of the WMTS operated services. For those that responded other many indicated they have used intercity bus services such as Greyhound or Concord Coach, the Downeaster train, or transportation services in other communities such as the Island Explorer.

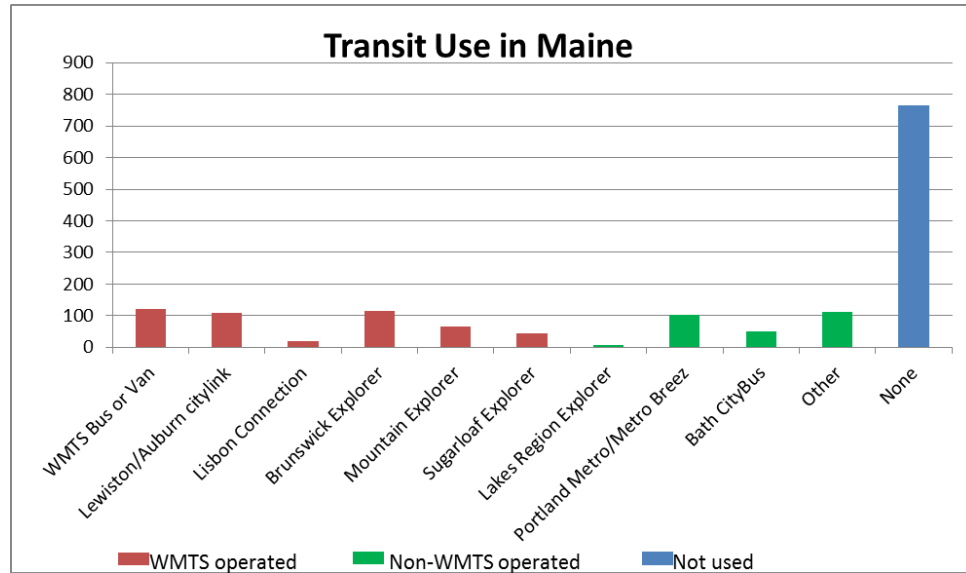


Figure 32. Transit Use by Provider

Question 7 – When was the last time you used public transportation?

Only those that reported using public transportation in Maine were directed to this question; those who do not use public transit jumped to question 10. Figure 33 shows the distribution of when individuals last used public transit. The greatest response (33%) was from those who used it between one and two years ago. For those that have used it within the last week (25% of transit users and 10% of all survey respondents) almost half have used the Brunswick Explorer.

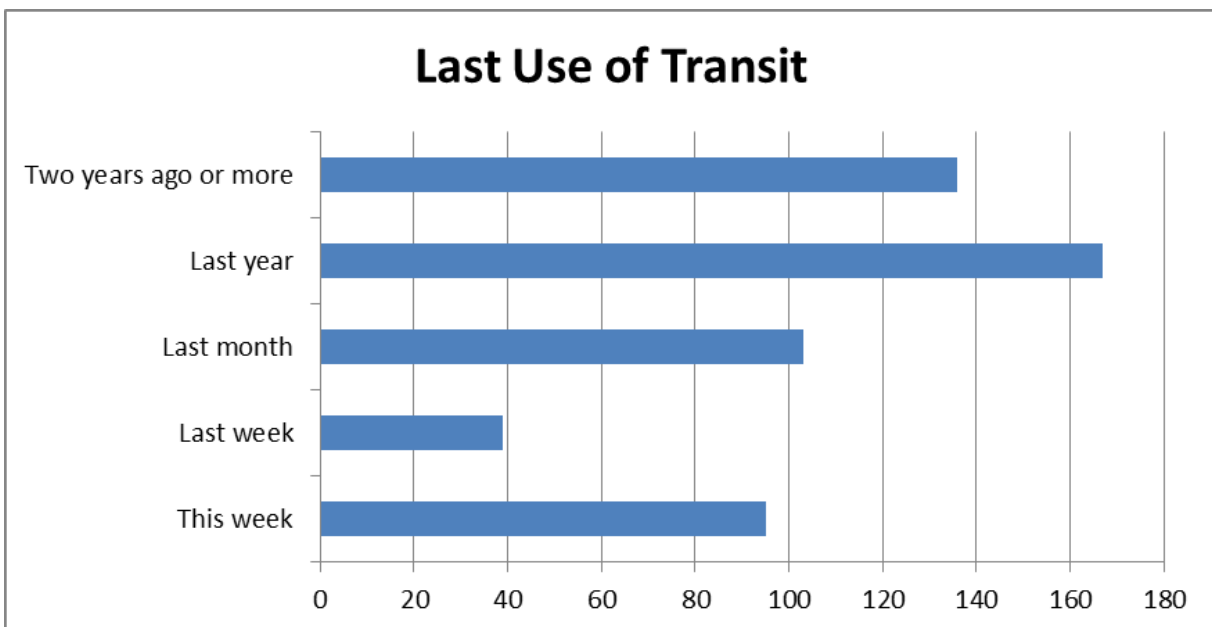


Figure 33. Last Use of Transit

Question 8 – How satisfied are you with public transportation service?

The greatest response was from those who were satisfied (27%) with the service, and the least was from those dissatisfied (17%) (Figure 34). Twelve percent indicated other, and the response varied greatly but common responses included those who have used it outside of Maine or used it a very long time ago. Those that were satisfied reported it was due to the convenience and cost savings. Those that were dissatisfied indicated it was primarily because it does not go where or when the individual needs it. Of those that indicated it does not go where they need it, 23.7% live in Lewiston/Auburn and 11.5% live in Brunswick. Of those that indicated it does not go when they need it, 25.4% live in Lewiston/Auburn and 9.7% live in Brunswick or Bath. Lewiston/Auburn respondents are primarily staying within Lewiston/Auburn for their trips but several do go to Brunswick for recreation/entertainment purposes. Brunswick respondents stay within Brunswick for the majority of their trip purposes but also frequent Bath and Lewiston/Auburn.

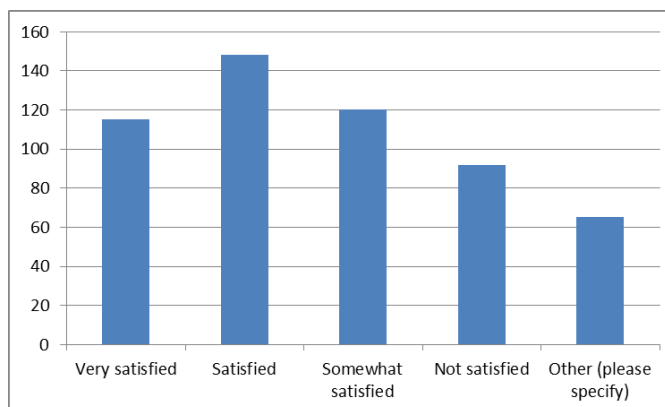


Figure 34. Level of Satisfaction With Transit

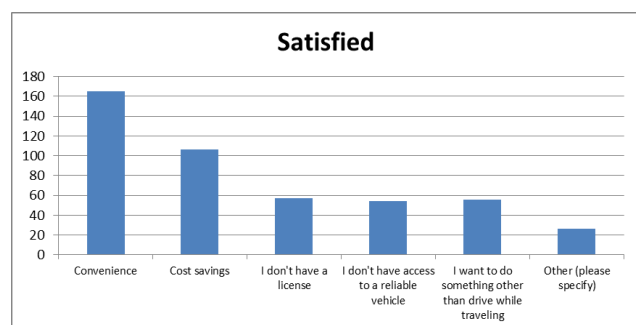


Figure 36. Reasons for Satisfaction

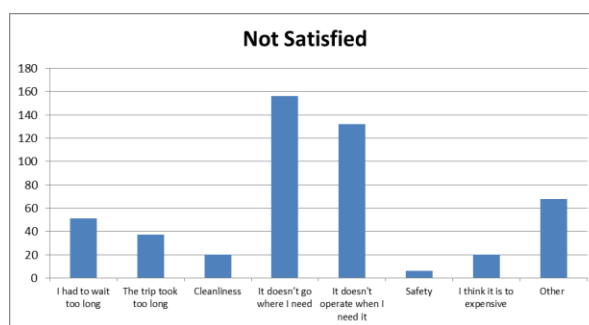


Figure 35. Reason for Dissatisfaction

Question 9 – For what trip purpose(s) have you used public transportation services?

For this question individuals were able to select multiple responses. The most common trip purpose was for recreation/entertainment (51.8%) followed by shopping (41.2%). Respondents use public transit the least for school/training trip purposes. Those using it for recreation/entertainment⁷ live in varying communities with the greatest responses from Lewiston/Auburn, Brunswick, Bethel and Bath.

⁷ Recreation/entertainment was a common trip purpose chosen by individuals traveling to senior centers for nutrition and activities.

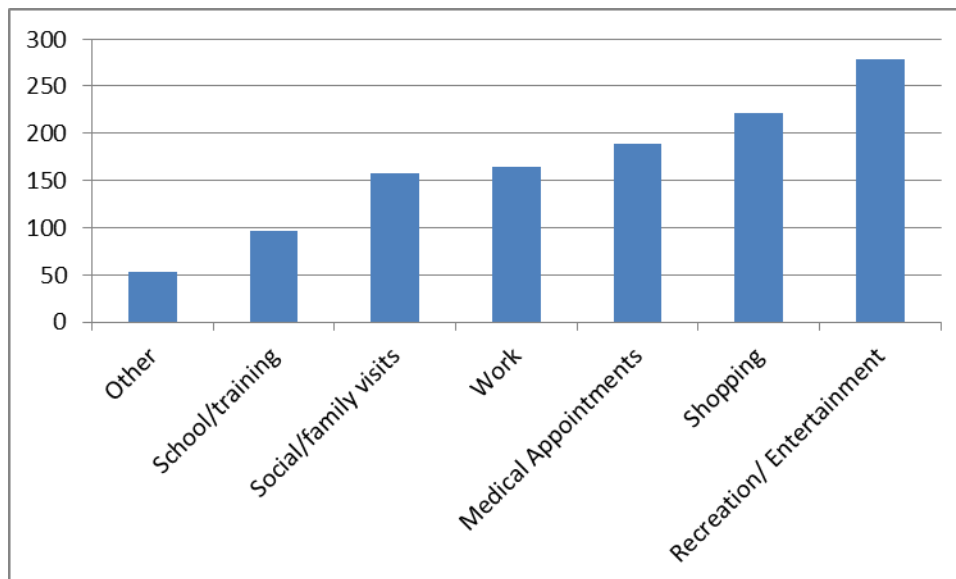


Figure 37. Transit Trip Purpose

Question 10 – Why haven’t you used public transportation in the past?

For this question individuals were able to select multiple responses. Sixty percent of individuals that do not use public transit stated it was because they have access to a car, followed by 27.7% stating they do not take public transportation because it does not go where they need it to go. Almost 20% did not know that the service was available. For those that responded “Other,” several indicated it was because there was no service in their area.

Reason	Responses	%
The bus doesn’t fit my schedule	125	16.9%
The bus doesn’t go where I need it to go	205	27.7%
I have mobility issues	5	0.7%
I didn’t know the service was available	147	19.8%
I have access to a car so I don’t need to ride a bus	448	60.5%
I don’t want to ride a bus	42	5.7%
I’m nervous to ride a bus because I’ve never ridden one before	34	4.6%
I think it is too expensive	23	3.1%
Other (please specify)	69	9.3%

Table 27. Reasons for Non-transit Use

Question 11 – Are there places you would like to go using public transportation that are not currently served?

This question was asked of all survey respondents and the response was split relatively evenly with 50.3% stating there are places they would like to go not currently served and 49.7% stating there are not. For those that stated there are places they would like to go, common responses were Brunswick, Portland, Topsham, Augusta, Lewiston and Freeport.

Question 12 – Are there times or days that you would like to use public transportation when service is not currently offered?

Forty percent responded that there were times or days they would like public transportation to be available when service is not currently offered. The greatest response was for Saturday service (56.7%) and the least was for late evening service after 8 PM (35.5%).

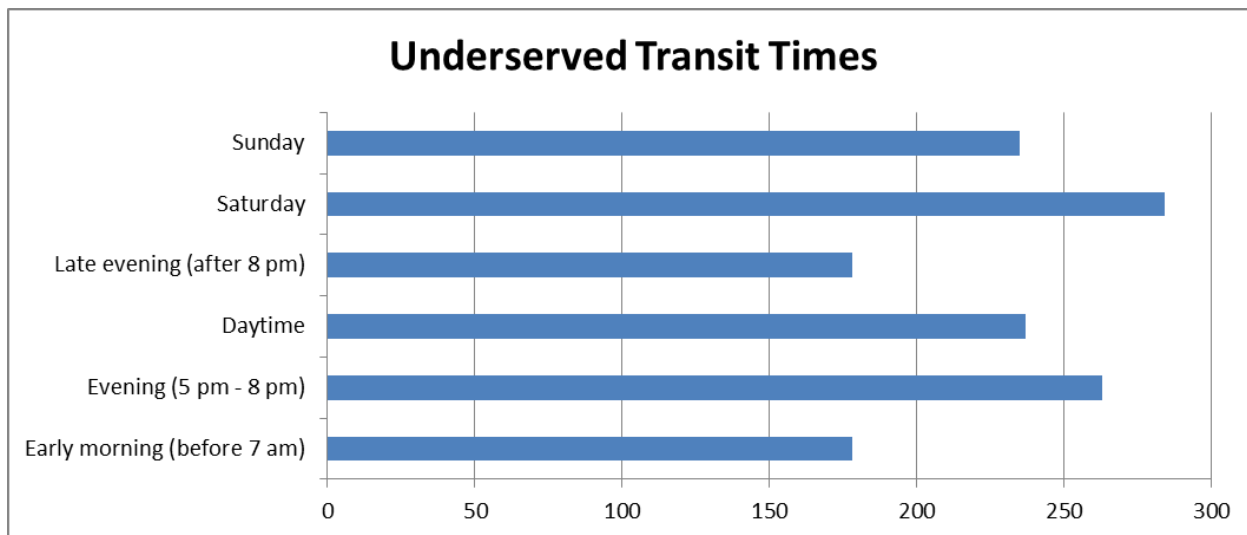


Figure 38. Underserved Transit Times

Question 13 – Would you use bus service regularly in any of the following corridors?

The majority of respondents (59%) said that they would use public transportation on one of the sixteen corridors presented if service was available. Those which responded “No” were directed to Question 17. Table 28 shows the communities for which ten or more respondents said they would use bus services regularly along one of the corridors, and the percentage of responses from each community.

Town	Yes – Transit Along Corridor	Community Responses	Percent use Transit on Corridor
Bath	62	79	78.5%
Wilton	40	51	78.4%
Livermore Falls	13	17	76.5%
Lisbon	29	39	74.4%
Brunswick	86	119	72.3%
Kingfield	10	14	71.4%
Jay	24	37	64.9%
Bethel	35	54	64.8%
Rumford	20	32	62.5%
Farmington	66	111	59.5%
Norway	14	26	53.8%
Lewiston	59	113	52.2%
Durham	13	28	46.4%
Auburn	36	79	45.6%
Topsham	58	133	43.6%

Table 28. Transit Usage Along Corridors by Community

Question 14 – How frequently would you use bus service in these corridors?

Individuals were asked on which corridors they would use public transportation and how often; Table 29 and Figure 39 summarize the results. The Route 117 from Turner and South Paris would have the least amount of riders, as 87.9% indicated they would never use the route. The corridor that would be used the most is Route 196 between Lewiston/Auburn, Topsham, and Brunswick; 27.3% said they would use it at least once a week and 23.3% said they would use it once a month. Seventy percent said they would use public transit on at least one corridor once a week and many would use two or more corridors. Figure 40 provides a map of potential transit service usage along each corridor.

Corridor	4-5 days per week	1-3 days per week	once a month	Not use
1) L/A, Lisbon, Topsham and Brunswick along Route 196	69	118	160	339
2) L/A, Durham and Brunswick along Route 136	29	38	107	512
3) Brunswick and Bath along Route 1	63	82	106	435
4) Brunswick and Bath along Bath Road	65	78	96	447
5) L/A and Turner, Livermore, Livermore Falls, Jay & Wilton along Route 4	32	63	104	487
6) Wilton and Farmington along Route 2	43	92	77	474
7) L/A and Farmington along Routes 4	28	57	105	496
8) L/A and Mechanic Falls and Oxford along Routes 121 and 26	20	39	81	546
9) L/A, Oxford, Norway, Paris, and Bethel along Route 121 and 26	19	57	108	502
10) Bethel and Farmington along Route 2	19	29	78	560
11) Bethel and Rumford along Route 2	21	31	66	568
12) Rumford and Farmington along Route 2	23	31	82	550
13) Farmington and Carrabassett Valley along Route 27	15	28	83	560
14) Farmington and Rangeley along Route 4	17	27	101	541
15) L/A, Turner and Rumford along Routes 4 and 108	23	31	59	573
16) Turner & South Paris along Route 117	16	15	52	603

Table 29. Corridor Utilization

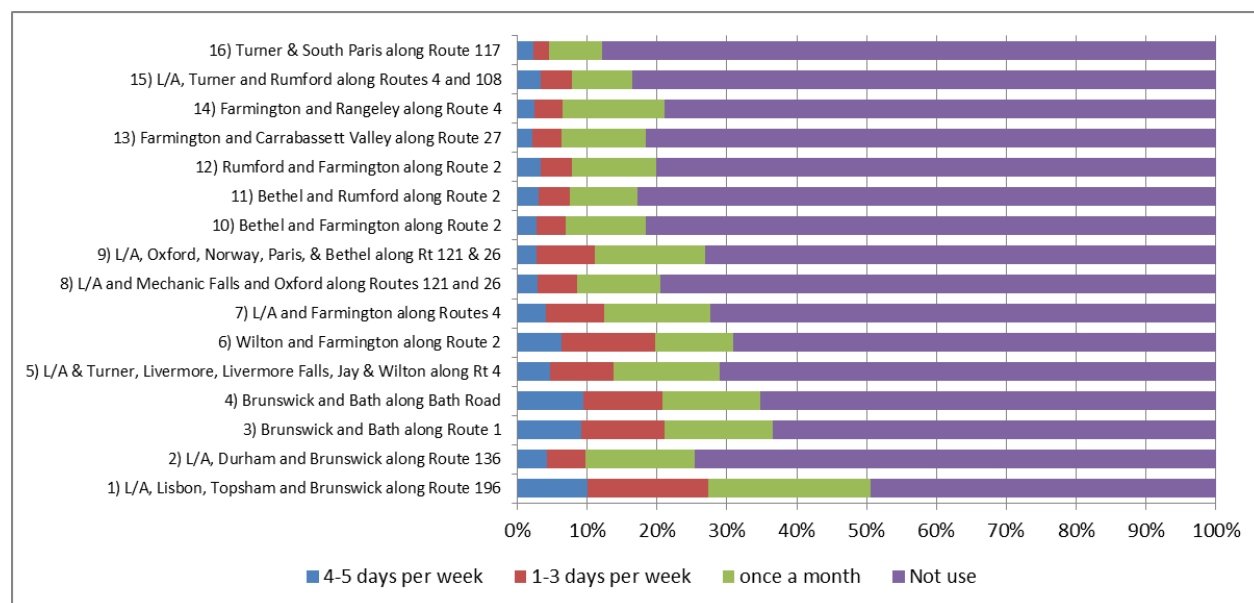


Figure 39. Level of Usage by Corridor

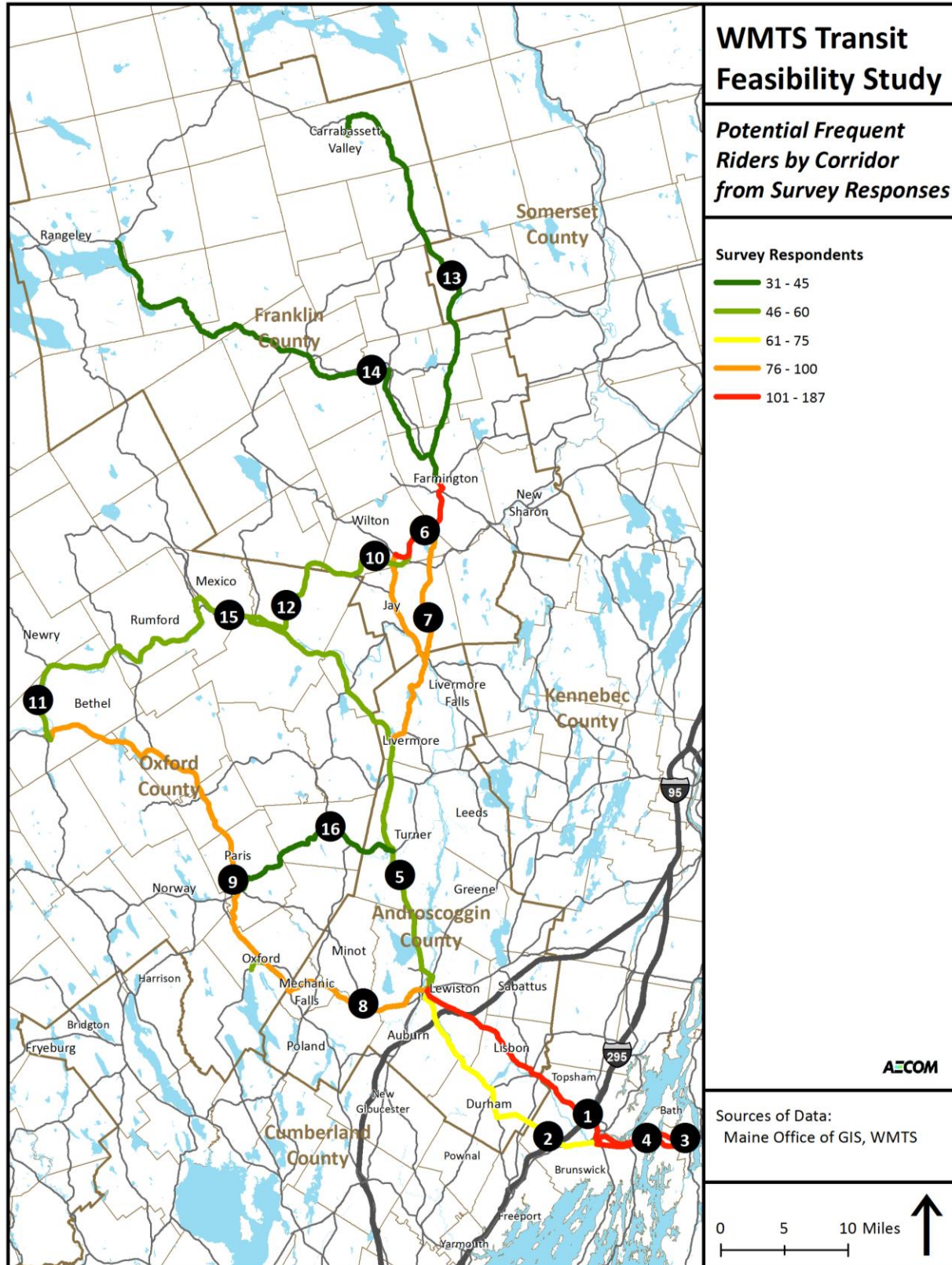


Figure 40. Heat Map of Potential Transit Corridor Usage

Question 15 – What amenities would you like available on the bus?

On-board wi-fi was the most desired amenity as indicated by 63% of responses. The least desired amenity was racks for skis, snowboards or bicycles. Five percent responded with “Other.” Responses included discounted passes for the senior/disables, the ability to make change, wheelchair ramps, and seatbelts.

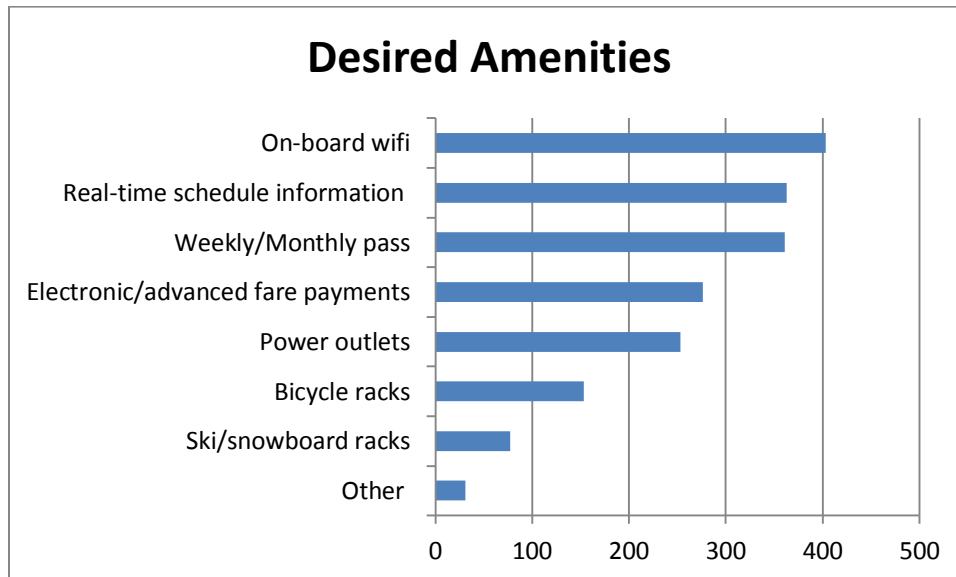


Figure 41. Desired Amenities

Question 16 – What are the primary reasons you would use a bus?

For this question individuals were able to select multiple responses. Sixty-five percent of individuals that said they would use bus services along one of the corridors stated it was because of convenience followed by 57% for cost savings reasons. Only 16% of those who said they would use transit (110 responses or 8.5% of all responses) do not have a license.

Reasons to use a bus	Reponses	Percent
Convenience	449	65.5%
Cost savings	391	57.0%
No parking hassle	317	46.2%
I want to do something other than drive while traveling	249	36.3%
Connect to other transit services	191	27.8%
I don't have access to a reliable vehicle	136	19.8%
I don't have a license	110	16.0%

Figure 42. Reason to Use a Bus

Question 17 – What are the primary reasons you would not use a bus?

For those who would not use the bus, the greatest response (51.9%) was that they don't need to ride a bus because they have access to a car; only 2% believed the bus wouldn't fit their schedule. Twelve

percent provided other reasons, and the answers varied greatly but several were mentioned more than once and include: didn't know about public transit, run other errands or have no need.

Reasons to not use a bus	Reponses	Percent
The bus service won't fit my schedule	13	2.6%
I make other stops during my trip	29	5.9%
Other (please specify)	55	11.1%
The bus won't go where I need it to go	66	13.3%
I need my car for work	70	14.1%
I have access to a car so I don't need public transportation	262	52.9%

Figure 43. Reason to Not Use a Bus

Question 18 – Other comments

Four-hundred and twenty-four (32.8% of all survey respondents) left comments and the majority were positive. Positive comments ranged from people encouraging and wanting bus service, citing the criticalness of public transportation, to those that may not use it but understand the

**“Thank you for the survey!
Eager for more public
transport”**

need for it. There were several

comments that were not related to the survey but wanting service in other areas, complaints about existing services, or recommendations on how to operate service.

**“Excellent idea! I hope
it happens.”**

Question 19 – Demographics

Age

The greatest number of respondents came from the 40-65 age bracket; accounting for almost 50% of respondents. Those under the age of 18 had the least number of responses.

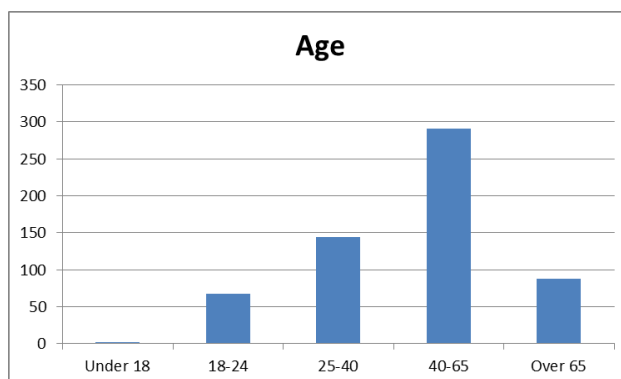


Figure 44. Age of Respondents

Income

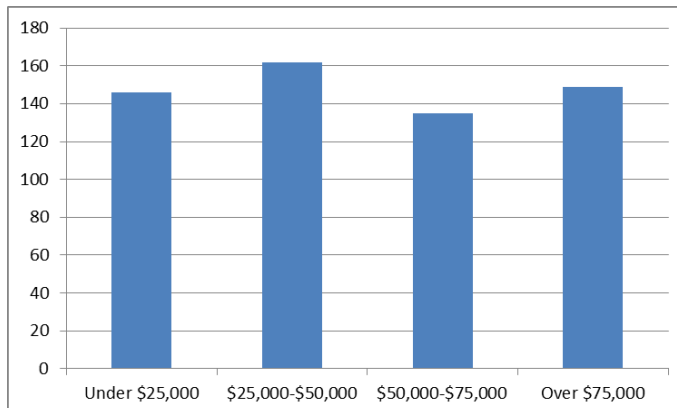


Figure 45. Income Level

Income was evenly distributed, with each category ranging from 22% to 27% of the total response. The greatest number of respondents came from the \$25,000-\$50,000 income bracket accounting for 27.4% of respondents. Those with \$50,000-\$75,000 had the least number of responses with 22.8%. Respondents have slightly lower incomes than Maine's distribution where the greatest bracket is the over \$75,000 with 30.5%.

Education

The greatest number of responses came from people with a four-year degree; accounting for 28.7% of respondents. Those with less than a high school diploma had the least number of responses. Respondents had obtained a higher degree of education than state averages with greater percentages of individuals with college degrees.

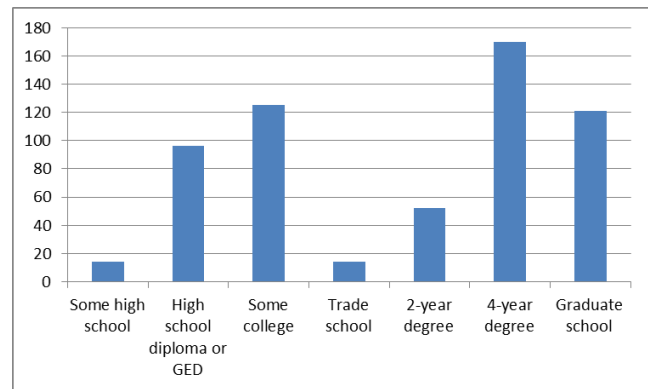


Figure 46. Level of Education

Vehicle Availability

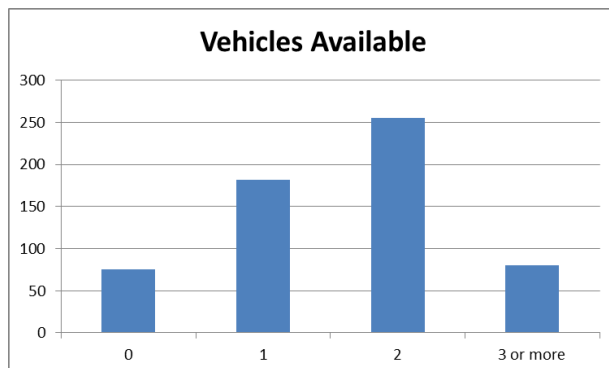


Figure 47. Vehicle Availability

The greatest number of respondents came from those with two vehicles available, accounting for 43% of respondents. Those with zero vehicles had the least number of responses with 12.7%. This is higher than the state average of 7.6% households with zero vehicles.

Survey Conclusions

Overall, the survey response was very positive. The total number of responses and diversity of geographic locations of respondents show that transit service is needed in many communities and along many corridors in Western Maine. The corridors with the highest potential for successful regional transit service are between Lewiston/Auburn and Brunswick/Bath through Lisbon and Topsham, and between Wilton and Farmington. Other potentially successful transit service corridors include those between Lewiston/Auburn and Bethel and between Lewiston/Auburn and Wilton and Farmington.

Survey Media

The paper copy of the survey media is included on the following pages. It was originally printed on double-sided 11x17 paper in color.

2017 Regional Transportation Study

Western Maine Transportation Services (WMTS) is conducting a study to understand regional travel patterns and the demand for bus service between communities and popular destinations. Please complete this survey whether or not you currently ride the bus – we need to hear from everybody. Thank you for your help in building our understanding of how people move throughout the region.

Please complete the online version of the survey at wmtsbus.org if you would like to be entered into the raffle to win a \$50 Amazon® gift card.

1. Which community do you live in? _____

2. Please place an X in every box where you travel frequently for the reasons listed across the top of the table.

	Work	School/ Training	Shopping	Recreation/ Entertainment	Medical Appointments	Social/ Family Visits	Other
Auburn							
Bath							
Bridgton							
Brunswick							
Farmington							
Jay							
Lewiston							
Lisbon							
Livermore Falls							
Norway/So. Paris/ Oxford							
Rumford/Mexico							
Topsham							
Wilton							
Other Town(s)							

3. When you travel to your most frequent destination, how long is your one-way trip?

- ☐ 10 minutes or less
☐ 10-30 minutes
☐ 30-60 minutes
☐ More than 60 minutes

4. Do you use a wheelchair, scooter, or walker?

- ☐ Yes
☐ No

5. How do you most frequently travel to the places you need to go? (select ONLY ONE)

- ☐ Personal vehicle
☐ Public transportation
☐ Walk
☐ Taxi
☐ Other _____
☐ Carpool
☐ Ride a bicycle
☐ Get a ride with family/friends
☐ Uber/Lyft
☐ Get a ride with a volunteer driver

6. Have you ever used any of these public transportation services? (select all that apply)

- ☐ WMTS bus or van
☐ Lewiston/Auburn citylink
☐ Brunswick Explorer
☐ I have not used any of these public transportation services.
☐ Bath CityBus
☐ Greater Portland Metro Breez
☐ Lakes Region Explorer
☐ Lisbon Connection
☐ Sugarloaf Explorer
☐ Mountain Explorer

(if you have never used any of these services, please skip to #12)

7. When was the last time you used public transportation service?

- ☐ This week
☐ Last week
☐ Last month
☐ Last year
☐ Two years ago or more

8. How satisfied are you with public transportation service?

- ☐ Very satisfied (go to #9)
☐ Satisfied (go to #9)
☐ Other _____
☐ Somewhat satisfied (go to #10)
☐ Not satisfied (go to #10)

9. What is your reason for any level of satisfaction? (select all that apply then go to #11)

- ☐ Convenience
☐ I don't have a license
☐ I want to do something other than drive while traveling
☐ Cost savings
☐ I don't have access to a reliable vehicle
☐ No parking hassle
☐ Other _____

10. What is your reason for any level of dissatisfaction? (select all that apply then go to #11)

- ☐ I had to wait too long
☐ It doesn't go where I need it to go
☐ I think it is too expensive
☐ The trip took too long
☐ It doesn't operate when I need it to operate
☐ Other _____
☐ Cleanliness
☐ Safety

11. For what trip purpose(s) have you used public transportation services? (select all that apply then go to #13)

- ☐ Work
☐ Recreation/entertainment
☐ Other _____
☐ School/training
☐ Medical appointments
☐ Shopping
☐ Social/family visits

12. Why haven't you used public transportation in the past? (select all that apply)

- ☐ The bus doesn't fit my schedule
☐ I didn't know the service was available
☐ I don't want to ride a bus
☐ I think it is too expensive
☐ The bus doesn't go where I need it to go
☐ I have access to a car so I don't need to ride a bus
☐ I'm nervous to ride a bus because I've never ridden one before
☐ Other _____
☐ I have mobility issues

13. Are there places you would like to go using public transportation that are not currently served? (locations, towns, etc.)

- ☐ Yes
☐ No
 Where? _____

14. Are there times or days that you would like to use public transportation when service is not currently offered? (select all that apply)

- ☐ No
☐ Yes, early morning (before 7am)
☐ Yes, late evening (after 8pm)
☐ Yes, Saturday
☐ Yes, evening (5pm-8pm)
☐ Other _____
☐ Yes, Sunday
☐ Yes, daytime

2017 Regional Transportation Study

15. If bus service was operated in these corridors, how frequently might you use it?
(if you would not use a bus in any of these corridors, please skip to #16)

See map at right
for reference.

Corridor	4-5 days /week	1-3 days /week	Once a month	Season- ally
1) L/A, Lisbon, Topsham & Brunswick along Rte 196				
2) L/A, Durham & Brunswick along Rte 136				
3) Brunswick & Bath along Rte 1				
4) Brunswick and Bath along Bath Road				
5) L/A, Turner, Livermore Falls, Jay & Wilton along Rte 4				
6) Wilton & Farmington along Rte 2				
7) L/A & Farmington along Rte 4				
8) L/A and Mechanic Falls & Oxford along Rtes 121 and 26				
9) L/A, Oxford, Norway, Paris, & Bethel along Rtes 121 and 26				
10) Bethel & Farmington along Rte 2				
11) Bethel & Rumford along Rte 2				
12) Rumford & Farmington along Rte 2				
13) Farmington & Carrabassett Valley along Rte 27				
14) Farmington & Rangeley along Rte 4				
15) L/A, Turner & Rumford along Rtes 4 and 108				
16) Turner & South Paris along Rte 117				

16. I would not use a bus along any of these corridors for the following reason: (select ONLY ONE)

- | | |
|---|---|
| <input type="checkbox"/> Need car for work | <input type="checkbox"/> The bus won't go where I need it to go |
| <input type="checkbox"/> Bus service won't fit my schedule | <input type="checkbox"/> I make other stops during my trip |
| <input type="checkbox"/> I have access to a car so I don't need public transportation | <input type="checkbox"/> Other _____ |

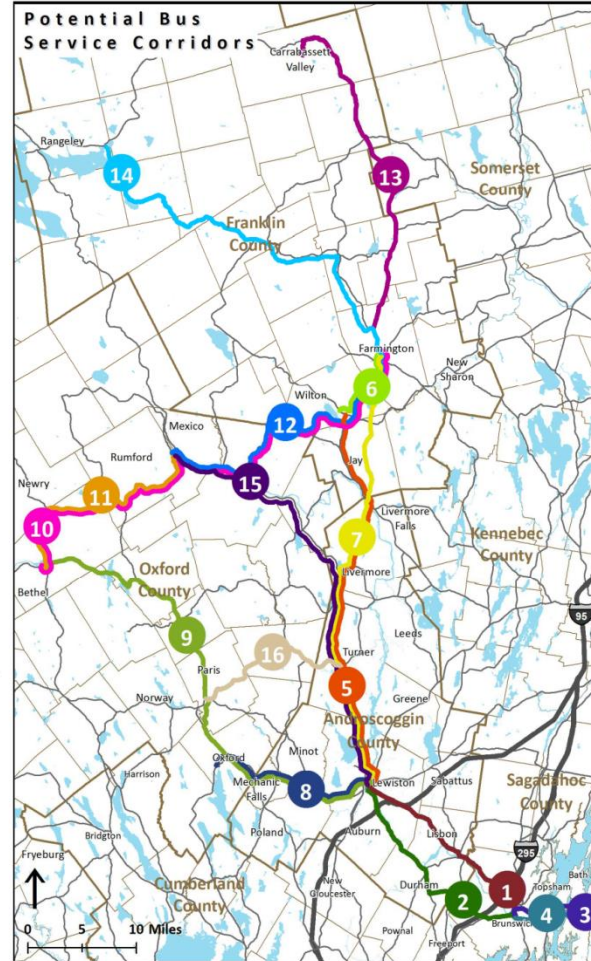
17. Which amenities would you like to see? (select all that apply)

- | | |
|---|--|
| <input type="checkbox"/> On-board wifi | <input type="checkbox"/> Bicycle racks |
| <input type="checkbox"/> Ski/snowboard racks | <input type="checkbox"/> Power outlets |
| <input type="checkbox"/> Electronic/advance fare payment options | <input type="checkbox"/> Weekly/monthly pass |
| <input type="checkbox"/> Real-time schedule information/bus tracker | <input type="checkbox"/> Other _____ |

18. What are the primary reasons you would use a bus? (select all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Convenience | <input type="checkbox"/> Cost savings |
| <input type="checkbox"/> No parking hassle | <input type="checkbox"/> Connect to other transit services |
| <input type="checkbox"/> I want to do something other than drive while traveling | <input type="checkbox"/> I don't have a license |
| <input type="checkbox"/> Other _____ | <input type="checkbox"/> I don't have access to a reliable vehicle |

19. Do you have any other comments or thoughts about public transportation in the region?



Please answer the following demographic and socioeconomic questions. All information will remain confidential.

What is your age?

- | | |
|--------------------------------|-------------------------------|
| <input type="radio"/> Under 18 | <input type="radio"/> 40-65 |
| <input type="radio"/> 18-24 | <input type="radio"/> Over 65 |
| <input type="radio"/> 25-40 | |

How many passenger vehicles are available to your household?

- | | |
|-------------------------|---------------------------------|
| <input type="radio"/> 0 | <input type="radio"/> 2 |
| <input type="radio"/> 1 | <input type="radio"/> 3 or more |

What is the highest level of education that you have completed?

- | | |
|--|---|
| <input type="radio"/> Some high school | <input type="radio"/> High school diploma/GED |
| <input type="radio"/> 2-year degree | <input type="radio"/> Trade school |
| <input type="radio"/> Some college | <input type="radio"/> Graduate school |
| <input type="radio"/> 4-year degree | |

What is your annual household income?

- | |
|---|
| <input type="radio"/> Under \$25,000 |
| <input type="radio"/> \$25,000 - \$50,000 |
| <input type="radio"/> \$50,000-\$75,000 |
| <input type="radio"/> Over \$75,000 |

CONTACT INFORMATION

Would you like to receive updates on the study?

- | | |
|---------------------------|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
|---------------------------|--------------------------|

Full Name _____

Email _____

Phone _____

Questions? Call 1-800-393-9335 Ext. 208

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APPENDIX C: “OTHER” SURVEY RESPONSES

The appendix includes “Other” responses and comments directly from surveys, responses have not been altered.

Question 1 - Where do you live?

Bangor
Bridgton
Bridgton
Bridgton
Bridgton
Bridgton
Bridgton
Bridgton
Bridgton
Bridgton
Bridgton
Bridgton
Bridgton
Bridgton
Bridgton
Bridgton
Bridgton Maine
casco
casco
Cornish
Damariscotta
Damariscotta/Bristol region
Dresden
Falmouth
Falmouth
Fayette
Fayette
Franklin
Franklin County
Franklin County
Franklin County
Freeport
Freeport
Gray
Gray
Harpwell
Harpwell
Harrison
HARRISON
I go to school in Farmington but I am from Connecticut
Kennebunk
Lebanon
Lincoln Plantion
Litchfield
Milton Township

Mount Vernon
Mount Vernon
Naples
Naples
Naples
Naples
NAPLES
new gloucester
New Gloucester
New Hampshire
New Portland
New Portland
New Portland
New Portland
New Portland
Portland
portland
Portland
Portland
Portland
Randolph
Raymond
Raymond
Raymond
Richmond
Rome
Searsport/Belfast
South Portland
Vienna
Waterville
West Bath
WEST GARDINER
Westbrook
windham
Winthrop
Winthrop
Wiscasset
Wiscasset
wiscasset
Woolwich
Work in Lewiston
York

Question 2 – Where do you most frequently travel and for what reasons?

*Topsham Travel- I live in Topsham so I am often traveling around town. *Other Travel- Augusta, This is where I work.
Attend church services.
Auburn - Synagogue; Jay - car repairs
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta

augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta - medical - shopping
augusta - work
Augusta & Waterville
Augusta and Portland
Augusta area
Augusta for travel to Portland
Augusta, Bangor, Portland, Waterville, Rangeley, Chesterville
Augusta, Freeport, Portland
Augusta, Portland, Sabattus
Augusta, shopping, recreational
Augusta, Waterville
Augusta, Waterville, Portland
Auto Repair and Maintenance
auto service
automotive appt
babysitting grandchildren
Bangor
Bangor, Brewer
Banking
Bethel
Bethel
Bethel
Bethel
Bethel
Bethel
Bethel - 15 minutes
Bethel Area
Bethel for shopping, groceries, gasoline, restaurants, meetings, and social visits
Bethel, Newry, Sugarloaf
Bethel, recreation; Portland, shopping, transit
Bethel/Newry - recreation
Biddeford
Biddeford Portland Saco
BIW
BMV
BOD of Non-Profit Agency - Shop in Windham and Standish
Breakfast, Lunch, Dinner

Brunswick = home
camp
Car dealership
Car repairs
carrabassett valley
Cemetary visits
Children's School
church
church
church
church
Church
Church
Church
church
church
church
Church
Church
Church
Church
church activities
Church in Rumford
Church Services
Church, volunteering
Community Service projects
Community Services & Volunteering
Conway and North Conway, NH
Cumberland Center
Cumberland to see family
DAmariscotta, Alna, So. Thomaston, Rockland, Portland,
Dept of Human Services, Community Concepts
Dining, Exercise
Dining, Portland, Saco
Dixfield
Dixfield
Dmv
DMV
Durham
Exercise
Falmouth
Falmouth
Falmouth and Windham for Dental
Family
family lives in Jay & livermore area
Farmers markets
Farmington, South Portland, Portland
food bank
Freeport
Freeport
Freeport
Freeport
Freeport
Freeport
Freeport

Freeport
Freeport
Freeport - church
Freeport and also Portland
Freeport and Portland
Freeport, Augusta
Freeport, Augusta
Freeport, Portland
Freeport, Portland, and Augusta
Freeport, Wiscasset
Fryeburg
fryeburg,windham,fryeburg
Fryeburg; North Conway, NH
Gardiner
Gorham and Gardiner
Gorham NH - medical appointments
Greene and Augusta for social visits, Portland for medical appointments
Hairdresser
hairdresser, work (once or twice)
Harpwell
health/exercise
Higher ed-Portland; shop Windham, rec-Portland, social-Casco
home
Home
Home town
I also shop in Augusta, my dentist is located in Auburn
I go all of the state. Traveling is my life.
I go to South Portland (mall area), Scarborough, Saco, Biddeford a couple times a month for shopping and dining
I just wanted to add I frequently travel to Augusta for appointments and to catch the Concord bus to Logan from Farmington. I would love if there was public transportation to the Concord Bus station from Farmington.
I live in Bath
I live in Rockland and travel between Rockland and Farmington frequently to attend UMF
I live in Temple, Maine shop, medical, social, entertainment.
I so a lot of charity volunteering at all the areas I checked other and that would be a thing to provide transportation for as volunteers are so needed but the transportation issue limits many from doing so. I also do a lots of thing in Augusta and Waterville and would love to have transportation available more to interconnect our areas of commerce
i take my dog tp walking trails
In town Bethel
Jay Laudrymat Rumford DMV
Kingfield
Kingfield
Kingfield and Carrabassett Valley
Leeds
Leeds, Wayne, Damariscotta, Rockland, Phippsburg, Leeds, Monmouth
Lewiston, Portland
Library
library
Lisbon Domicile
live
live there!
living
Madison
Madison an Skowhegan area
Meals,automotive service
Mechanic Falls, Work

**AECOM**

Portland
Portland
portland
Portland
Portland
portland
Portland
Portland
Portland
Portland
Portland
Portland
Portland
Portland
Portland
Portland
portland
Portland
Portland
Portland
Portland
Portland - entertainment, shopping, social
Portland & Augusta
Portland & Scarborough
Portland airport/bus station
Portland and Augusta
Portland and Freeport
Portland and Lewiston medical appointments
Portland and Scarborough
Portland Area
Portland Augusta
Portland for entertainment, Lisbon for Farm Share
Portland Jetport
Portland Maine Med
Portland- medical,recreation, shopping, social
Portland! A shuttle to the airport/bus station would be lovely, a la Lake Region Explorer
Portland, Augusta
Portland, dining
Portland, Freeport
Portland, Gorham, and Windham
Portland, Maine
Portland, ME
Portland, Rockland, Boothbay
Portland, Scarborough
portland, shopping and doctor
Portland, So. Ptld., Scarborough
Portland, Waterville, Augusta
Portland, Windham, North Conway, Bangor, Boothbay, Connecticut
Portland, York County and Somerset County
Portland. For shopping, social, healthcare, entertainment and Gray to volunteer
Portland/ South Portland
portland/Augusta
portland/south portland
portland; Boston (work)
Portland

Rangeley
Rangeley
rangeley
raymond
Recreation, Coastal Maine. Visit Augusta, Randolph, Waterboro, Portland
Religious Functions
renewing license, etc
Restaurants
restaurants
Rumford - Family, Own a campground in Roxbury, Portland - Medical Appointments, Shopping, Recreation
Sabattus - travel through it everyday
Saco, Sanford
Skowhegan
Skowhegan shopping; Walley World & Hanaford
Social Service appointments
South portland
South Portland
South Portland - work
South, Portland/Biddeford area
Sports activities
Sports activities movies
Stratton and Kingfield
Sugarloaf region
Sugarloaf/Carrabassett Valley
Sunday River
Sunday River
Tanning
This survey isn't helpful. The reason I haven't traveled to many of these places is because I didn't have the ability to. Why no questions about this?
To be with husband in nursing
To get out of house due medical issues such as diabetes and with no access to a Vehicle I was depending on City link AKA Purplebus but now It Stopped going anywhere Close to be able to catch
Togue
Travel to Portland
Turner
Turner
Turner
Turner
Turner
Turner
Turner - Work
Turner (buy produce from local farms)
Tutoring
U
veterinarian services
visit family
visits to my hair cutter
Volunteer at Extension office
volunteer work
Volunteer work
Volunteer work at Maine Maritime Museum
volunteering at the Topsham library.
Voting, auto service
Waterville
WATERVILLE

Waterville
Waterville, Augusta, Vassalboro, Portland; Airport/Bus Station
Waterville, Fairfield, Solon, Anson, Bingham (work), Portland, Waterville (shopping, recreation/entertainment social visits)))
We live in Topsham
We regularly go to Bethel for outdoor recreation.
Weld
Wells, Kittery, Berwick, Portland
westbrook
Westbrook Cinemagic & S Portland Mall area Shopping
Wilton career center
windham
Woolwich
Woolwich, Freeport & Yrmouth
work in Biddeford
work in Canton
Work in Freeport
YMCA

Question 5 - How do you most frequently travel to the places you need to go?

accessing transportation is very difficult for me
Bf allows use of his car for appts
Cant walk for long periods and citylink and purpleBUS is the only transportation available. I have no family or friends Taxi's are only Used to grocery shop and they are very expensive I am on disability so I am working really hard to get a Caseworker but we still need the bus. we live on Lincoln st Lewiston next to the Franco American center and I Used to be able to catch the bus easy now Its Impossible you all removed any access to oxford and Lincolns and Cedar streets. I understand you have agreed to start back up at Montatello school and back around on a direction completely away from Franco American center
car
Facility Transportation
Have car but in case it breaks down I would have backup
I live walking distance from my work, I am moving soon and plan on driving.
Interpreter but need to learn bus
Interpreter but need to learn bus
Logisticare
Logisticare
MaineCare ride service
Public transit, Walk, Taxi, Get ride with family or friends
Right now my car, but it is breaking down alot
Use wheelchair.
Zipcar

Question 6 - Have you ever used any of these public transportation services?

Although I haven't, I would consider it if it could get me where I needed to go.
Amtrack
amtrack
AMTRAK
Amtrak
Amtrak
amtrak
Amtrak
AMTRAK
Amtrak and Concord Busline
Amtrak and Concord/Greyhound

AMTRAK Downeaster
Amtrak Downeaster
Amtrak Downeaster, Concord Trailways
Amtrak, and Concord Trailways
Amtrak, Concord Busline
Amtrax Portland
augusta bus to Logan Airport
Bangor
bangor buses
Bangor/Brewer area bus system
Bar harbor - Acadia explorer
BarHarbor
BAT (Bangor bus system)
Bat bus in bangor
Bath trolley
biw express
Bo-Mar transportation
Brunswick Taxi
Bus service from Portland to Boston
Bus to Boston from portland
bus to Mass, wife takes it once a year for family
but I have used the Concord bus between Brunswick and Portland.
C & J Limo
Cab
Community Concepts
Community concepts
Concord
Concord Bus
Concord bus
Concord Bus Lines, Augusta
Concord bus to Boston
Concord coach
Concord coach
Concord Coach
Concord Coach
Concord Coach and Amtrak
Concord Coach Lines
Concord Coach Lines
Concord coach service (love it!)
Concord Coach to Boston
Concord Coach, Amtrak
Concord Coach, Portland to Logan Airport and back
Concord Coach; Amtrak Downester
Concord Coachlines in Augusta (often)
Concord Coachlines?
Concord to Portland
Concord trailways
Concord Trailways
Concord trailways
Concord trailways
Concord Trailways to Boston
Concord Trailways to get to Boston
Concord trailways, Amtrak
Concord, Greyhound
Concord/Amtrak

Concord-Trailways plus Downeaster Passenger Train
Did Not Answer
Did not respond to question 3
Downeaster to Boston
Downeaster Train for recreational/ entertainment trips to Boston
Downeaster, Concord Bus
Downeaster, Concord Trailways
Downeaster, Greyhound, Concord
Explorer in MDI , Concord Trailways from Portland
for clients I have used WMTS
friends car or taxi
Grayhound to Boston
Greyhound
Greyhound
Greyhound to Boston
Greyhound, Concord
Greyhound, Concord Trailways, Train - not "public" transportation but they are my non driving options and there are not enough of them.
Greyhound, I think the one from Augusta to Portland. One to Farmington would be great.
Greyhound: Brunswick to Boston
have a car
I frequent use of the comcorn trail ways from Augusta, Maine and Portland ,Maine. also, infrequent use of train and plane from Portland.
I hate my car
I have not used any of these public transportation services
I have not used any of these public transportation services.
I have used concord trailways to the airport.
I have used public transportation widely in other states, including during business travel for conferences and for daily use.
I have used the Central Maine Healthcare shuttle from Rumford to Lewiston Dr. appts.
I have used the state funded driver program once available in our are Western Maine Trans? Where someone would pick me up at my home and drivr me to doctors appointments
I used the Greater Portland bus system in the 1970's
island explorer
I've used the Portland City Bus
Just moved here from out of state, looking into public transportation
just the train/bus from Brunswick/Portland to Boston
Lewiston buses 40 years ago
limousine to and from airport
Logistic Care
logisticare
Logisticare
Logisticare
metro
mexico taxi
Midcoast Connector for medical
N/A
no
no
no
no
NO
no
no
NO have not used any of these
no not since schoolbus

NO, Never
none
none
NONE
none of the above
none of these
Not sure
Portland transport center- Amtrak, Concord coachlines
Professional Coach lines
Public transportation used while in college: Presque Isle to Caribou
Sanford
snowmobile
Stagecoach Shuttle
Taxi
Taxi
Taxi
taxi
TAXI
taxi
Taxi, bus (Portland)
The availability and timing hasnt worked
train
Train
train
Train from Brunswick to Portland
train from Portland to MA
Train out of Portland
train to Boston
Train to Portland
travel out of state for trips , games etc
Uber - in Portland
Used public transportation in other areas of Maine
volunteer rides, Logisticare, PenQuis
Waterville

Question 8 - How satisfied are you with public transportation service?

airport
Allows my non-driving kids freedom
As I age I want to drive less
Car in shop
conserve energy vs. 1 person in a car
Did Not Answer
Distance (Boston)
Don't have to deal with traffic
Enjoy Taking the Train
environment
Environmental efficiency
I like the lower carbon emissions
I took the Explorer when we were a one-car family until the schedule changed to eliminate the ride to my appointment.
in case of need, car issues
It took a long time to get where you were going due to routes and stops
It's common sense to communalize travel to save on costs and help the environment
jay is very rural and have lisence
Less environmental impact than driving POV

More people than vehicles in family
No parking hassle
No parking hassle
No parking hassle and courteous drivers
Parking fees in Boston are astronomical
reduce carbon emissions
Satisfied for others being able to access transportation in rural Maine
Security knowing that I can get to destinations.
So my wife can keep working.
The driver was very pleasant.
The drivers are very nice
The Lake Region explorer was clean and convenient
trying to be environmentally friendly
unable to drive for a while due to health reason
Unable to drive long distances

Question 8a – Reason for satisfaction

airport
Allows my non-driving kids freedom
As I age I want to drive less
Car in shop
conserve energy vs. 1 person in a car
Did Not Answer
Distance (Boston)
Don't have to deal with traffic
Enjoy Taking the Train
environment
Environmental efficiency
I like the lower carbon emissions
I took the Explorer when we were a one-car family until the schedule changed to eliminate the ride to my appointment.
in case of need, car issues
It took a long time to get where you were going due to routes and stops
It's common sense to communalize travel to save on costs and help the environment
jay is very rural and have licence
Less environmental impact than driving POV
More people than vehicles in family
No parking hassle
No parking hassle
No parking hassle and courteous drivers
Parking fees in Boston are astronomical
reduce carbon emissions
Satisfied for others being able to access transportation in rural Maine
Security knowing that I can get to destinations.
So my wife can keep working.
The driver was very pleasant.
The drivers are very nice
The Lake Region explorer was clean and convenient
trying to be environmentally friendly
unable to drive for a while due to health reason
Unable to drive long distances

Question 8b – Reason for dissatisfaction

2 buses
Accessibility for those that need it
all my comments despite the ramblings on My Main problem is Lincoln, oxford, River st and Cedar streets all need some kind of Consistent Public transportation
always late, doesn't accomodate disabled, refused my wheelchair
As noted, we just need more transportation options in rural places so that people can get to medical appointments, and be connected with essential shopping and social opportunities.
Assistance required for resident mobility
Availability - There isn't enough of it
Being dropped off WAY too early
bus came before i was ready. and before i requested it. so i missed it
bus to Walmart are always crowded
Busses do not operate for 2nd Shift Workers
Cannot get to a stop
Did not run to published timetable making getting to work on time difficult
does not come to where I live
Don't use it
General mass transit availability. I love the PATH in NY-NJ but there are not enough people here
Hard to find out about options and availability
haven't used it enough to have a real opinion
Hope it's there when I need it
I called 24-hours ahead of time to schedule a Mountain Explorer bus to pick me up at Savage Auto, and after waiting for a half an hour and calling twice the person on the phone told me that my reservation was never passed onto a driver. Someone at Savage offered to drive me to where I was going in Town. It was very frustrating.
I cannot perform errands to multiple locations
I could not tolerate the rough ride due to my health problems. It seemed like there were no shock absorbers at all.
I dont have a level of dissatisfaction there is no transportation
I don't know about it
I don't need it
i dont use
I was happy with the train but would like to see more public transportation in Western Maine
I was not dissatisfied, it was fine.
I work in mental health and have many clients who struggle with transportation services
I'm a non-smoker; driver smoked the entire time.
It doesn't exist in Farmington for non-disabled or non-elderly people.
it ended
it was in MA
locating stops
n/a
N/A
N/A
N/A
N/A
No bike rack
no clear schedule and shelter to wait for a bus when it's raining
No opinion.
none
none
none
None
None is available
Not available
Not available in my area
not convenient

Not disatisfied personally
not dissatisfied
Not easily available
Not enough seating on the bus..too many people on at once.
not in the state of Maine
Our culture does not seem to support public transportation to an adequate level.
Reliability
Rude driver
Rural service has been slow coming
sometimes inaccessible
Sometimes, being so close to the general public is problematic (children misbehaving, people being very loud, etc, the general lack of courtesy in today's society)
stopped the shuttle run for the mall so have to wait an hour for next bus or walk to next shopping center
stops made that are not on schedule, ie: bruns explorer savy links
The times are all over the place - too early, late
There is no public transportation
volunteer rides not dependable
Where do you go for information on what is available and when?
Would be great to have service from Farmington to Portland &/or Augusta
Would love to have passenger rail service return
WOULD RATHER DRIVE MYSELF
you have one driver by the name of Anthony who will not pull over to the curb when picking up riders but stays in the travel lane that it's hard for us to get on the bus especially as when the bus is lowered it's still to high for us short people
Your survey is just SO hypocritical coming right after ALL the CUT service in Auburn by CITYLINK!!!! And this quote from the preface to your survey is particularly asinine: "AUBURN – The need and desire for additional public transportation is growing nationwide and Maine is no exception. In response, Western Maine Transportation Services (WMTS) is launching an online survey starting today and concluding May 8th to learn how it may be able to improve transportation....." WHAT A CROCK!!! WHAT AN INSULT to all the riders who SUFFER DUE TO RECENT DISCONTINUANCE of 'MALL SHUTTLE' from 'AUBURN MALLS' - ---which now DOES NOT GOT TO ANY OF THE AUBURN MALLS!!!!!!! CITYLINK SERVICE IS BADLY DETERIORATED IN JUST ONE YEAR!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! This past year AUBURN had CUT ESSENTIAL bus service AND CHANGED routes to make BUS TRAVEL MUCH WORSE!!! First "Minot" line!!! Then the horrible cutting of the 'MALL SHUTTLE' from the 'Auburn Malls line'!!!!!!!!!!!! The ABSOLUTE UNCONSCIONABLE CHANGE-----DELETING half hour "MALL SHUTTLE" service on AUBURN MALL ROUTE shows the arrogant DISREGARD for seniors without cars by rich "Trump brained" Auburn councilors, riding around in expensive gas guzzling SUV's, FALSELY CL/AIMING 'nobody' was riding that MALL SHUTTLE!!!! That detestable and unconscionable DISCONCTINUANCE has left ONLY the 'College St' line's round ONCE AN HOUR as transportation between ALL THOSE STORES---Walmart, Goodwill, Shaws, Kmart , Big Lots, Dollartree, Family Dollar, Bed Bath & Beyond, even the movie theater!!!!!!!!!! Even with the OLD ½ hour "MALL SHUTTLE" (which included BOTH 'Auburn Mall' and 'College St.' lines alternating) shopping trips to just 2 or 3 stores took THREE (3) HOURS!!! NOW the SAME shopping trip takes SIX (6) HOURS- all BECAUSE the 'shuttle' runs only ONCE an HOUR!!!!

Question 9– For what trip purpose(s) have you used public transportation services?

40 years ago!!!
Airport
airport
Airport
Airport transfers
Bank
Community Service
DON'T use it
flying out of Boston, MA
for clients for appointments that may not be Maine Care reimbursable
From home to airport's
Getting from the Brunswick High School to downtown Brunswick
Getting to other transportation hubs - Portland, Boston...

hair
have a brother with special needs sometimes just so he can get out for a ride
Have not used it but regularly provide rides in lieu of.
Haven't needed public transport locally, but might have to in the near future.
I cannot choose the other options because they are not available.
I did not realize I could use it for any other purpose
I helped a friend figure out the system to get to work.
I rarely use transportation but my clients often do not have their own vehicles and need transportation
I tried to use it after dropping my vehicle off to get fixed at an auto body place in Bethel.
I try to use mass transit when every I can
I use public transportation for all purposes
I use a lot of public transportation outside of Maine. But in Western Maine, I do not use it because it isn't there.
I used to not have car. Now I have one, but I take the bus to Logan airport.
I would use it for any or all of these purposes if there was availability
If you have no car, no family, no friends, and on disability The Public transit is Used for everything
In other places I have used for all aspects of my life, and would do so here too if available
It was 1971 - 1974
Meetings (personal)
meetings with volunteer work
N/A
N/A
N/A
none
none
none
none
none
None is available
none of these were in Maine, I used public transportation a lot when I lived out of state and it was great
Not in L/A fir these purposes.
Shuttle back to my car after a bike ride.
skiing
Social/shopping trips to Boston use Downeaster and walk around Boston
Son uses the transportation of Western Maine
Taxi to local bus terminal to leave vehicle at home
That was the only time I used it, due to the above issues. But this survey has made me aware of additional local availability with shorter rides so I might try again to see if I can tolerate it.
to get to Logan
To go visit my husband in nursing home
to make connections to other transit services
to/from bus/train station
Travel
Travel
travel
travel to airport
Travel to out-state destinations like Boston and New York
travel to southern Maine or out of state
Vacation

Question 10 - Why haven't you used public transportation in the past?

Afraid for myself and children as we are muslim - do not think bus safe for us
because I was told my income didn't meet the guideline of WMTS, so I could not use your service
Bus currently doesn't operate in Topsham
Bus does not come close enough to my residence.

Bus does not come close enough to my residence.
by the time I get to a bus, I'm already at my location
Currently I am still able to drive. I wonder what will happen when I can no longer drive and not receiving financial assistance.
Didn't need to in the past
Do not want to...
Don't know how far/where the bus transports to & from
Don't know what service is available and from where. Not likely to use it anyway.
have not had the need
Haven't needed it
I always thought it was for individuals who didn't have transportation and were handicapped. I feel it is much needed for people that don't drive to Auburn and Portland for medical appointments and even in the Franklin County area.
I can't drive and the bus doesn't come to my house
I can't get to the bus route. We live 3 miles from Main St. (East Wilton) and the bus only comes 2 miles off Main St.
I don't know the details such as cost and schedule.
I don't think that there is a bus in my area
I don't trust Maine public transportation to be as safe or reliable as big city public transit.
I drive & have a car.
I drive my own car.
I get carsick on buses.
i have a car and the ability to drive
I have a vehicle
i have my own car and public transportation in this area is unreliable
I have my own vehicle
I have never considered it as an option.
I have no need to use public transportation
I have not explored the possibility or looked at schedules. I do occasionally take the Downeaster to Boston
I just haven't looked into it since I have a car.
I just moved to the area
I know nothing about it
I live in the boonies, it's not available.
I mainly take Concord Coachlines, which to my knowledge is the only bus that goes directly to Portland, but isn't an economic commuter option.
I used public transit regularly when I lived in Oregon. I thought it was only available here to people with disabilities/Medicare.
I would like to use public transportation but the bus doesn't come to my area frequently, and I often need to bring my toddler to daycare so a car is more convenient.
If there is service, I am not sure there is a bus stop within reasonable walking distance from my home
in other states there are too many stops; it ultimately doubles the transit time
Inconvenient from my home and work locations and I generally need to stop at different places
Isn't in our area
It public transportation] isn't available in Topsham
ive always used my vehicle
Just moved here
my car takes me every where I need to go
My interest is for my clients at the Veterans Resource Center at Bruns. LDG. Many rely on public transportation.
Navigation
No bus in Durham ~ Starting Point
no coverage
no need
no need
no need to use public transportation
None available in Topsham.
Not IN My AREA
Not interested
not near me
plan to use public transportation as I get older and cannot drive

Prefer to ride on a Train
Regular bus service not available.
Scheduling
The nearest bus stop is 1/4 mile from my home.
there is no busses in my area
There is no service from my home area
There wasn't the need in the past.
use personal vehicle.
We use our personal vehicle

Question 11 - Where would you like to go using public transportation, not currently served?

46 Church Rd, Brunswick, ME 04011
A commuter bus to Portland would be good. Also a direct bus to Logan from Lewiston would be really nice.
A daily shuttle to Portland, Augusta and B-wick
A Portland-Bath-Brunswick-Auburn-Lewiston route might be pragmatic.
airport
Airport or bus terminal
All of the places I checked off if the bus service was convenient and economical.
All ski areas
Any southern points
Anywhere in Franklin county, Dixfield, Augusta, Lewiston Auburn are, Portland, and Bangor
Anywhere in the state
Anywhere that the bus schedule can
appointments out of town
Appts in Norway-to airport or bus station to go to FL. And /or Rhode Island.
Area of Bethel are left out of the Mountain Explorer route, more business in town could benefit for the mtn explorer if it served a larger area
Around Farmington beyond the UMF campus area, potentially to Brunswick to get the Boston train.
Around Farmington, a more consistent route to L/A and Augusta.
Around Farmington/ Wilton area.
Around the Farmington/Wilton area.
As a Bowdoin student, I'm not sure if a way exists to get to Bath or Topsham. I would love to have an affordable way to explore these areas.
attend local concerts where many of my neighbors in Senior Housing would ride together, whereas a personal vehicle can only take 3 passengers.
Auburn
Auburn - I hate driving there. Freeport - It is a frequent destination, it would be nice to utilize the time I usually spend driving, do something else. Bath/Brunswick - It would be nice to spend the time I have to spend driving there being more productive with other things.
Auburn Mall, visit a friend who lives in Lewiston.
Auburn Public Beach
Auburn TO Portland
Auburn, Lewiston, Portland, Brunswick....
Auburn/Lewiston area, Portland, Freeport, Augusta
August/ portland
Augusta
Augusta
augusta
Augusta
Augusta
Augusta
Augusta
Augusta

Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
Augusta
augusta bangor
Augusta - to the bus terminal
Augusta and Portland
Augusta and Portland
Augusta and Portland
augusta maine
Augusta via Farmington and due west to Vermont.
Augusta, Auburn High School,
Augusta, Ellsworth, Waterville
Augusta, ME
Augusta, Portland
Augusta, Portland
Augusta, Portland
Augusta, Portland , Lewistown and auburn, Bangor, Ellsworth, Rockland. Brunswick
Augusta, Portland...
Augusta, Waterville
Back and forth to work
Bangor
Bangor and Belgrade Lakes Village and Waterville
Bath
Bath
Bath
Bath
Bath <-> Brunswick trips To work at SaviLinx on the Brunswick Landing (Explorer already stops close to here)
Bath Iron Works/Bath
Bath or Portland
Bath to Brunswick on 1 bus
Bath to Brunswick or Topsham.
Bath to Brunswick/Topsham
Bath, Augusta, Topsham, Portland, Rockland, Boothbay
Bath, Brunswick, Topsham, the peninsulas
Bath, Freeport, Topsham, Portland
Bath, Lewiston, Portland, Freeport
Bath, ME, Brunswick ME from Topsham, and if I could get to Lewiston-Auburn that'd be just the cat's meow.
Bath, Topsham
Bath, Topsham
Bath/Brunswick to Freeport and Portland
Bath-Brunswick; Bath-Portland
bath-wal=mart, Brunswick, Portland Mall
Beach, mountains
Beaches
Bethel to Conway,NH medical Within Bethel for grocery shopping, no stops near my road
Bethel to Portland
Bethel, Auburn, Lewiston and Portland
Bethel, Farmington, Livermore Falls, Lewiston and Auburn. There needs to be a lot more public transportation opportunities.
Bethel, Newry, Poland, Woodstock, Greenwood

Bethel, Oxford/Norway, Berlin/Gorham NH, Lewiston/Auburn
Bethel, Portland
Between Bath & Bowdoin College
Between Greater Portland Area and Brunswick
Between Topsham and Brunswick
Between Topsham, Freeport and Portland
Between Wilton/Farmington and Auburn/Lewiston with stops in towns like Jay and Livermore Falls
Biddeford for kids dentist as I don't drive the turnpike
BIW
Biw
BIW
BIW
boothbay
Boothbay, anywhere really in Maine
Boston
Bridgton
Bridgton and Farmington from NORWAY
Bridgton, Casco, Naples, Raymond
Bridgton, Fryeburg
Broader availability in Bath, Brunswick, Topsham, Bowdoin
Brunswick
Brunswick
Brunswick and Portland
Brunswick and Topsham
Brunswick for work
Brunswick for work and medical appts
Brunswick from Bath
Brunswick to bath
Brunswick to Bath and Brunswick to Topsham.
Brunswick to L/A!! Around L/A.
Brunswick to Portland, Brunswick to Boothbay Harbor
BRUNSWICK- WORK
Brunswick, Church Road
Brunswick, topsham, Freeport, Portland, bath,south portland
Brunswick, between Lisbon and Portland
Brunswick, Freeport and Portland: mainly for shopping, entertainment, flights out of Portland Jet Port and travel connection with Concord Trailways.
Brunswick, Maine Maritime Museum, Freeport
Brunswick, Portland
Brunswick, Portland
Brunswick, Topsham, Bowdoin
Brunswick, Topsham, Freeport, Yarmouth, Portland...
Brunswick, Topsham, Portland
BRUNSWICK, WEST GARDINER
Buckfield
Carrabassett Valley to Farmington on some sort of Schedule may be beneficial, but not profitable.
Carrabassett Valley to/from Portland (preferably) or Bangor for air travel; valley to/from Farmington; valley in summer, even on limited basis (weekend only, etc.)
church activities
Church on Sundays.
Church, community centers, gym
closer to aptt med
Coastal
Coastal Maine
Commute between Bethel and Lewiston

Commuter service from Freeport to Bath Iron Works
Concord Coach Bus terminal in Augusta
Connect to Freeport Amtrak.
Cooks corner, Bath shopping Center
Could it go to Topsham?
Cumberland Center
Currently no service in Topsham
Damariscotta, ME Augusta, ME
dixfield to wilton or farmington
Doctor/Dentist appts in either Auburn or Bridgton.
Doesnt go all through Lewiston. Not available at my home at the end of Sabattus St. Lewiston
Durham
East Auburn to CMCC.
Everywhere
Everywhere
everywhere in the state of maine
Everywhere!
Falmouth and Windham
Farmington
Farmington
Farmington
Farmington
Farmington & Wilton
Farmington on a more regular basis
Farmington to Auburn
Farmington to Augusta
Farmington to Augusta bus station should be a no-brainer!!!
Farmington to Lewiston
Farmington, Augusta
Farmington, Lewiston/Auburn
farmington, me
Farmington, Portland, Auburn
food bank. assisted living visit friend
food banks in the town-Auburn-Lewiston
Freeport
Freeport
Freeport
freeport
Freeport
Freeport
Freeport
Freeport
Freeport, augusta
Freeport, Portland
Freeport, Portland
Freeport, Portland, more bus availability within L/A area
Freeport, Portland, oxford
Freeport. Also from the Jay Library to Walmart in Farmington and back.
From Bath to Brunswick at reasonable cost.
From Bath to Brunswick, Topsham and Freeport
from Bath to Brunswick/Topsham
from Bath to Cooks Corner, Brunswick, Maine Street Brunswick and Topsham Fair Mall,Topsham.
From Bath-Topsham-Brunswick
From Bowdoin college Brunswick to topsham Fair Mall
From downtown Brunswick to the Topsham Mall

From Durham to Freeport, Brunswick, Lisbon, Topsham, Bath, Lewiston, Auburn and back. Some trips to the Maine Mall
From Farmington to anywhere in Maine, but in particular Augusta, Bangor, and Portland
from Fryeburg or Norway/South Paris...to Portland and back
From Highland Green to Mall shopping center or Farmers markets
From Lewiston/Auburn to Boston
From Lisbon to Topsham, Brunswick
from Naples to Norway, more time slots for Naples <> Bridgton
From Newry (Route 26) to Bethel and back
From Norway to Lewiston/ Auburn and/or Portland
From Portland to Farmington - I would use the private companies but they have hardly any service and it is very expensive
From the mid Coast area to ski mountain resorts
From Upton to Norway, Paris, Bethel, Rumford, Mexico
from Waterville South
Fryeburg
Further out Lisbon St/Rd. to new stores
General public transportation. I have no specific needs but would be in support of public transportation in the Franklin County area.
Georgetown, Woolwich, Yarmouth
get closer to Starbucks coffee shop as you now get off at Hobby Lobby and it's a good walk to this shop
Good Shepherd Food Bank
Goodwill
Greater Portland Area
Greene, Sabattus, Mechanic Falls area Turner
Gym, daycare etc
Harpwell
Harpwell, Freeport, Portland
Harrison
Harrison, Naples, Bridgton
Having public buses that run to Brunswick and Portland from Auburn would be a great help. Especially on weekends and later hours. Offering public transportation for these areas could also possibly lower the OUI and DUI rates. In other states I have always been able to take a bus (or some other form of public transportation) anywhere I needed to go. Lewiston/Auburn bus system only seems to be helpful for individuals living in the cities that do not have a car and need to get to the basics (like food and shopping). Providing transportation to Brunswick and Bath would also help those who are in need of work, qualify for the position, but do not have transportation. It could also lower the parking issue (and accidents) for these areas.
Home (or within 15 miles of home) in Dixfield to Auburn
I believe public transportation should be available everywhere. It is a huge barrier for people, especially in rural areas, who need to access vital services. Lack of transportation is a huge problem in Maine.
I could see taking it to Lewiston/Auburn for shopping
I had a great job in Brunswick in Cooks Corner. When my carpool ended my job ended....there is no current connector bus from Lewiston to Cooks Corner Brunswick.
I have clients who would like to go to Lewiston/Auburn and Portland
I live in downtown Wilton and would love to have regular service to Farmington. This is selfish but one that syncs with work hours at UMF would be great!
I wish we had public services that operated regularly between Poland and Auburn
I would appreciate a better local public transportation scene. There is no place to grab a taxi or get a bus past 10 or 11pm, which is highly unfortunate in a town so heavily reliant on tourism.
I would consider public transportation for most of my commuting if I knew it fit my schedule and went where I wanted.
I would just like to see more frequent stops and more frequent runs to places outside of the metro areas.
I would like 7 day connections between Bath, Brunswick, Freeport and Harpswell.
I would like a bus to Auburn or Farmington for shopping. Something that goes every 30 minutes or hour every day.
I would like a commuter rail that goes to downtown Portland, Kennebunkport and Portsmouth NH. Like the BART (Northern CA) or MARTA (Atlanta). Clean and safe and operates frequently.
I would like it to be available in my area of W. Paris. There are many people in the area that could benefit from it. I would use it to Auburn medical appointments, if available and I know others would too.
I would like to be able to travel between Bath, Brunswick, and Topsham at the least. Getting to Lisbon would be nice.
I would like to be able to travel to and from Belfast or Searsport, as well as to and from Farmington.

I would like to be able to use the service for rides to work or for transportation to stores. My problem is less with where the service operates and more with how far in advance you have to schedule rides. I would like to be able to call for a ride the same day or use a scheduled route but when I have called WTMS recently, there was no scheduled route available.
I would like to go to any where using public transportation ! Portland , bangor , Bridgton , fryeburg , conway nh. Lewiston auburn !
I would like to see a link to other transportation centers like Portland or Bangor.
I would love to commute to and from work; Phillips to Wilton.
I would use public transportation for pretty much all regular, daily work stuff if it were easily available and public (Like posted bus schedules, where you can just wait at a stop and know a bus will stop there at a certain time)
I'd love a weekend bus option from the Oxford Hills area to the L/A area and back.
if it were available would travel to portland,Boston, auburn,augusta, Bangor and every where in between
If it were available, I would use it for work, recreation and religious pursuits. Living in Mechanic Falls, I don't think that there is available public transportation that would consistently run during the times I would need or want to use it.
If there was a service that would help me get to school for a small fee I would use the transportation option
If there was public transportation in my area I would use it to go many places. Also my wife does not have a license and would use it to go to work, shopping, etc.
If there were reliable transportation from Bath to Brunswick, I would use it frequently to get back and forth to work.
In town Bethel year round
Industry
It would be nice to be able to go up to Orono or down to Portland.
Jetport
Jetport
Jetport.
Kingfield and Fatmington
Kingfield
Kingfield to Sugarloaf/Sugarloaf to Kingfield
Kingfield>Farmington (Daily) Kingfield>Sugarload (Weekends) Farmington>Augusta (Monthly)
L.L.Beans, Portland, Augusta.
L/A to Portland and return
Landing YMCA Topsham mall
Landing YMCA TopshamFairground Mall
Landing YMCA, Brunswick Midcoast medical group, Bath Topsham Mall
Lewiston
Lewiston
Lewiston to Auburn near Hotel Rd / Airport / Turnpike
Lewiston to BIW CROF, Church Rd, Brunswick. Drop off before 7am, Pick up after 3:30. BIW Salaried are not authorized any other option.
Lewiston Veterans Affairs SBOC
Lewiston, Auburn
lewiston, auburn, portland and beyond
Lewiston, Portland, Brunswick, Topsham, Belfast, Bangor, Richmond, Wiscasset, Waldoboro, Damariscotta
Lewiston, Portland, Freeport,
Lewiston, Topsham, Bath, Auburn, Portland, South Portland, Lisbon
lewiston/aub portland
Lewiston/Auburn, Portland, on a train not a bus.
Lewiston: Lincoln st,Oxford st,Cedars't, cmmc! Portland: The option to ride a city link to port land or Augusta instead of just Greyhound, like to the malls and schools and parks etc
Lincoln County
Lisbon and most areas around L/A
Lisbon connection takes me to Auburn & Lewiston, but can't come back.
Lisbon Falls to Bath
Litchfield
Literally everywhere. Public transportation has been shown to better for reducing total emissions. It is essential we put trains or buses in as many places as possible.
Live in Bath and need to go to Brunswick for appointments not just at the hospital but dentists, etc.
Local parks, day trips

**AECOM**

Portland
Portland
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Portland
Portland
Portland
Portland Brunswick
Portland Farmington
Portland , Freeport
Portland Airport
Portland Airport
Portland airport or bus station
Portland airport would be a great help.
Portland and Bangor
Portland and Boston
Portland and Brunswick and Waterville and Augusta
Portland and Portsmouth for train or bus to Logan
Portland and stops along the way (Metro Breez soon to provide this service), Lewiston/Auburn, Rockland, Belfast
Portland and towns in between.
Portland area
Portland area
Portland area
Portland Augusta
Portland for medical appointments
Portland for shopping, concerts etc.
Portland from Bath
Portland from Bath/ freeport from Bath
Portland jetport or bus station

Portland Mall, Waterville malls
Portland me
Portland Old Port; Maine Mall (South Portland)
Portland or Augusta if I didn't drive.
Portland or Boston
Portland or Scarborough
Portland through Brunswick bath Lewiston area
Portland to and from Brunswick
Portland to Auburn to work
Portland was not listed
Portland, auburn
Portland, Auburn, Brunswick, Freeport
Portland, Augusta
Portland, Augusta
Portland, Augusta
Portland, Augusta
Portland, Augusta, Bangor,
Portland, Augusta, Bar Harbor
Portland, Augusta, Boston
Portland, Augusta, Brunswick wiscasset freeport
Portland, Augusta, Freeport, Brunswick, Bangor
Portland, Augusta, Waterville
portland, bangor, augusta, waterville
Portland, Bangor, Boston
Portland, Bethel, Freeport, Bath/Brunswick, Auburn/Lewiston
Portland, Bethel, Lewiston, Auburn
Portland, Brunswick
Portland, Brunswick
Portland, Brunswick
Portland, Brunswick and Topsham
Portland, Brunswick, Lewiston/Auburn
Portland, bus station, amtrak
Portland, college campus
Portland, Falmouth, Freeport
Portland, Freeport
Portland, Lewiston, Auburn, Augusta, Waterville, Scarborough, Old Orchard Beach, Kittery, Bangor, Cape Elizabeth, Freeport
Portland, Lewiston/Auburn, Brunswick/Topsham
Portland, Lewiston/Auburn, Farmington
Portland, Lewiston/Auburn, Ogunquit, Bath, Brunswick, Boothbay and Boothbay Harbor, Topsham, York, Kittery, Portsmouth, NH
Portland, Maine
Portland, Maine Mall So. Portland, Central Maine Medical Center Lewiston, Train Station in Brunswick.
Portland, ME to access the railways
Portland, me and north Conway, nh
Portland, mid-coast
Portland, Portsmouth
Portland, Rockland
Portland, So. Portland, Norway
Portland, South Portland
Portland, to the Airport, to the OldPort
Portland, work
Portland, York
Portland,Brunswick
Portland,Rockland
Portland.

Portland. Or if there was a closer pick up to the Hanover side of Newry, I would use it more to get to work or other errands
Portland. Rangeley. Bethel
Portland/ South Portland / Augusta
Portland/Scarborough for medical appointments
Portland/South Portland
Portland: Jetport, Maine Mall
Portland; Portland Jetport
Public transit is decrepit where available in the state of Maine. If there was any consistency of availability in Maine, I would use it wherever it was as frequently as possible for any travel reasons.
Public transportation not available to use except for a dr. Appointment
Range Pond
Rangeley
Rangeley
Rangeley, Farmington
Raymond/Sebago
Reed state park Popham Golf course
Reny's in Topsham and Topsham Fair Mall
return from Portland in late evening
Rockland
Rockland, Portland, Lisbon
Rockland, Wiscasset & Other up North towns
Round POND
Route that includes medical centers and physician offices in Lewiston/Auburn
Rumford Me
Rumford south Paris Lewiston auburn Augusta Portland
Rumford to L/A
Rumford, Bethel
Rumford, Lewiston, Portland
rural areas like the peninsulas in this area, in Asia they had small jitneys to get to the main roads
sabattus to Bath
Shopping
Shopping and work
Shopping in Auburn, Augusta or Portland
Shopping in Portland, Freeport York
ski areas
Skowhegan
South Paris
South Paris, Norway, Lewiston, auburn buckfield
South Portland
South Portland
south portland , portland
South Portland mall area
Souther Maine and outskirts of towns
Southern Maine
Spruce Mountain Adult and Community Education 9 Cedar Street Livermore Falls
Spruce Mountain Adult Education
Statewide
Stores WAY out beyond where LISBON ST line now goes! Tractor Supply, General Dollar, etc.
Stratton
Strong,
Sugarloaf
Sugarloaf, conway, bridgton
Support groups and meetings
Swimming locations: Coffins Pond and Brunswick/ Whites Beach
The Bar

The beach
The concord bus station in Augusta.
The Good Shepherd Food Bank and other areas in the southwestern part of Auburn, Hotel Road area.
The Topsham Fair Mall and Freeport.
There are many places that people I work with need to go where the bus does not go. The bus schedule also does not line up with later day work schedules. For people without their own personal vehicle, the bus route is very limiting in them being able to access all the resources, jobs, appointments, and services that individuals in our community need. Expanding the bus schedule, times, and route could greatly help the citizens in our community and especially those who live on the outskirts or rural areas in trying to come in town for work or appointments or resources they need.
there is no local public transportation
There needs to be train service to Portland.
They need to go to the town of Topsham ME
Thomas Point Beach
To Brunswick
To connect western Maine (Bethel or Rumford) with Lewiston and/or Portland
To Freeport
To other cities in Maine but also New Hampshire. If I want to go to Bath, which is 40 min away from Lewiston, by bus, I need to go through Boston!!! I might as well walk there! It is the same for New Hampshire. What would be a two hours drive to go to Concord or Manchester, NH, becomes a ten hours trip be public transportation.
To places I volunteer at. And to towns where I shop or visit or get medical services now.
To the grocery store
To the store
to Wilton for my commute would be wonderful!
To work at Bath Iron Works.
To work in Brunswick
To work in South Portland, from the Brunswick/Topsham area
to work on second shift
To work, shopping, and medical appointments. I want my car to become irrelevant.
to/from Farmington and Rockland
Togus
Topsham
Topsham
Topsham
Topsham
Topsham
Topsham
Topsham
Topsham
Topsham
Topsham
Topsham - Brunswick
Topsham and Bath
Topsham and Bath
Topsham and Bath
Topsham and Bath
Topsham and Bath
Topsham and Lewiston
Topsham Fair Mall
Topsham Fair Mall, Brunswick Landing
Topsham- for Topsham Mall
Topsham Highlands
Topsham Mall
Topsham Mall
Topsham Mall
Topsham Mall
Topsham Mall
Topsham shopping area. (Target)

Topsham to Augusta. Public bus service from Brunswick to Portland.
Topsham to Brunswick
Topsham, Augusta, Bangor
Topsham, Augusta, Portland, Oxford
Topsham, Bath
Topsham, Bath, Freeport, Martins Point Baribeau Dr as regular stop
Topsham, Brunswick, Bath, Lewiston, Auburn
Topsham/Brunswick
Topsham/Brunswick
train or bus for recreational/entertainment visits to Portland or Boston
train stations
Turner
Turner and other rural towns
Turner Maine
turner, green, durham
Turner, Portland, Augusta
Umf-portland
Up Center St past Lee Dealerships and by Lake Auburn
up center street or minot ave in auburn, bath, brunswick, portland, freeport, or some of the local state parks or ponds
Various shopping centers,restaurants, and services from UMF
Visit family members in Greenwood, Sumner, Hartford
visiting in Newry
wales to L/A
Walmart
Walmart, downtown Farmington, Hannaford, Strong
WalMart; the mall-Portland/Auburn; the theatre; lo
Waterville
Waterville, Rangeley
West Bath
West Bath - Brunswick
West Bethel
When I move from downtown Rumford to the Hospital
Where do you go? Portland? Coast?
Whiting Farms in Auburn
Wilton
Wilton to Farmington Hospital Dr. appts
Wilton when weather to real bad
Wilton,BarclaycardUS
windham
windham
Wiscasset, Bath and Boothbay Harbor
Wiscasset Boothbay
Within 20 miles of Lewiston
Within the town of Bethel
Week! Our parking situation is very stressful and a bus from close to otwn to and from work would greatly alleviate the stress and extra traffic on the roads. Benefitting the riders, the roads and the health of the atmosphere.
Woodstock to Bethel
Work
Work
work
Work
work
Work - Elmet Technologies, 1560 Lisbon St, Lewiston
work / grocery shopping
work and shopping (wilton, brunswick, augusta)

Work at night
Work at night. Appointment where the bus does not go.
Work in times of need
Work in Wilton especially late at night or in bad weather from Livermore Falls
work, Lisbon to bath.. but it must not have too many stops or I'll just take my own car.
Work, shopping, socializing
Work: Bath, ME
Yarmouth
Yes, to the Social Security Office in Portland from Brunswick

Question 14 - How frequently would you use bus service in these corridors? Please provide an answer for each corridor you would use.

133 in Livermore
As needed
Bath or Brunswick up to Carrabassett Valley
beach in Harpswell in summer
BIW
Brunswick to Auburn
farming to augusta bus terminal
Farmington to Augusta along route 27
Farmington to Industry and return
I may use these less than once a month, maybe a few times a year.
I would like bus service to go to fairs and festivals in summer, outdoor events
I would LOVE to bicycle part way to work and use Bus for rest - would likely be the Turner into Lewiston way to Rt. 4; weather permitting: make sure to have easy bicycle carry-ons!!
I would use #9 during the winter when there is a snow storm and driving to and from work is hazardous.
I would use transportation as ways to get to concerts or events throughout Maine if they ran from Bridgton to other cities when the events were going on
infrequent use
Infrequently, not regularly 4, 13 and 11
It may be more than once a month but that wasn't an option.
It's hard to know how to answer this question, because you don't specify things like how many stops each bus would make on each route. Like Route #9...would the bus stop multiple times in South Paris/Norway, and thus be useful for getting around within those towns, or is it really only useful if you are going to Auburn from those towns.
I/a to augusta
Lewiston
Mt Vernon
Need Bethel to Portland
Need to go further south. These corridors do not serve my main needs.
not sure
Old Bath Road to Downtown Brunswick
Only if needed
Phillips to Wilton 3 to 4 days a week
portland
Portland
Portland
Portland southPortland Scarborough SACO Biddeford And Augusta
Portland, South Portland, Augusta, Freeport
Really don't know at this point
Richmond
RIDE NEEDED FROM LEWISTON TO BIW FACILITY ON BATH ROAD BRUNS
Rumford S Paris
South Paris to Portland

South PORTland, Portland weekly, Skowheegan, Waterville, Fryeberg in the fall for the fair
Sugarloaf in ski season - once or twice/year
Why cant there be service to Augusta and Waterville from Farmington
Would use as resource for clients
You need to go to Freeport and have it so we can take a bike along
You're missing most important link, Farmington to Augusta!

Question 15 - What amenities would you like available on the bus?

a bus every 30min, not every hour
All of the above would be great...definitely wifi
Any alternative to car ownership
as stated, my personal use depends on resonable comfort.
Buses rule
Change for a dollar
Child Safety Seats
Clean comfy seats, Late night rides back from Portland Old Port
clean enviroment
Discounted passes for seniors/disabled.
Driver names posted
Free fair for homeless
Gift cards
I am disabled. I have to take my service dog.
just a ride
Larger bus maintenance budget
LESS NOISE---NOT ALLOWING DRIVERS TO BL/ARE LOUD ROCK AND ROLL, COUNTRY OR OTHER MUSIC FROM THEIR RADIOS!!!!!!!!!!!!!!
Most of the bus trips...there is a lot of noise from the handicap lift. When it's folded up and not in use it rattles loudly. Not sure if anything can be done but thought I'd mention it.
No amenities necessary
non-slippery seats
Pickup at Highland Green
QUIET---NO BL/ARING RADIO FROM DRIVER!!!!
ramp for people with walkers
Ramp for scooter
restrooms, water bottles
seatbelts, USB Ports or charging ports Bathrooms, Cup holders little tables like on Airplanes for laptops
Senior discounts
Sustainable buses
Those all look good. You might consider those cool signs that state the bus schedule right on the bus stop pole. They have them in Japan and once in a while I see them in the US, too. They basically say that the bus comes by at 20 minutes past the hour, and 40 minutes past the hour, or whatever it is.
toliet
travel
wheelchair accessable

Question 17 - I would not use a bus along any of these corridors for the following reason:

Bus doesn't service Waterford
Bus may not stop near home
All of the above
Because I am still very independent at 64 years old.

Chose other and Did Not Answer
convenience
Difficulty getting close to final required destination
Does not apply to me
Doesn't start service from near where I live thus it doesn't make sense for me
Don't go there
Don't know? It would be nice to be able to get out of town occasionally
Expect L/A, I do not often frequent others towns and cities
flexibility
For long trips, the consumption of time is an issue. For this to work, the system needs to work more like an urban system (Boston or New York City).
Freeport was not on your list
have my own vehicle, bus not needed
I am handicapped and the rides would be difficult for me.
I answered "NO " to the last couple of questions since I don't know where public transportation runs, or the schedule, or the drop off points. I don't think there are any bus routes near me. I am fortunate to have a car and to still be able to drive. In an ideal world, I think we all should be doing primarily public transportation for environmental reasons.
I do not currently need public transportation, but would like to see it in my rural area for future use as I get older. I would like to see more in Canton to Lewiston for elderly people needing to get to medical appointments, etc.
I don't currently work in or have a need to travel in those areas but if it were available I might do so to learn more of the areas surrounding I/a
I don't need to go outside of Brunswick
I don't really go places
I don't want to go there
I drive my own car
I have a car
i have a car
I have my own vehicle
I have no reason to go to these locations on a regular basis.
I know nothing about public transportation in Maine and what the exact routes and/or time schedules are.
I live in Bridgton, so would have to drive to meet the bus
I might occasionally take the bus to Topsham Fair Mall to avoid driving, but not on a regular basis.
I need my car for emergencies with my son
I only go within L/A
i stay Lewiston and Auburn
I stay local in Auburn
I use Mt Explorer to get to Sunday River, no other need
I would consider public transportation for commute to work in Augusta
I would use my own car
I would use the bus if it was available on weekends when I am not working.
It is much to convenient to use my own car.
Looking to get to Portland
Most of my travels are short distance and these corridors do not include the major routes through my town.
My schedule is irregular and subject to sudden changes.
need to pick up person after work
not at this time, but in the future I would, if available to Auburn / Lewiston
Not available from my home base
Not convenient
not needed for me
Often carry farm supplies in 50 lb bags :)
Portland is really the only place that makes sense to have regular and convenient public transportation.
Recreation only
The inside of the buses are not very clean.
Those routes don't come anywhere near the Bridgton area.
We live in Albany TWP, so I'd still need to get to the bus. If I lived in Bethel proper, I would consider using the bus to reach Norway/Oxford. I love public transportation.

With a personal car, I have freedom to go whenever and wherever I want.

Question 18 - Do you have any other comments or thoughts about public transportation in the region?

AS a clinician , we have set up our Pts with WMTS and on more than 10 occasions Pts were not picked up timely or not picked up at all. This has been a hardship for our Pts and feel the pts in the community have lost faith in our public transportation . There are many barriers pts have to go through to ensure rides show up so that they can get to their PCP appts. The System is not easy for the average lay person to understand , in addition the bus routes are not user friendly .
90% of my clients use public transportation. Most are elderly and disabled, and cannot afford a vehicle/maintenance on Social Security income. This is the only way my clients are able to get to appointments, shopping, ect..
A bus from L/A to Augusta would be nice.
a commuter service to Bath Iron works would have to offer multiple runs throughout the day for me to be interested in using
A Portland to Brunswick would be great
Advertisement is key.
all fair travel purchased ahead of time for the fair season and the New 'England states expedition
Although I currently do not use public transportation, I am certain that I will as I get older. I believe public transportation is an absolute necessity for the older residents of small towns that can no longer drive themselves.
Although I do not personally use public transportation services, I believe that it should be expanded to more rural location to better serve our elderly without their own transportation.
Although I do not use public transportation myself, this service is greatly needed in the Franklin County Area. Transportation is a barrier for many individuals and families in our community.
Although I don't currently have a need for public transportation, I think it is vital that it continues and develops to serve more people in our community. If there were bus stops identified and a regular schedule I think more people would use it to meet everyday transportation needs.
Although I don't need public transportation at this time in my life, it could be that as I age, I will.
Although I have access to auto transport, an alternative would be welcome. I know many elderly people who don't drive or don't drive far.
Although we (2) don't need it now, in another 5 years one or both may well have to give up driving.
AmTrak rail service to western Maine would be wonderful. Farmington, Rumford or Bethel would be a great start. Lewiston/Auburn, too.
As a social worker I see many families limited by lack of transportation. I'm hoping this may help but am skeptical due to how rural many families live and the cost to use the service.
As our residents get older and acquire medical care outside Carrabassett Valley, transportation is frequently provided by neighbors helping neighbors. Many seniors do not qualify for Maine Care and would be able to pay for rides on the bus if a service was established to reliably meet their needs.
As the Adult Education Director in Mechanic Falls for RSU 16, I would love to see this service offered in the Mechanic Falls area - to increase perseverance and the likelihood of success for so many of our students.
At 84 years of age, my license will be surrendered in the coming years and then public trans will be very important for myself and my wife.
Because I have my own transportation it was difficult to answers this questions. I would like to run this survey Monkey off to take the families I serve.
Better interagency connectivity. More focus on attracting young riders will make region more attractive to young families overall.
Bill is courteous, cordial, and competent
Bring it to Franklin COUNTY!!!!!!!!
Bring transportation to Topsham!
Bus driver doesn't like you flagging him down. I heard they have to stop if you flag them. Service stops to early in the evening.
Bus service to train service to Boston would be interesting to us.
Bus should be maintained. Passengers should not be allowed to put their feet or foot wear on the seats. Bus drivers should engage with passengers more.
buses running earlier than 6;am on weekdays and late hours of the night on weekdays will help locals to get to and from work each day. buses running regularity both earlier than 7:am and later than 8:pm will increase employments for those struggling to and from work everyday. families on the weekend hours will benefit from the bus running later hours on the

weekend as well. Thank you
Can only go to Auburn once a week and only at certain time...some people would probably use it more since they work in Auburn/Lewiston and live in Rumford/Mexico area.
Coming here from the Pacific NW I know that public transportation is a matter of go big or fail. Maine is mostly rural so train may be the only "go big" option here. You can't run a bus line profitably if only a handful of people use it so you must find a method that masses will use.
connect Portland to Brunswick bathe Lewiston area with affordable bus line.
Currently am capable of using personal vehicle, however, public transportation is very important for those for whom self transport is not an option. This could be an issue for me @ a later time.
Currently do not know how to get back from where WMTS takes me. i.e. Dr. Appointment of 45 minutes, or trip to grocery store. Ability to contact drivers would be helpful, with specified places to wait.
Currrntly would not use it much but as I age I would really like to have it as an option. Would use for occasional transport to airport now.
Easy passage of bikes, on and off with bicycles. Partnership with zip car or something in case of emergency. A pass that can be charged with a swipe rather than carrying \$ easier access to schedules (app?), on time transport, and feedback to you more often
Even though I don't use it now, it's a great thing to have for those who need it.
Even though I personally don't need public transportation, I highly support the availability of same for those who depend on it.
Everyone I've met for drivers of bus has been very kind and helpful to me. It saves me money in travel fees and only have social security to depend on.
Excellent idea! I hope it happens.
expand it for everybody
Expanding both the schedule of time the bus is being offered and increasing the routes would greatly benefit the citizens of our communities to access needed resources, employment, services, and appointments.
Expanding the territory it covers in bethel
Expansion would be fantastic...save my gas and mileage since the bus goes there anyway...
Extend hours and bus routes
For a system to work, to pull me out of my car, it needs to be frequent and convenient.
For me I have access to a personal vehicle, and I have multiple children who would need to ride with me in booster seats. Is there going to be convenience for me to ride with them?
For people that don't have access to vehicles or are unable to drive, I feel this services is extremely helpful and necessary.
From what I hear, it seems difficult to access if you're traveling with children. I also hear the route maps are difficult for folks who aren't well versed in reading them.
Getting traffic off of Route 4 (and others) would make travel on that road much safer.
Give the bus driver a raise. Be able to take trips to other locations to shop or visit. More information on routes and easier schedules. Connect Brunswick up Rt 94 to Lisbon and beyond
Glad to see it expanding, and I hope ridership will expand along with it. Aside from convenience and access for those who can't drive/don't have a car, increased public transit would be great for reducing traffic and vehicle emissions.
Great bus driver! On time
Great drivers, please please please swimming locations Brunswick area- coffins pond/ whites beach. It would be great for the kids and me as a lifeguard
Great for people who do not have vehicle or license, seams good for older people with appointments such as doctors.
Great idea to serve those along the scheduled routes. Not a usable service for those living in outlying areas.
Great idea!!!!!! Much needed for many folks. Can we see if we can link to the bus from Bridgton to Portland?
greatly needed
Have earlier bus lines so people can get to work on time using the bus.
Having access to the Brunswick Explorer bus service has meant so much independence for a lot of us... I can't afford constant cab rides and other people aren't really happy about being asked for rides. The drivers are terrific!
Hopefully transportation will be offered in rural areas to get to Auburn / Lewiston.
Hudson Bus Lines used to have a bus that ran to Bath Iron Works. I still work for Bath Iron Works but I work at the Brunswick facility on Church Road.
I actually live in Fayette however it was not an option of where the bus goes
I am a bigger supporter of public transportation but this survey shows the challenges of developing this infrastructure and unfortunately the proposed routes presented here don't work for me at this time.
I am concerned about the elderly who can not drive but wish to stay in their homes.

I am extremely happy and appreciate the service.
I am in favor of public transportation in general when it is pragmatic. Maine does not seem to have sufficient population density for a large service. A targeted service serving ample routes would be good for the community.
I am part of an aging stay in place population, I wont/cant move out of here!
I am still working part-time, but plan to retire in October and my answers will be different then.
I appreciate what we have already - but I wish it had much wider service hours, and I really want public transportation between Bath and Brunswick.
I ask for a pick up for 9:30 am,most times I have to wait 10to 15 minutes for the bus to Wal-Mart.Some times the bus makes 2-3 stops along the way. The bus comes back to pick up at 11. I dont have enough time to shop if the store is busy.
I believe it is a good thing for those that live along the routes and do not have access to other means of travel. I do not think it should be funded by towns that do not have a bus come to or through the town. I also think it is currently expensive for the passengers traveling a short distance with multiple stops.
I believe it is a necessity for a lot of people. I think that it would allow people to have more employment choices and possibly increase their standard of living. The environmental benefits are undeniable.
I can't drive due to a medical condition. I am lucky to have a family who can usually take me, but sometimes I would enjoy independence. I also want to volunteer but transportation holds me back. I was unaware of your going Wilton to Farmington til now. Will be better able to answer survey when I see if I can stand the for shorter distance. When I tried going to Lewiston, it was excruciating. I have since been told that many people say this. Other than the pain, it was great! And I am totally in favor of more in the region. Why not bus stops and schedules like in the city for those who can access them to boost usage? At Steves, Hospital, Walmart, Hannaford, downtown Farmington.
I do not think tax money should be used to transport people because they do not want to work.
I do not think the demand is high enough to justify using tax dollars to fund and or supplement this service. The state is too rural. If individual municipalities want public transportation then they can use their property taxes to fund and operate it. Enough of our tax dollars are wasted on programs and services that are not needed, not practical or economically feasible.
I don't believe public transportation should be funded by the government. There are many alternatives, like taxis, Uber, bicycles and walking. This is a waste of public funding, when there are alternatives.
I don't drive. I have lived many places in the USA and world and this part of Maine has the worst public transportation resources of them all. It is not convenient, it doesn't run early enough or late enough and weekend service in the L-A area is non-existent. Do you think people don't work on weekends? There should be incentives to buy monthly tickets that can be used locally or regionally. Other cities do it. I have been riding buses for all my needs since I was a child until I came to Lewiston. Now I almost never take the bus because it is not convenient.
I don't have a clue where to pick it up or it's schedule or stops in Topsham-Brunswick.
I don't have a need for it yet, but could in the future.
I don't need bus service now but I might need it and welcome it in the future when I can no longer drive. Nowhere was there any mention of bus service to and From Portland, which could be important and helpful to me instead of the towns mentioned.
I don't need it as i am younger and have a very busy schedule but when i am older i would definitely appreciate these services more.
I don't need it, but I see many people who do - folks without access to private cars and visitors to Brunswick who arrive by bus or car. Taxis are expensive.
I don't need it, but many do.
I don't understand why Portland is being left out. I would go to Lewiston but my main place to go would be Portland from Bethel and not via Lewiston. I would go Bethel to Norway to Portland.
I feel it is needed for our patients to get to their appts, thank you for the service.
I feel that it is an important necessity especially for Seniors who do not have access to a vehicle, and are still mobile enough to use public transportation.
I fully support the expansion of public transportation in Maine!
I guess I've never taken the bus because I am a young woman and I worry about safety in todays world.
I had no idea there were so many routes available. I will look into the various schedules around L/A and to Topsham.
I had no idea this transportation was available to the public. I thought it was for disabled and elderly residents.
I have a reliable vehicle but I know so many others don't, others who may not be taking this survey.
I have no problems with any of your other drivers just Anthony who should be fired for he is giving your company a bad reflection so do something with him.
I have to say the bus drivers are very thoughtful
I have worked in Oxford County primary for 20 plus years in social services- for many clients getting to non maine care places were an issue- support groups, advocates, food shopping, out to see others so they were not so isolated.

I hope more and more people take advantage of public transportation. It's terrible that so many people have to rely on a car to work.
I hope that my answers don't take away from the need for public transportation in Maine. Even though I don't need it, I know a lot of people do.
I hope that when the routes are along route 136 that the drivers obey the speed and drive the 35 speed in front in my house!
I hope you are able to expand the regional transportation system. It would be wonderful for so many people
I just need a ride to my school
I know several elderly Rangeley residents who would use bus service if it came at a more reasonable time of day than what was tried last year.
I know that funding is a challenge! Perhaps partnerships could be forged with healthcare and/or insurance providers so that transportation to medical appointments was more available, which might save them money by getting people to the doctor before their issues became more serious and costly.
I like the availability displayed in the map but I do not need the services but others might
I like the idea of expanded public transportation, but it would need pick up and drop off points along the routes. Would need to be convenient to my town. The questions in the survey are yes/no, where some should be unsure/don't know, because until we know more, it's hard to be definitive with some answers.
I like the idea of public transportation; we need more options to keep vehicles off the roads and to reduce greenhouse gases.
I live and work less than 1/2 mile from most of my activities and have a car so I am not a good candidate - BUT as an employer I think increased public transit would benefit my employees and open up better regional employment opportunities.
I live in a disability/elderly area. Yet we are isolated if we don't have a car. Kindly include better return trips from town to Lisbon
I live in Portland so this survey doesn't really apply to me
I live in south paris and we really need regular full time buses to go from town to other towns and have stops at shopping places ect. Lots of people do not have cars or have unreliable transportation. We need buses for other things besides medical appointments. It would be nice to have a main terminal with info and cover for the weather with benches.
I love the idea of public transportation as an environmental alternative. I am the sole driver in my household and I get tired of the responsibility. Having an alternative for work and leisure especially on the weekends would be terrific. I believe I would become more active in attending special events, etc.
I may not need it now but will in the future
I myself live far out in the country and have my own car and realize that a bus cannot serve my area but have friends who have voiced a desire for service to Whiting Farms both for work and shopping.
I need a ride once a month to my reading class.
I personally do not need this service, but have many patients that may benefit from transportation from Bridgton to both Lewiston and Portland for appointments
I really count on this transportation to get to my reading class.
I relied on the bus system for 5 years and it's very important. Maine is a very car-centric place, and spread out, so it is hard to provide a convenient service that goes everywhere people need it to go. It will take a lot to get car-drivers to choose riding the bus. I think focusing on the folks who really need it is the best route to go.
I repeat what I said before regarding current DEGRADING CITY LINK' service!!! Your survey is just SO hypocritical right after ALL the CUT service by CITYLINK!!!! And this quote from the preface to your survey is particularly asinine: "AUBURN – The need and desire for additional public transportation is growing nationwide and Maine is no exception. In response, Western Maine Transportation Services (WMTS) is launching an online survey starting today and concluding May 8th to learn how it may be able to improve transportation....." WHAT A CROCK!!! WHAT AN INSULT to all the riders who SUFFER DUE TO RECENT DISCONTINUANCE of 'MALL SHUTTLE' from 'AUBURN MALLS'----which now DOES NOT GOT TO ANY OF THE AUBURN MALLS!!!!!! CITYLINK SERVICE IS BADLY DETERIORATED IN JUST ONE YEAR!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! This past year AUBURN had CUT ESSENTIAL bus service AND CHANGED routes to make BUS TRAVEL MUCH WORSE!!! First "Minot" line!!! Then the horrible cutting of the 'MALL SHUTTLE' from the 'Auburn Malls line'!!!!!!!!!! The ABSOLUTE UNCONSCIONABLE CHANGE-----DELETING half hour "MALL SHUTTLE" service on AUBURN MALL ROUTE shows the arrogant DISREGARD for seniors without cars by rich "Trump brained" Auburn councilors, riding around in expensive gas guzzling SUV's, FALSELY CL/AIMING 'nobody' was riding that MALL SHUTTLE!!!! That detestable and unconscionable DISCONTINUANCE has left ONLY the 'College St' line's round ONCE AN HOUR as transportation between ALL THOSE STORES---Walmart, Goodwill, Shaws, Kmart, Big Lots, Dollartree, Family Dollar, Bed Bath & Beyond, even the movie theater!!!!!!!!!! Even with the OLD ½ hour "MALL SHUTTLE" (which included BOTH 'Auburn Mall' and 'College St.' lines alternating) shopping trips to just 2 or 3 stores took THREE (3) HOURS!!! NOW the SAME shopping trip takes SIX (6) HOURS- all BECAUSE the 'shuttle' runs only ONCE an HOUR!!!! I have had to DISCONTINUE SHOPPING in Auburn at all above stores other than Walmart!!! "College St" bus to and from Walmart is now ALL I can do without WASTING a whole DAY!!!!!!!!!! ONCE an hours is JUST way TOO LONG to wait to go from store to

store in Auburn Malls area!!!!!! ALL THE FAULT OF ARROGANT DETESTABLE TRUMP-BRAINED AUBURN CITY COUNCILORS!!!!!!!!!!!!!! CITYLINK SERVICE IS BADLY DETERIORATED IN JUST ONE YEAR!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I have had to DISCONTINUE SHOPPING in Auburn at all above stores other than Walmart!!! "College St" bus to and from Walmart is now ALL I can do without WASTING a whole DAY!!!!!!!!!! ONCE an hours is JUST way TOO LONG to wait to go from store to store in Auburn Malls area!!!!!! All due to the ABSOLUTE UNCONSCIONABLE CHANGE-----DELETING half hour "MALL SHUTTLE" service on AUBURN MALL ROUTE shows the arrogant DISREGARD for seniors without cars by rich "Trump brained" Auburn councilors, riding around in expensive gas guzzling SUV's, FALSELY CL/AIMING 'nobody' was riding that MALL SHUTTLE!!!!
I sometimes use a taxi because I want door to door service. Getting to and awaiting at a bus stop is a hassle especially in inclement weather.
I strongly believe adding a route from Auburn to Portland (even if only on the weekends) would be beneficial. We need to cut down on the drunk driving that goes on in this state. And making public transportation more available is the first step. Bigger cities have subways and trains going from suburbs to city etc. We have nothing here in Maine. And a taxi for that type of trip is ridiculous.
I think a lot of people would use the bus, taxis are way to costly
I think a rumford to bethel loop would be very helpful for many people that I work with. Would also allow more access to be able to work.
I think as our population ages there is going to be an even higher request for transportation in our area.
I think it is a great idea for people that live local
I think it is a great idea to expand it. I would welcome the opportunity to occasionally take public transportation if it were available through my town of Durham.
I think it is a great way for people who don't have transportation to get around
I think it would be a much needed asset to the involved communities and provide a need that has been lacking for quite some time.
I think it would be great for this area and I would definitely use it for a variety of reasons.
I think it would be useful for the people in our area to use public transportation for shopping, appointments, and just for a day out of the house.
I think it's a great idea. I, personally, don't have use for it.
I think it's a huge step in increasing accessibility for potential jobs
I think it's a wonderful idea for those without their own vehicle or for the elderly.
I think it's great for people who have a need for this service. I would support this if I didn't have a car of my own.
I think of public transportation as a big city necessity. Because we are so rural I would prefer my own car and the flexibility it gives me.
I think public transportation is the way to go. I've used it extensively in the UK and Europe as well as NYC, Boston and the San Francisco Bay Area.
I think public transportation to Portland would be nice as parking a vehicle in Portland can sometimes be difficult. Also would be nice to get to Concord Coach or the Downeaster at the Portland Transportation Terminal.
I think the public transportation in our community needs to be more accessible at all times of the day and locations. People do not use it currently due to the fact that you have to call to schedule rides. If there were regular routes the bus stopped at I believe it would be more effective!
I think there's a great need for public transportation but don't need it for myself.
I think this is a great idea. I hope it works.
I think we could possibly improve the health of the community if there were scheduled daily trips from the population centers (Main Streets) to Hannaford, so people without vehicles don't have to rely on convenience stores for groceries.
I thought I heard some discussion of a train running from Bethel to L/A through Paris? That would be great!
I understand that it is well run and affordable.
I wish there could be more frequent routes , with much smaller buses for those who nee them.
I wish we could get train service between Bethel and Portland.
I wish we had train service to out of state locations
I work at Adult Education in Mechanic Falls which serves Poland, Mechanic Falls and Minot. Our student population would greatly benefit from public transportation enabling them to come to school more regularly. Public transportation in these 3 towns would be WONDERFUL!!!
I work at UMF and local public transportation would be very helpful to our students.
I work for a staffing agency and all too often I have work available for people who do not have transportation to get to the outer areas of L/A, Poland , Minot, Mechanic Falls etc. Our area would be well served with transportation to the major industrial areas around the clock.
I work with consumers, many elderly or handicapped, and am so grateful for public transportation available. Thank you for

doing this! It is exciting to think the availability could expand in the much-needed area of difficulty for many people!
I would find it really helpful if there was a reliable route with specific times for pick up near my location for trips to downtown Farmington, Walmart, Wilton, my work location at Barclays in Wilton and occasional trips to Auburn/Lewiston area
I would like a schedule showing the destination and when the bus returns. How often are the trips. How long is the wait to return.
I would like the frequency of public transportation to be increased from what it is currently. I know of the Purple Bus system in Lewiston, but the buses come so infrequently that it is inconvenient.
I would like to go to Bath, I have a friend in a nursing and I would very much want to visit her. I love public transportation, if I didn't have it I couldn't get anywhere because I don't drive. I am so grateful we the explorer bus. The drivers are so kind and caring.
I would like to have a Brunswick/Topsham connection. Saturday bus would be great. Late hours during summer months would really be great.
I would like to see a bus route that goes from the Lewiston/Auburn area all the way through Lisbon to Bath. BIW has lots of people in the is area that would more than likely take the bus if it ran this way. The same goes for Lewiston/Auburn through Lisbon to Brunswick
I would like to see a greater use of trains throughout the region, however, I am not knowledgeable about the costs of such a system.
I would like to see more availabilities between small towns
I would love information on how to use the bus service. I've never used it because I don't know how. I have my own car but it would be nice to take the bus when my car is in the shop, etc.
I would love to be able to use public transportation.
I would love to commute by bus from Rumford to Wilton.
I would love to see more public transportation to and from bus/train stations in Brunswick and Portland (especially Portland)
I would still find it hard to use public transportation from where I live. I'd have to drive to a stop in town or get a ride to the bus. I personally would be more interested in public transport to tourist areas, like Sunday River or Sugarloaf areas.
I would use a bus to the casino or to Portland and back but not regularly.
if it has to be paid for by more tax then forget it. The "taxation land" has enough!
If my car was in the shop, public transportation would be ideal.
If there was a reliable convenient bus service from Portland to the High Peaks, we would use it - we could eliminate one car, which would be great!
If you had a connection between Lisbon Falls and 46 Church Rd in Brunswick that would get me to work before 7am and pick me up and take me home after 3:30, I would sell two of my three vehicles and take the bus 5 days a week.
If you have questions about All I have said & suggested or just want to update me on your Up coming Services: my name IS Jessica Peterson my phone can be called or text at your Convenience at 207-333-1856 My email address is Katwolf412@gmail.com and my physical and mailing address is 181 Lincoln Apt One Lewiston Maine 04240 and lastly if want to reach me on Facebook: ① Search "Jessica Animama Peterson" ② Type in: "maynkoon8@gmail.com" THANK YOU FOR YOUR TIME I HOPE YOU WILL MAKE YOUR SERVICES MORE ACCESABLE ! Have a peaceful And beautiful day.
If you lived or were going to place along any of these routes, could you be picked up & let off.
I'm elderly with limited sight I would need the bus to pick me up at my house. I have no way to get to a bus stop
I'm sure it would help many, especially elderly
I'm very proud of the efforts that WMTS is making to open our areas up to public transportation. I see it as the way forward. Keep up the good work!
Improve primary roads .
Improve the signage in Lewiston/Auburn at the bus stops to be like the metro so it states what time and what bus route is at each stop. Increase bus stop signs so people understand where to get on the bus. Make the bus run earlier and later than it currently does, every day so people can use it for real work schedules. Make a bus stop at common workplaces during shift changes, such as Tambrands. Extend the route to FedCap temporarily until they move to their new location
in Auburn specifically I think the mall shuttle should run from Wal-Mart to Khol's by the Good Will thru the mall then Shaw's to Kmart to the Big Lots plaza and back thru Kmart to the Wal-Mart for shoppers. that should be the only free part of the ride. A lot of Auburn riders get away with riding the bus for free by not having to pay cause they live within the free shuttle run and Lewiston riders loose out cause we have to pay to go shopping and Auburn is loosing money cause they don't have to pay to come our side of the river to shop. this one bus an hour for the college street bus sucks and is hard on us disabled people who have to sometimes stand instead being able to sit cause all the seats are taking.
In my opinion, public transportation in this region is not very appealing to the general public. It seems to be more for the older generations and for specific purposes such as medical appointments or grocery shopping trips, rather than just the general public using buses as a way to get to work, college, etc.

include Freeport
Include questions about desirability for public transportation for those who can no longer drive.
it is a much needed thing
It is desperately needed
it is inadequate in the area for those who are disabled (physically or mentally)
It is much needed by so many people!
It is needed for those who do not own vehicles and the elderly who no longer drive.
It is needed so much for seniors and others who no longer drive and need help with transportation in their communities, especially rural communities to get to the areas they can shop and get their medicines, etc. Thanks!
it is not widely known that it even exists
It is very rural. I worry about my Dad as he ages, as in Canton there might not be a way for him to get where he needs to go when he can no longer drive.
It needs to be available to the general public not just folks who are elderly or have a disability.
it needs to be promoted more.
It needs to drastically improve.
It sucks.
It was mentioned as the Brunswick-Bath corridor. I would like transportation from L/A area to BIW.
it would be awesome to have something in the Fryeburg area
It would be especially useful for students at UMF, who have no public transportation.
It would be great if buses or other kinds of public transportation served nature preserves or parks. I often go to walk. Also, I have trouble using public transportation to Midcoast Hospital because it stops in the early evening. Say I have to get to the ER, but am also able to come home that night. I have to get my husband to pick me up or take a cab. I can't take the bus because it stops running around 6 pm or 7 pm. Also, visiting friends or family there -- I'm almost always trying to get home later than the bus runs. Stops out on Baribeau Drive in Brunswick would be great, there many dentists and doctors in that area.
It would be great to have public transportation and not have to drive in the snow to work
It would be great!
It would be more helpful if the bus wasn't only accessible by appointment.
It would be nice for the bus to go to more places to help out the people that do use the bus everyday.
It would be nice if the Explorer stopped in downtown Brunswick in addition to Hannaford esp. in the summer for the Farmers Market.
It would be nice to get on a bus in Jay, go to a SeaDogs game, and then take a bus back home to Jay. Also I have always thought that passenger rail service from Jay, through Auburn/Lewiston and connect to the Amtrak would be good. With shuttles from Jay to the different ski resort towns would be good. Something someone in Boston or NY could load their ski equipment or snowmobile on the train and come north to Jay then shuttle to whichever direction they wanted or offload their snowmobile or atv and take the trails where they wanted to go.
It would be nice to have some kind of regular bus service between Farmington and larger cities that connect to Concord and Greyhound. I don't think I would use a bus every day here, but if there was a commuter bus line I might consider it.
It would be nice to have transportation from Highland Green
It would bring us into the 21st Century.
It would make it easier for poland , minot, mechanic falls adult education students to attend classes and to have jobs in the lewison auburn area
It's a good idea and should be supported
It's a very good idea for those who need or would like to make use of public transportation.
its good idea for a lot of people
It's Maine. Public transportation is expensive in a rural area/state. It's not worth the additional cost to taxpayers for the number of riders.
it's needed especially for people who don't have cars or can't drive
It's sadly lacking here...I think it should have regular daily/evening stops that run on a set sched., and stop at all of the medical, shopping, entertainment, tourist locations...along with major business in the area.
Its too expensive. Less than a dollar a trip would be more affordable for me
I've said so far that I have a car so I'm alright but honestly if that pos breaks down I don't have any way to get home (Portland) from UMF, so I'm just worried about that & would like a bus option to be available, but I understand if that's unreasonable.
Just a bus service to the Concord Coach terminal in Augusta would be incredibly helpful from Farmington.
Just back from London uk used and liked bus system

Just grateful this is being addressed and hopeful a public trans option will become available for the Midcoast area. Thank you
Keep trying to make this happen.
keep up the good work
Keep up the good work. Can't wait to see what is to come.
Lack of transportation to rural area
Last question, the reason I would ride the bus is so that I could ride part of my commute to work, and bus in the other parts. I would do this in good weather, and would be able to consider bike/bus commuting more if I knew I could take the bus longer if it is raining, etc. Keep up the good work and bring resources to our region! :)
Let's make it environmentally friendly!
Looking forward to commuting options from Bethel! Thank you for the opportunity to provide input.
Lots more needed but do not know if it is financially feasible to provide it all.
make it accessible to people other than those on welfare, like myself, who's only on Social Security
Make it affordable
Make more available
Many low income people need access to transportation.
Many people can't or shouldn't drive anymore, and pickups at the various senior developments would be a great service
Many seniors (65+) that I know have a frequent (on average of 1-2 trips/month) need to travel for medical reasons to points located on above named #9 route
More advertisement and schedules posted on website and around town.
More advertising for already available options.
More bus routes offered more regularly (every 30minutes instead of once in the hour) between Lewiston and Auburn would really facilitate transportation for me and more people. Instead of spending two hours in public transportation to go shopping in one place, I could save an hour if buses were more frequent. I could also shop in different places or rely on the bus system to be on time for work when I have to go to Auburn from Lewiston. Right now, I must decline appointments or borrow someone's car if I want to make it to Auburn from Lewiston in a timely manner. I also know a lot of people that have medical conditions and struggle to get to their appointments for lack of reliable and affordable transportation. A monthly pass would be my last recommendation. It would encourage citizens to use public transportation.
More connections to the Downeaster from surrounding areas
More local transportation! Bring in jobs, encourage tourism, safer delivery, more accessibility for those who have difficulty with travel autonomy and less expensive modes of travel for those who do so rarely.
more services for elderly in outskirts of L/A to get to medical. maybe a private pay process. Limited resources for elderly
Most interested in way to efficiently get from Bethel/Rumford area to airports, and being able to hike or bike one way and get return transport.
Much needed Bethel to Portland and reverse. No Ube/Lyft available.
Much needed survey! Transportation is the key
Much needed. Expensive to maintain a car on fixed income.
My Dad & many others in Andover, Maine would benefit from public transportation form Andover/East Andover to Rumford for shopping & medical appointments
My parents do not drive and it's difficult for them to get transportation for shopping, banking, and outings. They stay now at a residential care facility who does take them to medical appointments only. I try to take them on weekends but it does not always work - they don't feel well or my schedule does not always allow for a morning or afternoon of shopping or other errands.
My wife is a Home Health Nurse We realize that public transportation is the only method for many people living in our region to get to appointments, get groceries, shopping maybe even entertainment. it's the lifeblood of the community and needs to be expanded as our community gets older.
n
NA
Need easier access for Healthcare appointments. Need this information to be readily available to people
Need more
Need to advertise more about services. Posters should be in ski area, real estate offices, grocery stores, drs offices.
need WEEKEND bus service especially in summer to events in Bath and Topsham and Freeport from Brunswick
Needed
Needs improvement
Needs to be available for more than just medical appointments especially for MaineCare recipients
Needs to be integrated so that if you went to Portland there would be service there that would connect.
No

No
No
No
no
No
No
No
no
No
no
no
No
no
no
No
no
no
no
no
No
no
no
no
No
no
no
No
no
No thank you
No.
None
None
None
None
none
none
none
NOPE
Not at all interested in the bus. I have a car and it fits my schedule. Not making long trips. Car is much more convenient and likely no more expensive for local trips.
Not At This Time
Not at this time
not clear where stops are
not enough of it.....
Not enough population to make it feasible. Bike paths would be nice! Then I could go where and when I want!
of course, we need that the public transportation, especially bus, works 24/24 included Saturday night and Sunday . We would like that it doesn't take long before to take a taxi. We need a permanent transportation inter town specifically Lewiston Portland and Brunswick.We also need that the transportation passes thru different company. That will be helpful for the community specifically workers.
Off to a good start. Really like the Brunswick explorer just wished it provided access to topsham
People would take the bus if it were readily available at convinient times. During commute and for appointments during the day. These are the times that would need frequent schedules.
Please advertise regular schedules
Please expand to offer transportation options for people in Jay and Livermore Falls to attend adult education classes
Please explore schedules outside traditional working hours to accommodate all schedules.
Please find a way to enhance this service and interconnect with other public transits in nearby areas. Lack of transportation is a main reason for food insecurity in our area
Please make WMCA and WMHO a regular stop on your bus routes
Please provide more public transportation in Maine, I work in mental health and so many of my clients in South Paris/Norway

have trouble finding work due to lack of transportation. I've lived in CO and CT and used their public transportation every day and it was so helpful-less congestion on roads, less stress in commuting, cheaper to buy a pass than put gas in my car, better economies for small towns...please bring more public transit to Maine!!!
please publicize times of operation & routes- it seems a big mystery
providers need to collaborate more and compete less
public trans is not available but would be used if it were. tuff for the elderly to get around out here in the sticks
Public transit is a wonderful thing I hope to see more of in the future.
Public transportation down to Portland or Augusta from the Farmington area could help garner higher interest from college students in the area
Public transportation in this area is critical to low income individuals. (I support increasing schedules). I grew up outside of Maine but BEFORE I got a car, I took the bus a lot. Comprehensive public transportation can make a world of difference in giving low income people access to decent jobs and higher education.
Public transportation is a great need. I am fortunate to have transportation, but for those who don't or have low funding, transportation is a great need for all communities.
Public transportation is critical in an urban area. Midcoast Maine does not fit that description and, while it is a boon for those living within a community such as Bath, Brunswick or L/A, it is not practical for those in more rural areas. A car is needed to access any public transportation so why not use the car for the entire trip? It provides convenience in terms of both timing and accessibility at each end.
Public transportation is definitely needed in our community and I'm sure I would use it if I didn't have access to a vehicle.
Public transportation is greatly needed in Bethel.
Public Transportation is greatly needed. Transportation should be opened to all public residents. The schedule should be posted openly and daily. I am a capable driver now but I am aging and I think about the future. I am speaking only for me but there are several people who could use additional services now. It would be nice in the future to lengthen the service to Somerset and Kennebec counties.
Public transportation is not sufficient for those that need it. The hours, routes and schedules are insufficient. These questions are not really applicable to those that don't need to use public transportation and you are going to end up with a skewed survey by mixing the two.
Public transportation is VERY important if don't have your own transportation. Conservation is a worthy reason to use public transportation, but that will require drastic changes to people's attitudes on several fronts, intellectually, socially, etc. etc.
Public transportation might seriously be the key to saving our planet for another 20 years. This is one of the most valuable projects in existence and it is not that expensive to set up the infrastructure. Consider the horizontal sprawl of our architecture juxtaposed with Europe's vertical, and more efficient structures. We are a nation of personal vehicle transport and it is one of the biggest factors contributing to our environmental impact. The time is now.
Public Transportation must be advertised well (schedule and payment online, etc.) and reasonable (as in, I can catch a bus from Brunswick to Carrabassett on Friday at 5 and return Sunday at 5 or, in my case, on a reasonable daily schedule during the week); odd and sporadic times will not work. Follow the model of Concord Trailways/Logan Express, etc.
Public transportation needs to be self supporting without relying on public funds (taxes). If it can not be self supporting its not a good business model.
public transportation should consider language barriers and possibly have a couple of times where riding the bus is free so people can experience what it is like to ride the bus
Public transportation would be very helpful in Topsham, if it were part of the network.
Questions need to be worded so that folks not using public transportation can simply check that they don't use it. Questions are leading folks to think that they use because there is no option to answer 'no'.
Regarding the previous question, I would like to have the option of public transportation for environmental reasons.
Regional transits to Bath Brunswick and Topsham needed.
Regular links to transportation hubs--even if it is just the Concord station in Augusta--would make it easier for students and others to come to Farmington.
Rural areas have a higher quality of life, but the lack of transportation both out side the towns, in rural areas, and between towns, both small and large, put access to the lifestyle in times of economic hardship in jeopardy. Possibly digital ride boards could enable those of us in the woods a connection to the services you are describing. How you combine transportation with efficient speed of service could make. Or break the enterprise.. I took western Maine transportation from farmington to Lewiston, and then on to Portland, me. The bus stopped 10 times. The journey took me all day from farmington to Portland. Yet years ago I ! with my small daughter, took the Blue line bus from Farmington to the bus station connection in Lewiston. It was relatively efficient time wise. 1978 I think.
Service dogs should be allowed on the bus with a seat and a "seat belt" harness to attach to for safety. Otherwise I can not use the service for myself.
Service to Portland from Kingfield or Farmington would be useful.

Since none of these routes are within 2-3 miles from my house, I would need parking along the route.
So many people have no transportation to doctor appt. Offer trips to local hospitals and medical buildings
Some people cannot walk to the bus stop ? pickup at front of home if call made ahead
Spotty public transportation is basically no public transportation. If it's not a reliable, decent network that will keep you from having to walk three miles to get to a stop, at least when in the more built up parts of the town, it's not going to serve much purpose.
Stop wasting my tax cash on this...
Thank you for all your hard work, I know any people really value the public transportation in our region!
Thank you for providing public transportation for those who need it.
Thank you for providing this service for people in this area who aren't as lucky as I am to have their own car.
Thank you for the service you provide!
Thank you for the survey! Eager for more public transport
Thank you for what you do. I hope the services can expand.
Thank you for working to make it better for those who need it!
Thanks for providing the survey to understand local need. When I moved here, I was shocked that there is really no way to get anywhere unless you have a car. I've lived in rural areas before, and so I expected at least overland busses to connect Farmington to more Augusta, L/A, Bangor, or Portland.
The drivers are fantastic
The drivers are great! I am especially appreciative towards Bill and Bud for helping me with any issues that arise and helping me get to the places I need to go.
The more public transportation available the better.
The more the better!
The other reasons I would use public transportation: to help the environment and as an alternative mode of transportation so my family could consider going from two cars to one or have this as a back-up should one car be in the shop.
The public transportation is very good and the bus driver is a gentleman.
The routes listed would be such an asset to folks, especially in Oxford and Franklin counties. I commute to all three counties and would definitely use public transportation.
The service needs to be on time if you want more people to rely on the service.
The service needs to be quick, 1 truck making several stops isn't worth it to me.
The state should bring train service from Southern Maine to Bethel and then onto Canada.
The students at UMF will not use this service. They have learned to rely on friends to get them places, pr they have their own car.
The students I work with would definitely benefit from your service.
The WMTS drivers are not good drivers. They are rude, cut people off in traffic and I have seen them on cell phones. I wouldn't ride with them or recommend any one I know to use their service.
There are a lot of community service and volunteer people who do not have transportation. They would like a daily stop and pickup at the Good Shepherd Food Bank in Auburn.
There are frequent needs from UMF to Augusta for the bus to get to Logan
There are many low-income families who don't have a vehicle. Bus service would be very helpful for people trying to find employment or go to school.
There are many people that can't afford a vehicle of their own or are too elderly to drive so public transportation is great for them.
There are no options for people living in rural Maine, southern Maine close to NH border (Oxford, Cumberland & York counties) could use a bus route to Portland as there are no other places for people living in this area to go to for medical visits, work, shopping, social, etc.
There are not clear schedules for buses. There are not clear markings for bus stops. Folks needs to wait in a rain or snow. Buses come and go as they please.
There is a need for it here since we (senior housing) have to rely on Taxi's mostly. I don't know if I will have a vehicle next year to get to where I need to go.
There is a need for public transportation for students wanting to pursue their education in Adult Education.
There is a need for the elderly and disabled to access adequate transportation.
There is limited transportation in this area for those that need it.
There is no public transportation in my regions.
There may come a time when I'm not able to drive myself or have my family to help that I may want to rely on public transportation.
There need to be something better than the ride program formerly known as Community Concepts. the new program doe

not work well for people that are treated at Rumford Hospital. I know that this is not your problem, but you could be a solution...
There should also be better signage that tells the bus schedule. So if someone is near the bus route but doesn't have internet access, they can figure out when buses will be by. Additionally, even when you know the bus route, it is hard to tell where a bus may actually stop to pick up passengers. Signs would help with some of this.
There should be much more
These options will help our community maintain employment and schooling significantly.
Think train and bus connection to Portland.
This is a great idea.
This is a great resource for people that cannot get access to reliable transportation.
This is a much needed service for people who don't drive or like to travel.
This is a poorly-constructed "survey."
This is admittedly a hypocritical viewpoint: I think public transportation is very important and ought to be supported - but I want to use my car.....
this service has been a long time coming and as medicare/state quimby programs do not pay for transportation, the service would have to be at a low cost for disabled/elderly people or this service would not work for the clients that need it the most!
This would be a considerable benefit to folks traveling to and from work. Please consider making those times appropriately available.
too expensive for businesses to support, taxpayers should not have to support it either, in this community it's mainly used to shuttle skiway employees to/from work, they should provide their own transportation
Train to Portland please.
Train travel would be nice
Travel to Portland on a regular basis
trying to be environmentally friendly is a significant motivation for use of public transit
Very good. Would like it to go to the Topsham Mall
Very important service for those of us that live in the country. Appreciate the effort to keep this service and to add more services.
We have an aging population, affordable alternatives to driving personal vehicles are an increasing need.
We just moved here from Southern California. One important reason was that we could take the train from Brunswick to Boston or places beyond that are interesting. I lived in Northern California and took the BART into SF frequently. Could get around easily. Would like to take a similar rail system to Portland and other places. Not interested in the bus. Have always felt unsafe, took too long, too many stops, unclear. I think Maine does need to do a much better job with transportation though. The drivers are aggressive, tailgaters and and truckers are the same. The roads are not safe here.
We live in Stoneham and would love there to be public transportation from Norway to Fryeburg or from either of those to Portland.
We might use train service from Brunswick to Boston once or twice a year.
We need better transportation options for senior citizens.
We need Commuter Rail Service from Portland to Bath ...
We need it!!! I work with a population that has no transportation except to medical appointments and sometimes the rides are not consistent. We need more public transportation so that people are able to have a better and healthier quality of life.
We need this service in Western Maine!
We need to provide transportation to all areas of our service area
We really need it in Bethel.
We service veterans in the Midcoast area and many of them have no transportation.
What happens if you miss the bus? You're stuck. A private car is ready anytime.
What options are there for the elderly that do not drive and do not receive financial assistance? Thinking about doing errands, ie, grocery shopping, medical/ dental appointments, shopping in general.
What would be the times that the bus would be running? What would be the fare?
When considering routes, please include access to educational services, including community college campuses, adult education and public schools as well as consideration of class schedules (e.g. spring/fall semester and summer courses, evenings).
when dropped off how coordinate pick-up time?
When the time comes that I would need public transportation, I hope it will still be available.
Where can I find a schedule of times, bus stops and routes?
While I don't personally use public transportation, I know that many in my community rely on public transportation to get to

where they need to go. I would support expansion of the current service to meet those needs.
While I use my car now, I anticipate that within the next 10 years, I will need to stop driving and then, bus transportation will become much more important to me.
While it may be necessary fro some, I'm curious if it will be efficient from a cost standpoint.
WHY DOESN'T THIS BUS SCHEDULE ACCOMODATE BIW COMMUTERS FROM THE AUGUSTA AREA?
Wish we had transport that would come back and get you when you ask in advance and not have to call and then wait an hour (taxi)
WMTS has excellent drivers but very poor scheduling services. everyone complains. many miss appointments and doctor visits. i suggest new scheduling staff, who are properly trained. and responsible management. they do nothing to rectify the problems
Wonderful service for the spread out people in our areas.
Would be nice to have
would be thankful for a system before i have to give up driving
Would be very nice to have for sure. Will depend on the route, timing/location of pick ups, etc....for me to use it.
Would love a connection to L/A area or Portland from Bethel.
Would love to have passenger rail service return.
Would love to see Amtrak train service to L-A.
would love to see it expand
Would love to see reliable, convenient, comfortable, environmentally friendly public transportation expanded to cut down on the environmental impact of so many vehicles on the road. It would take some pretty strong marketing to convert people.
Would prefer a train.
Wouldn't mind riding different places if you don't mind my taking pictures
Yes, Farmington to Augusta bus station would be super helpful THANKS for considering this. then you could get to Bangor also
Yes, my answers are relative to my families needs. I would like to live in Jay, where I work and have bussing available for my children to go to St. Dom's in Auburn. Secondly but more important, I work with seniors in Franklin County and the need for transportation is one of the greatest barriers they have in order to maintain their independence; get food, medical attention. I would have preferred to have been able to respond to this survey on their behalf.
You have to promote your business that is serves all people. I think mass transportation to Portland jet port would be a good idea.
You left out reasons for wanting to have a bus available: more comfortable and safe as we age; strong philosophical commitment to public transportation; desire to go out without needing a designated driver
You need more drivers for Topsham and Brunswick Ps. I have a CDL license you can call me at 207-607-2360
You should do a better job advertising it. I wouldn't even know where to pick a bus up, lived here 20 years.

APPENDIX D: DETAILED EVALUATION CRITERIA

Tier 1 Evaluation Criteria

Five preliminary criteria were developed and each criterion had several measures and was scored based on a 0-3 scale. The five criteria and the scoring thresholds are presented below.

1. Does the alternative serve a high demand corridor?
2. Does the alt. provide access to employment and education?
3. Does this option improve mobility for seniors?
4. What is the total elderly population served?
5. What is the total low-income population served?

1. Does the alternative serve a high demand corridor?

This supports the goal of providing regional linkages. Resources should be allocated to the areas with the greatest needs. High demand corridors were defined and options that serve these corridors received a favorable rating. The upper threshold for employment and population density was based on the density considered viable to support regular fixed route transit by national standards. The lower threshold was the average for the State of Maine.

Combined population & employment density both termini (A)	Combined population & employment density both termini (B)	Potential regular users based on the survey response	Potential occasional users based on the survey response
<ul style="list-style-type: none"> • >3,000 = 3 • 2,999-1,500 = 2 • 1,499-59 = 1 • <58 = 0 	<ul style="list-style-type: none"> • >3,000 = 3 • 2,999-1,500 = 2 • 1,499-59 = 1 • <58 = 0 	<ul style="list-style-type: none"> • >100 = 3, • 76-100 = 2 • 50-75 = 1 • <50 = 0 	<ul style="list-style-type: none"> • >100 = 3, • 76-100 = 2 • 50-75 = 1 • <50 = 0

2. Does the option provide access to employment and education?

This supports the statewide and local goals of supporting economic development. Options that connect residential areas with destinations of significant employment were rated favorably. The scoring for employment was based on travel pattern⁸ data and geometric intervals.

⁸ From the Longitudinal Employer-Household Dynamics (LEHD) 2014 dataset

Greatest employment density at least one termini	Opportunities for higher learning at major university, community college, technical/adult learning facility	People traveling for work between the termini community and other communities along the route daily
<ul style="list-style-type: none"> • >401 = 3 • 400-101 = 2 • 100-51 = 1, • <50 = 0 or the greatest density is not at a termini = 0 	<ul style="list-style-type: none"> • All three = 3, • Just two = 2 • Just one = 1 • None = 0 	<ul style="list-style-type: none"> • >2500 = 3 • 2,500-1500 = 2 • 1,500-500 = 1 • less than 500 = 0

3. Does the option improve mobility for seniors?

This supports the statewide and local goals of improving mobility for seniors. Service to residential areas with higher concentrations of seniors and destinations including medical facilities, senior programs, nutrition programs, and shopping received a favorable ranking. Elderly population were defined as concentrations of the population where 15% of more were elderly.

Connects elderly population to medical facilities, programs, nutrition and shopping
<ul style="list-style-type: none"> • All four = 3, • Any three = 2 • Any Two = 1 • Only one or no elderly population = 0

4. What is the total elderly population served?

This is a quantitative assessment ranked by the total elderly population that would be served. A higher ranking was given to those serving a greater percentage than the surrounding area. The thresholds are based on the state (18.85%), national rural areas (17.5%) and national (14.85%) averages

Connects elderly population to medical facilities, programs, nutrition and shopping
<ul style="list-style-type: none"> • >18.85% = 3 • 18.84%-17.5% = 2 • 17.4%-14.85% = 1 • <14.85% = 0

5. What is the total low-income population served?

This supports goals for access to jobs and economic development. This was a quantitative assessment applied to each option and the options then ranked by the total low-income population to be served.

Services greater proportion of community below the state income poverty level

- >30% = 3
- 29%-20% = 2
- 19%-10% = 1
- <10% = 0

Tier 2 Evaluation Criteria

Unlinked passenger trips are the total number of passenger trips to be served by the option. A higher number of passengers results in a higher ranking. Both daily and annual passenger trips are presented. Two demand estimation techniques from the Transit Cooperative Research Program (TCRP) Report 161 were used to estimate the annual demand for each of the proposed route alternatives in the Western Maine study area. The two models used to quantify different segments of transit demand include:

- General Public Rural (Non-Program) Demand
- Commuter Demand by Transit to an Urban Center

Basic estimates were calculated using the demand relationships described in the following sections and then adjusted based on the level of service for each option. Adjustments for the various options were made based on observations from other work completed by the project team and information from TCRP Report 95.

General Public Rural (non-program) Demand

TCRP Report 161 provides a method of estimating general public rural transit demand. This methodology applies transit-dependent population statistics and trip rates to estimate the annual demand for non-program and overall general public rural transportation. The general public rural non-program demand estimation technique described in TCRP Report 161 is calculated by the following formula:

$$\text{Non-Program Annual Demand (one-way trips per year)} = (2.20 \times \text{Population Age 60+}) + (5.21 \times \text{Mobility Limited Population Age 18-64}) + (1.52 \times \text{Residents of Households Having No Vehicle})$$

Commuter Demand

TCRP Report 161 provides a method to estimate the level of transit demand for commuters. The demand estimation technique to estimate commuter demand between places is presented by the following formula:

$$\text{Commuter trips by transit from Place A to Place B per Day} = \text{Proportion using transit for Commuter Trips from Place A to Place B} \times \text{Number of Commuters} \times 2$$

$$\begin{aligned} \text{Proportion using Transit for Commuter Trips from Place A to Place B} = & 0.024 + (0.0000056 \times \text{Workers Commuting from Place A to Place B}) \\ & - (0.00029 \times \text{Distance in Miles from Place A to Place B}) \\ & + 0.015 \text{ (if the Place is a state capital)} \end{aligned}$$

U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) data were used to determine how many individuals were commuting between study area locations and employment centers for each of the proposed route alternatives.

Capital costs include necessary options items such as vehicles, wayfinding, marketing/advertising and shelters plus optional amenities which would enhance service such as on-board Wi-Fi, power/USB outlets, Automatic Vehicle Location, Mobile Fare, and bicycle and ski racks. The costs are presented with a range, as some alternatives may be able to share vehicles with other alternatives, costs vary amongst items and not all items are required. While capital costs will vary among options, those with lower costs may be implemented sooner with less funding. This gives an indication of whether the option can be implemented.

Funds must be available to cover **annual operating costs**. Additional funding may be available to implement options, but those options with higher annual costs will require higher levels of funding and may not be implemented as easily as lower cost options. This also gives an indication of the longer term

Table 30: Cost/Passenger Statistics

National Bus Average	\$4.07
National Rural Average	\$10.16
Maine Bus Average	\$4.57
Maine Rural Average	\$22.78
WMTS Bus	\$4.93
WMTS DR	\$15.61

financial sustainability of the option.

The **cost per passenger trip** is a measure of the cost-effectiveness of providing service with the particular option. A lower cost per passenger trip indicates a more cost-effective service. Service options with a high cost per passenger trip should not be implemented. For options with a cost per passenger trip greater than \$16.81 (the average between WMTS demand response services, the national and state rural average) fixed-route service

should not be considered.

Passenger-trips per revenue-hour is a measure of service efficiency. This measure may also be used to ensure that the most appropriate type of service delivery is incorporated in the recommendations. Fixed-route service is appropriate for areas of high productivity and generally should be considered when 10 or more passenger-trips per hour are anticipated. For options with less than 5.23 (the 2014

Table 31: Trips/Hour Statistics

National Bus Average	32.1
National Rural Average	4.7
Maine Bus Average	N/A
Maine Rural Average	5.23
WMTS Bus	19.4
WMTS DR	3.1

Maine rural average trips per passengers per hour) fixed-route (including commuter) service should not be considered.

Passenger-trips per capita is the number of passenger-trips anticipated divided by the total population to be served by the option (within 1 mile of the alternative) is a measure of effectiveness for that option. Options with higher passenger-trips per capita will be given greater consideration. In Maine the statewide rural passenger-trips per capita for fixed route is 0.70,

the national rural average is 0.98 and WMTS general public Demand response and commuter bus is 0.32.

Each alternative and set of options was evaluated based on the six performance measures above. Green shaded measures for each alternative are the best performers and the red shaded measures are the worst performers. If an option is shaded blue it does not meet the minimum threshold values set for service (5.23 passengers per revenue hour, \$16.81 cost per passenger trip).

National Bus Average	N/A
National Rural Average	0.98
Maine Bus Average	2.64
Maine Rural Average	0.70
WMTS	4.23
WMTS non seasonal	3.41
WMTS DR & CB	0.32

Table 32: Trips/Capita Statistics

Figure 48: Scoring Scale



APPENDIX E: SERVICE CHARACTERISTICS OF DETAILED ALTERNATIVES

Following the Tier 1 evaluation, service options were developed for the remaining corridors. Table 33 shows the development of service options for further evaluation for each route. These are the alternatives which will be evaluated under Tier 2. Several routes have been eliminated for further evaluation due to low scores.

Alternative	Recommendations for further evaluation
1) L/A -Brunswick via Rt 196	Look at combing with current Lisbon Connection and deviate fixed route in Lisbon and not combining for each look at 90 minute service all day, 6 round trips, 4 round trips. Weekend Service
2) L/A - Brunswick via Rt 136	Eliminate
3) Brunswick - Bath via Rt 1	60 minute service, 6 round trips and 4 round trips
4) Brunswick - Bath via Bath Road	Off Peak service only 60 minute service, 1 round trips, 2 round trips, 3 round trips, 4 round trips. Weekend service
5) L/A -Jay /Wilton via Rt 4	2 - 4 round trips in the peak and off-peak
6) Wilton - Farmington via Rt 2	60 minute service, 6 round trips and 4 round trips
7) L/A - Farmington via Rt 4	2 - 4 round trips in the peak and off-peak
8) L/A - Mechanic Falls – Oxford via Rts 121 & 26	Eliminate
9) L/A- Bethel via Rts 121 & 26	2 round trips, 3 round trips, 4 round trips
10) Bethel - Farmington via Rt 2	Peak service only, 2-1 round trips, 5 days, 2 days, and one day a week
11) Bethel - Rumford via Rt 2	Eliminate
12) Rumford - Farmington via Rt 2	Eliminate
13) Farmington - Carrabassett Valley via Rt 27	Peak service only, 2-1 round trips, 5 days, and 7 days
14) Farmington - Rangeley via Rt 4	Peak service only, 2-1 round trips, one day a week
15) L/A, - Rumford via Rts 4 and 108	2 – 3 round trips daily 5 days, 3 days, and one day a week
16) Turner - South Paris via Rt 117	Eliminate

Table 33. Summary Recommendations for Tier 2 Evaluation

1) L/A, Lisbon, Topsham and Brunswick along Route 196

In Option 1.A -1.E the route would be combined with the Lisbon Connection, the round trip mileage is 45.4 miles and one way travel time is approximately 59 minutes. Options 1.F – 1.J could not be combined and provide direct service along Route 196. The round trip mileage is 38.8 miles and one way travel time is 52 minutes. Service on Options 1.A-1.J would occur Monday through Friday from 6:00 AM to 6:00 PM, with the exception of 1.D and 1.I which would run 7:00 AM- 5:00 PM (Table 34). Option 1.K is weekend service only. Figure 49 presents a map of the route for Options 1.A through 1.E as well as potential locations for designated stops with shelters, Figure 50 shows options 1.F through 1.J. Additional stops may be required and/or flag stop sections designated.

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. hrs.	Annual Rev. Miles	Daily Trips	Vehicle Req.
1.A	6:00 AM - 6:00 PM	180	2	2	5	2045	47216	4	1
1.B	6:00 AM - 6:00 PM	120	2	4	5	3068	70824	6	1
1.C	6:00 AM - 6:00 PM	60/120	4	2	5	3068	70824	6	2
1.D	7:00 AM - 5:00 PM	90	4	3	5	2600	78693	7	1
1.E	6:00 AM - 6:00 PM	90	4	4	5	3120	94432	8	1
1.F	6:00 AM - 6:00 PM	180	2	2	5	1803	40352	4	1
1.G	6:00 AM - 6:00 PM	120	2	4	5	2704	60528	6	1
1.H	6:00 AM - 6:00 PM	120	4	2	5	2704	60528	6	2
1.I	7:00 AM - 5:00 PM	90	3	4	5	2600	67253	7	2
1.J	6:00 AM - 6:00 PM	90	4	4	5	3120	80704	8	2
1.K	8:00 AM - 5:00 PM	90	2	4	Sa Su	936	37773	8	1

Table 34. Alternative 1 Options Summary

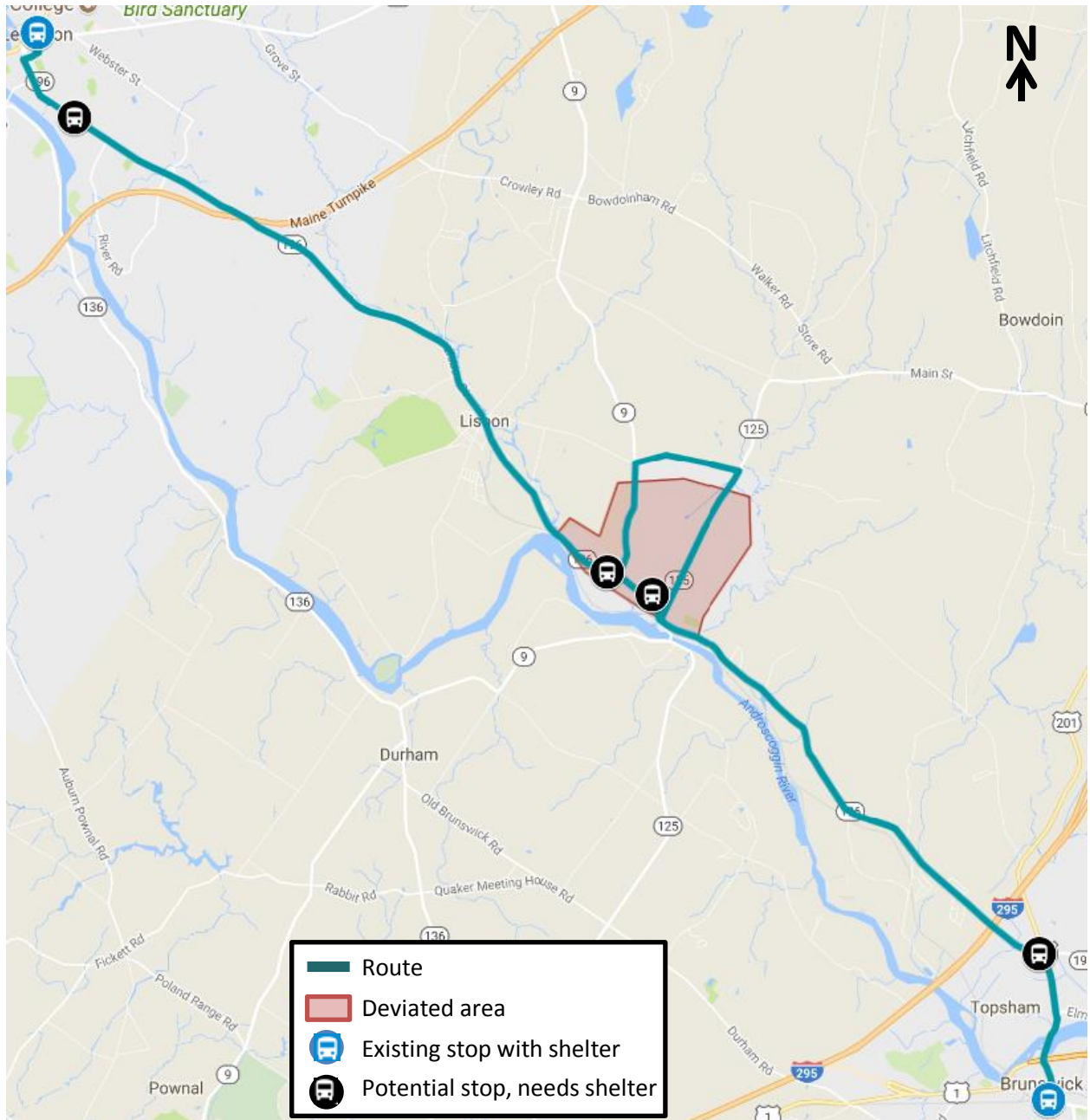


Figure 49. Alternatives 1.A-1.E Map

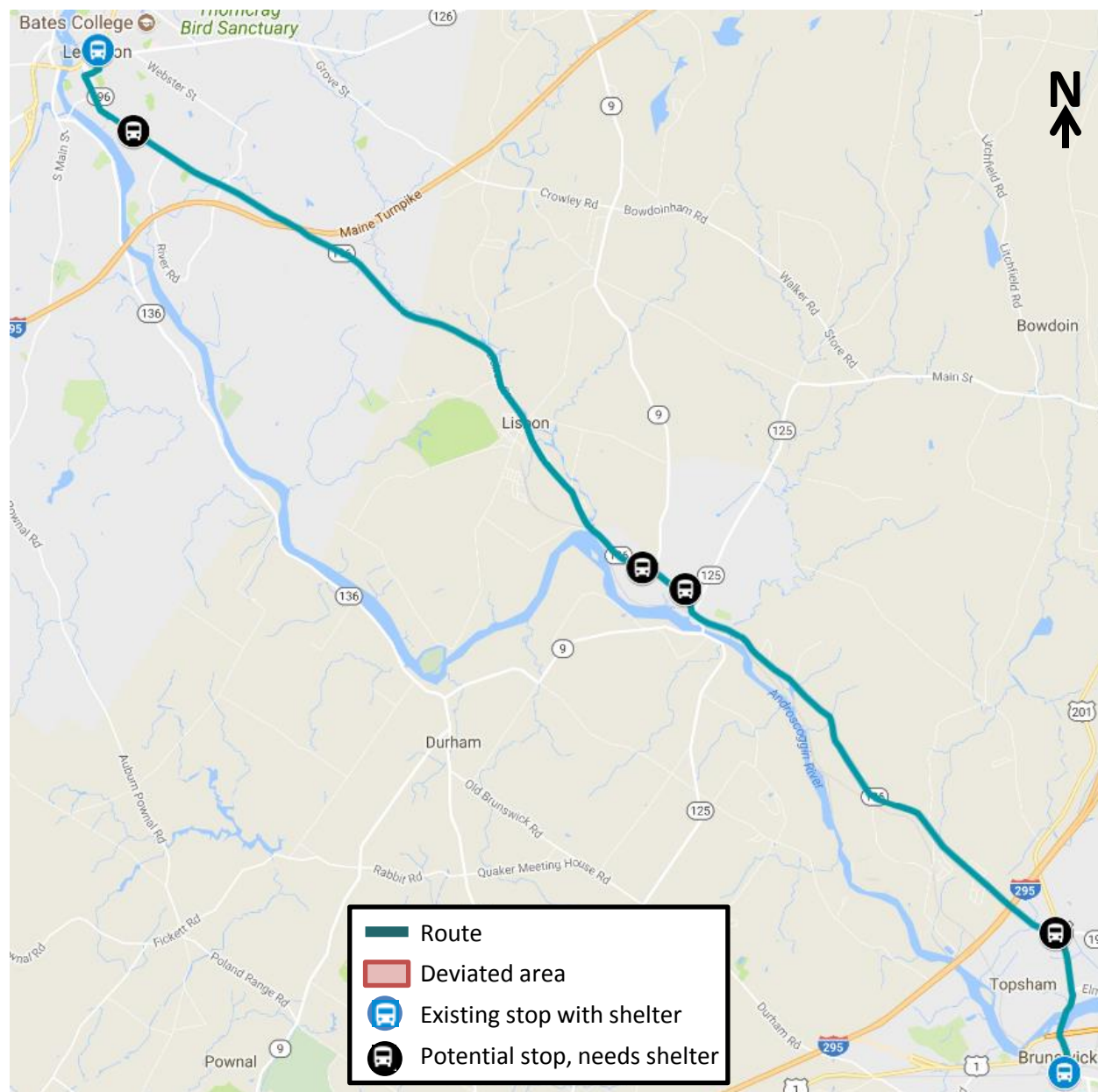


Figure 50. Alternatives 1.F-1.J

3) Brunswick and Bath along Route 1

Alternative 3 connects Brunswick to Bath along Route 1. The round trip mileage is 18.4 miles and one way travel time is 21 minutes. Service on this route would occur Monday through Friday from 6:00 AM to 6:00 PM, with the exception of 3.A which would run 7:00 AM- 5:00 PM (Table 35). The primary difference between most of the options is the number of trips in the peak and off-peak service. Figure 49 presents a map of the route and potential locations for designated stops with shelters. Additional stops may be required and/or flag stop sections designated.

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. hrs.	Annual Rev. Miles	Daily Trips	Vehicle Req.
3.A	7:00 AM - 5:00 PM	60	4	6	5	2600	47840	10	1
3.B	6:00 AM - 6:00 PM	60	4	8	5	3120	57408	12	1
3.C	6:00 AM - 6:00 PM	120/180	2	2	5	728	19136	4	1
3.D	6:00 AM - 6:00 PM	120/120	2	4	5	1092	28704	6	1
3.E	6:00 AM - 6:00 PM	60/180	4	2	5	1092	28704	6	1
3.F	7:00 AM-9:00 AM; 4:00 AM-6:00 PM	120	2	0	5	364	9568	2	1
3.G	7:00 AM-9:00 AM; 4:00 AM-6:00 PM	60	4	0	5	728	19136	4	1

Table 35. Alternative 3 Options Summary

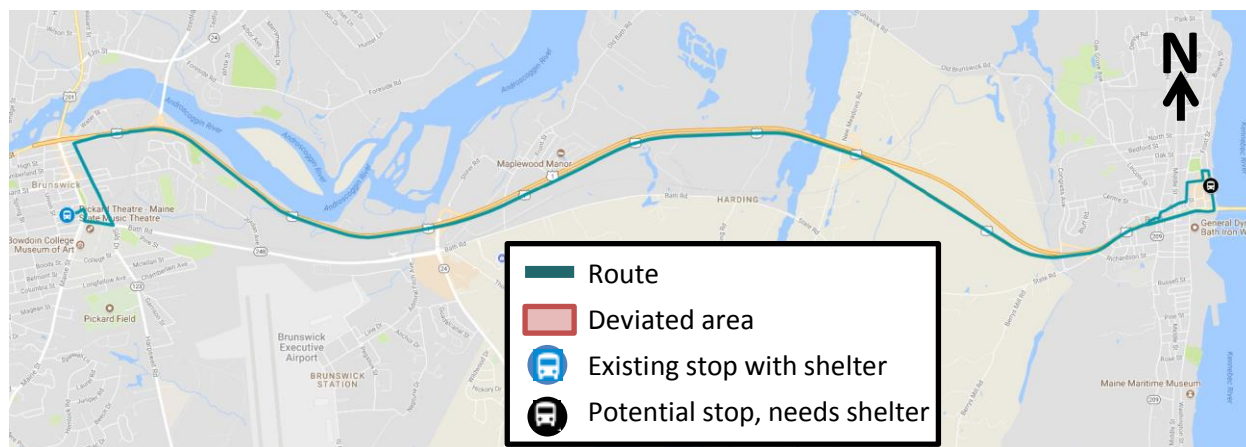


Figure 51. Alternative 3 Map

4) Brunswick and Bath along Bath Road

Alternative 4 connects Brunswick to Bath along Bath Road. The round trip mileage is 17 miles and one way travel time is 26 minutes. Service on Options 4.A-4.E would occur Monday through Friday during the off-peak hours only and is the local alternative (Table 36). Options 4.F and 4.G are weekend service only. Alternative 4 would run during the peak providing direct commuter service. Together these two alternatives (3 and 4) would require 1 vehicle. The primary difference between many of the options is the number of trips in the off-peak service. Figure 52 presents a map of the route and potential locations for designated stops with shelters. Additional stops may be required and/or flag stop sections designated.

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. hrs.	Annual Rev. Miles	Daily Trips	Vehicle Req.
4.A	10:00 AM-3:00 PM	60	0	5	5	1300	22100	5	0-1
4.B	10:00 AM-3:00 PM	300	0	1	5	238	4420	1	0-1
4.C	10:00 AM-3:00 PM	150	0	2	5	477	8840	2	0-1
4.D	10:00 AM-3:00 PM	100	0	3	5	715	13260	3	0-1
4.E	10:00 AM-3:00 PM	75	0	4	5	953	17680	4	0-1
4.F	8:00 AM-5:00 PM	90	2	4	2	936	5893	6	0-1
4.G	8:00 AM-5:00 PM	60	4	5	2	936	8840	9	0-1

Table 36. Alternative 4 Options Summary

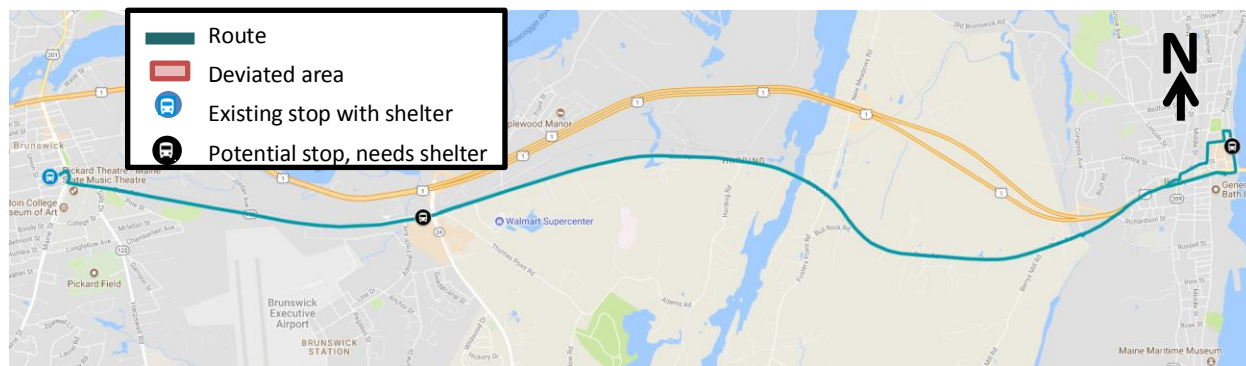


Figure 52. Alternative 4 Map

5) L/A & Turner, Livermore, Livermore Falls, Jay & Wilton along Rt 4

Alternative 5 connects Lewiston/Auburn to Jay and Wilton along Route 4. The round trip mileage is 74.8 miles and one way travel time is 68 minutes. Service on this route would occur Monday through Friday during the off-peak or peak hours (Table 37). The alignment is similar to that of Alternative 7 and the two could be run on opposite schedules, using one vehicle. Together these two alternatives (5 and 7) would require one-two vehicles depending on the level of service. The primary difference between most of the options is when there is service. Figure 53 presents a map of the route and potential locations for designated stops with shelters. Additional stops may be required and/or flag stop sections designated.

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. hrs.	Annual Rev. Miles	Daily Trips	Vehicle Req.
5.A	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	5	1170	38896	2	0-1
5.B	10:00 AM-3:00 PM	150	0	2	5	1222	39156	2	0-1
5.C	6:00 AM - 6:00 PM	180	2	2	5	2444	78312	4	1

Table 37. Alternative 5 Options Summary

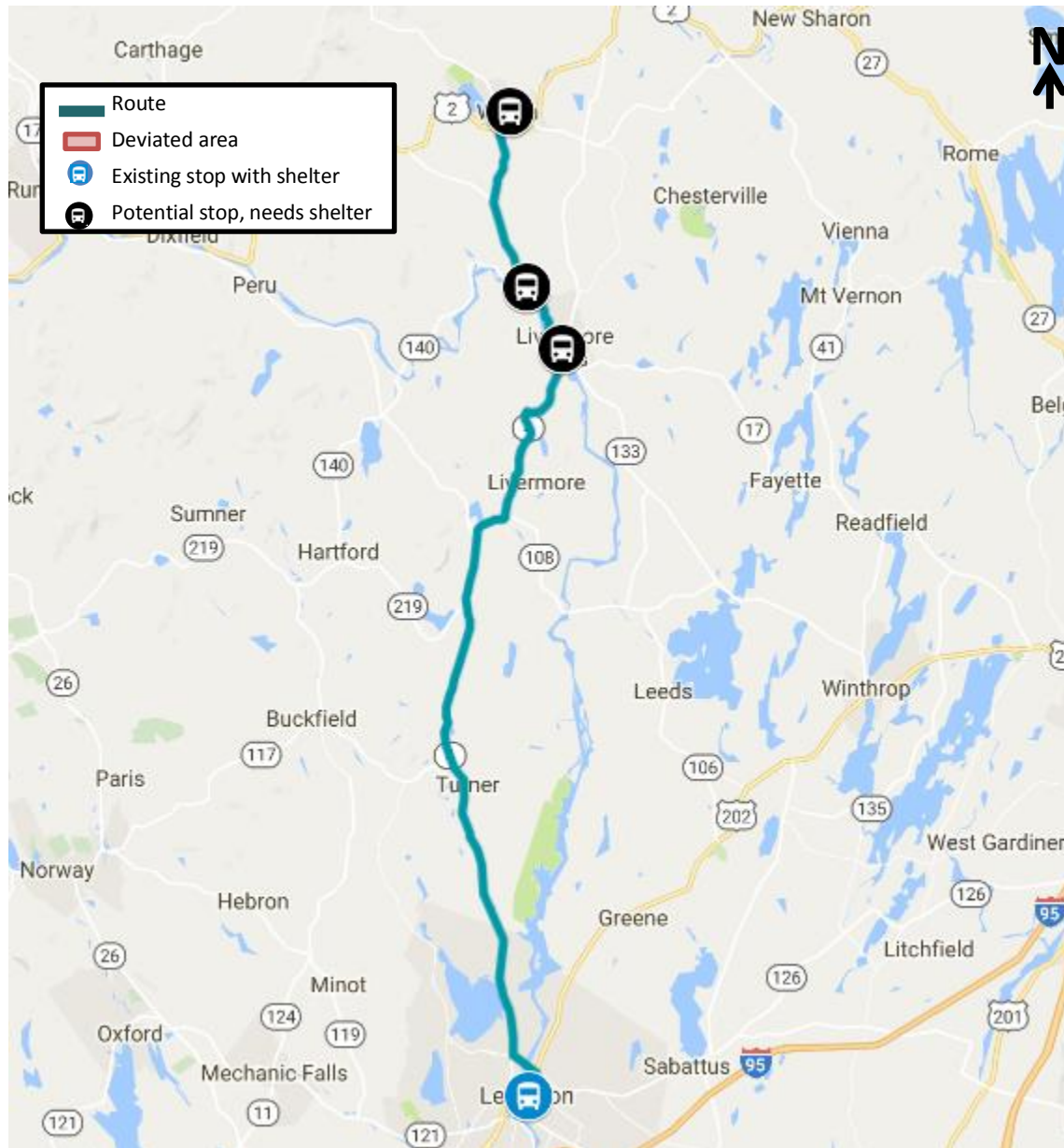


Figure 53. Alternative 5 Map

6) Wilton and Farmington along Route 2

Alternative 6 connects Wilton to Farmington along Route 2. The round trip mileage is 15.6 miles and one way travel time is 20 minutes. Service on this route would occur Monday through Friday from 6:00 AM to 6:00 PM, with the exception of 6.A which would run 7:00 AM- 5:00 PM and 6.G which would run only during the off-peak (Table 38). The primary difference between most of the options is the number of trips in the peak and off-peak service. Figure 54 presents a map of the route and potential locations for designated stops with shelters. Additional stops may be required and/or flag stop sections designated.

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. hrs.	Annual Rev. Miles	Daily Trips	Vehicle Req.
6.A	7:00 AM - 5:00 PM	60	4	6	5	2600	40560	10	1
6.B	6:00 AM - 6:00 PM	60	4	8	5	3120	48672	12	1
6.C	6:00 AM - 6:00 PM	60/120	4	4	5	1352	32448	8	1
6.D	6:00 AM - 6:00 PM	120/60	2	6	5	1352	32448	8	1
6.E	6:00 AM - 6:00 PM	120	4	2	5	1014	24336	6	1
6.F	6:00 AM - 6:00 PM	120	2	4	5	1014	24336	6	1
6.G	10:00 AM-3:00 PM	60	0	5	5	1300	20280	5	0-1

Table 38. Alternative 6 Options Summary

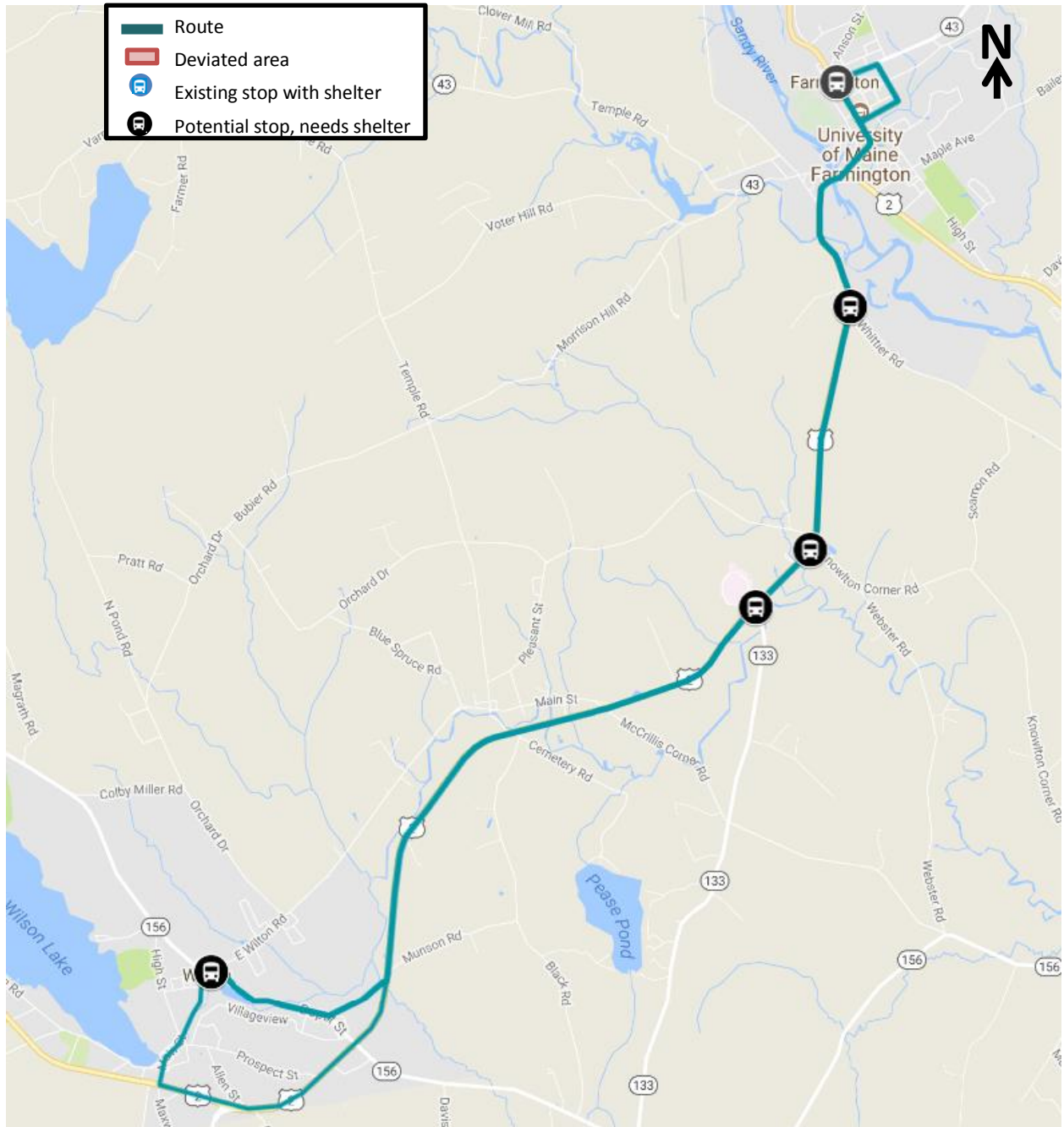


Figure 54. Alternative 6 Map

6H) Route 4 and 17 to Wilton then Route 2 to Farmington and back via Route 133 and 4

Alternative 6H is a hybrid of Alternatives, 5, 6, and 7; it follows Route 4 from Lewiston/Auburn to Livermore Falls where it then makes a loop to Wilton (route 4, Farmington (Route 2) and then back to Livermore Falls (Route 133) where it then continues south along Route 4. The loop could be done either clockwise or counterclockwise and can vary throughout the day to meet the demands and travel patterns. The round trip mileage is 89.1 miles and round trip time is 2 hours and 49 minutes. Service on

this route would occur Monday through Friday during the peak hours only (Table 39). Because this Alternative is a peak service only route it could share a vehicle with an off-peak only route. Figure 55 presents a map of the route and potential locations for designated stops with shelters. Additional stops may be required and/or flag stop sections designated.

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. hrs.	Annual Rev. Miles	Daily Trips	Vehicle Req.
6H.A	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	5	1465	46332	2	0-1
6H.B	7:00 AM-9:00 AM 4:00-6:00 PM	60	4	0	5	2929	92664	4	0-1

Table 39. Alternative 6H Options Summary

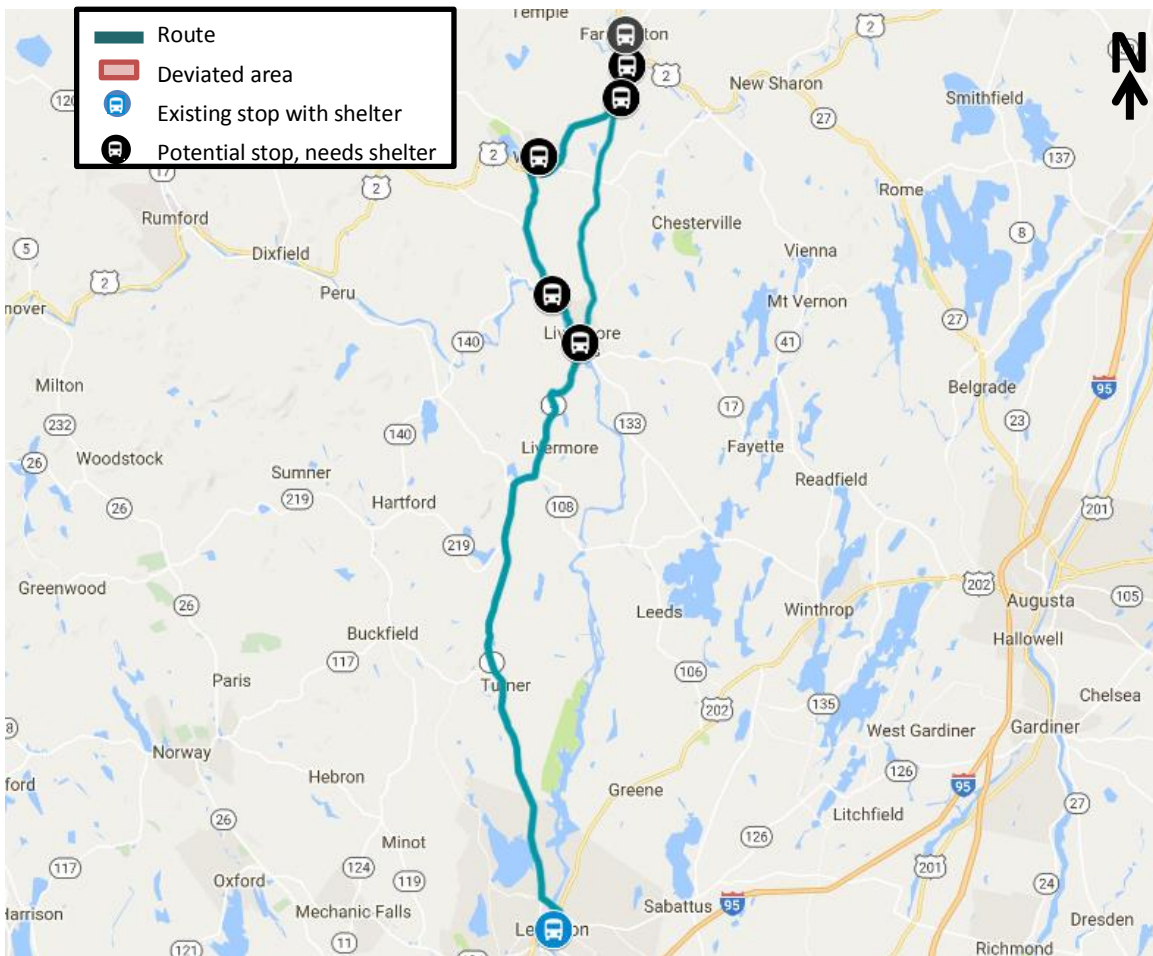


Figure 55. Alternative 6H Map

7) L/A and Farmington along Routes 4

Alternative 7 connects Lewiston/Auburn to Farmington along Route 4. The round trip mileage is 87.8 miles and one way travel time is one hour and 24 minutes. Service on this route would occur Monday through Friday during the off-peak or peak hours (Table 40). The alignment is similar to that of Alternative 5 and the two could be run on opposite schedules, using one vehicle Together these two alternatives (5 and 7) would require one-two vehicles depending on the level of service. The primary

difference between most of the options is when there is service. Figure 56 presents a map of the route and potential locations for designated stops with shelters. Additional stops may be required and/or flag stop sections designated.

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. hrs.	Annual Rev. Miles	Daily Trips	Vehicle Req.
7.A	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	5	1421	45656	2	0-1
7.B	10:00 AM-3:00 PM	150	0	2	5	1421	45656	2	0-1
7.C	6:00 AM - 6:00 PM	180	2	2	5	2843	91312	4	1

Table 40. Alternative 7 Options Summary

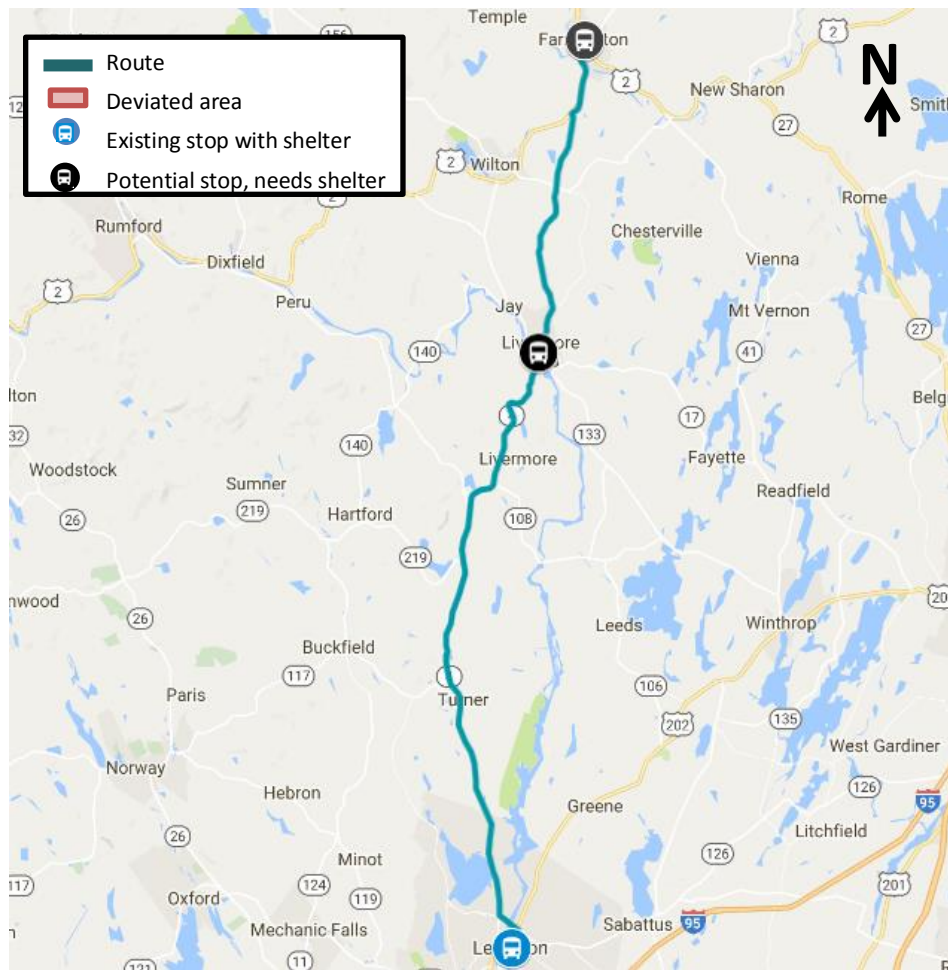


Figure 56. Alternative 7 Map

9) L/A, Oxford, Norway, Paris, & Bethel along Rt 121 & 26

Alternative 9 connects Lewiston/Auburn to Bethel along Routes 121 and 26. The round trip mileage is 88.8 miles and one way travel time is one hour 28 minutes. Service on this route would occur Monday through Friday and could be during at least the peak hours but could also run in the off-peak in select options (Table 41). Figure 57 presents a map of the route and potential locations for designated stops with shelters. Additional stops may be required and/or flag stop sections designated.

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. hrs.	Annual Rev. Miles	Daily Trips	Vehicle Req.
9.A	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	5	1456	46176	2	1
9.B	6:00 AM - 6:00 PM	120/300	2	1	5	2184	69264	3	1
9.C	7:00 AM-9:00 AM 4:00-6:00 PM	60	4	0	5	2912	92352	4	2
9.D	6:00 AM - 6:00 PM	120/150	2	2	5	2912	92352	4	1

Table 41. Alternative 9 Options Summary

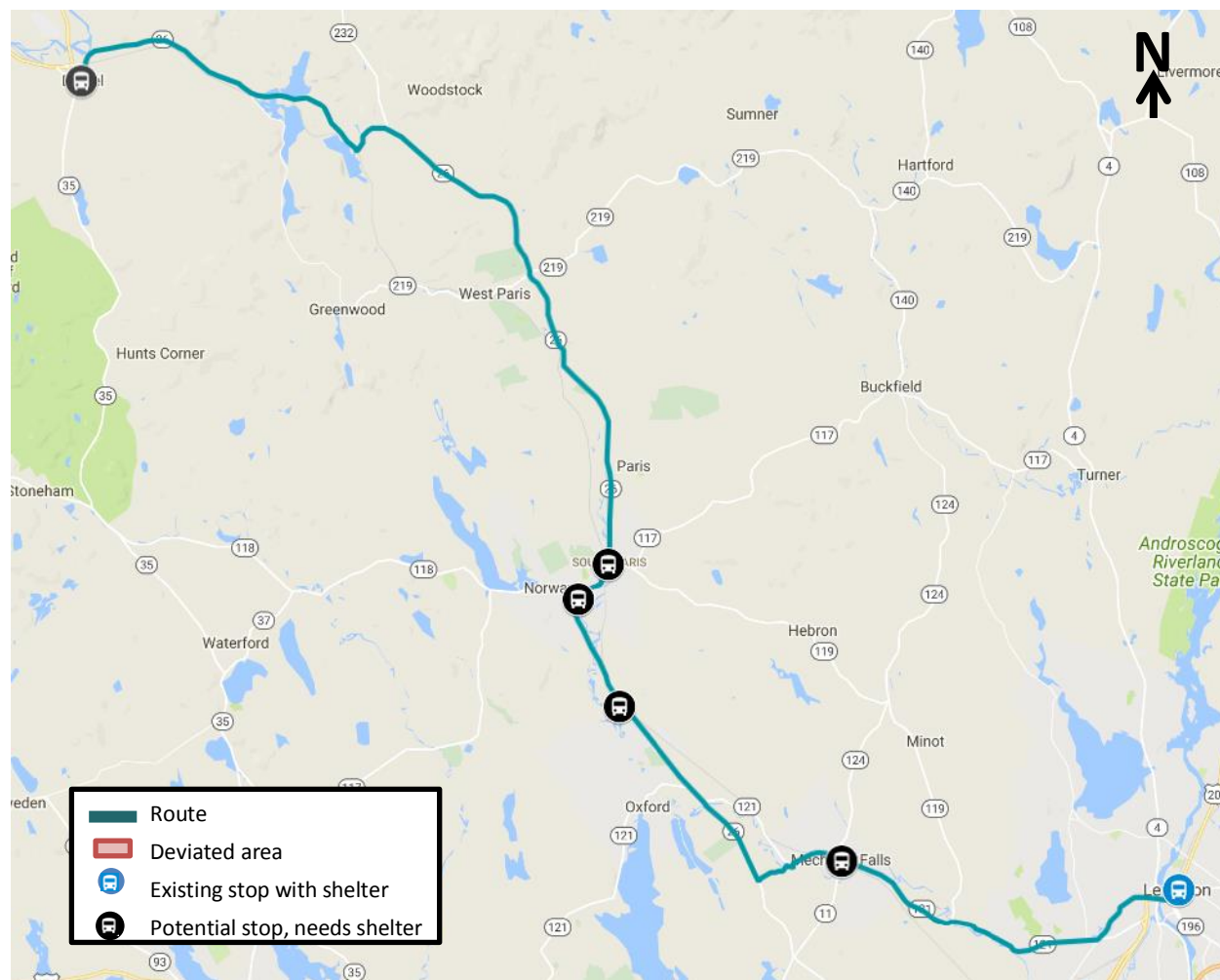


Figure 57. Alternative 9 Map

10) Bethel and Farmington along Route 2

Alternative 10 connects Bethel to Farmington along Route 2. The round trip mileage is 106.4 miles and one way travel time is one hour 34 minutes. In Options 10.A-10.F service on this route would occur annually during the peak hours only between one and five days a week (Table 42). The primary difference between many of the options is the number of trips and the number of days which it would operate during the week. Options which only have one round trip a day would perform the eastbound trip in the morning and the westbound in the afternoon. Options 10.G -10.J would operate during the

winter months only. 10.G and 10.H would operate only on weekends, options 10.I and 10.J would operate seven days a week. Options 10.H and 10.J would perform the eastbound trip in the morning and the westbound in the afternoon. Figure 58 presents a map of the route and potential locations for designated stops with shelters. Additional stops may be required and/or flag stop sections designated.

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. hrs.	Annual Rev. Miles	Daily Trips	Vehicle Req.
10.A	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	5	1621	55328	2	1
10.B	7:00 AM-9:00 AM 4:00-6:00 PM	240	1	0	5	810	27664	1	1
10.C	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	2	648	22131	2	1
10.D	7:00 AM-9:00 AM 4:00-6:00 PM	240	1	0	2	324	11066	1	1
10.E	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	1	324	11066	2	1
10.F	7:00 AM-9:00 AM 4:00-6:00 PM	240	1	0	1	160	5533	1	1
10.G	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	7	785	26813	2	2
10.H	7:00 AM-9:00 AM 4:00-6:00 PM	240	1	0	7	393	13406	1	1
10.I	7:00 AM-9:00 AM 4:00-6:00 PM	240	1	0	2	112	3830	1	1

Table 42. Alternative 10 Options Summary

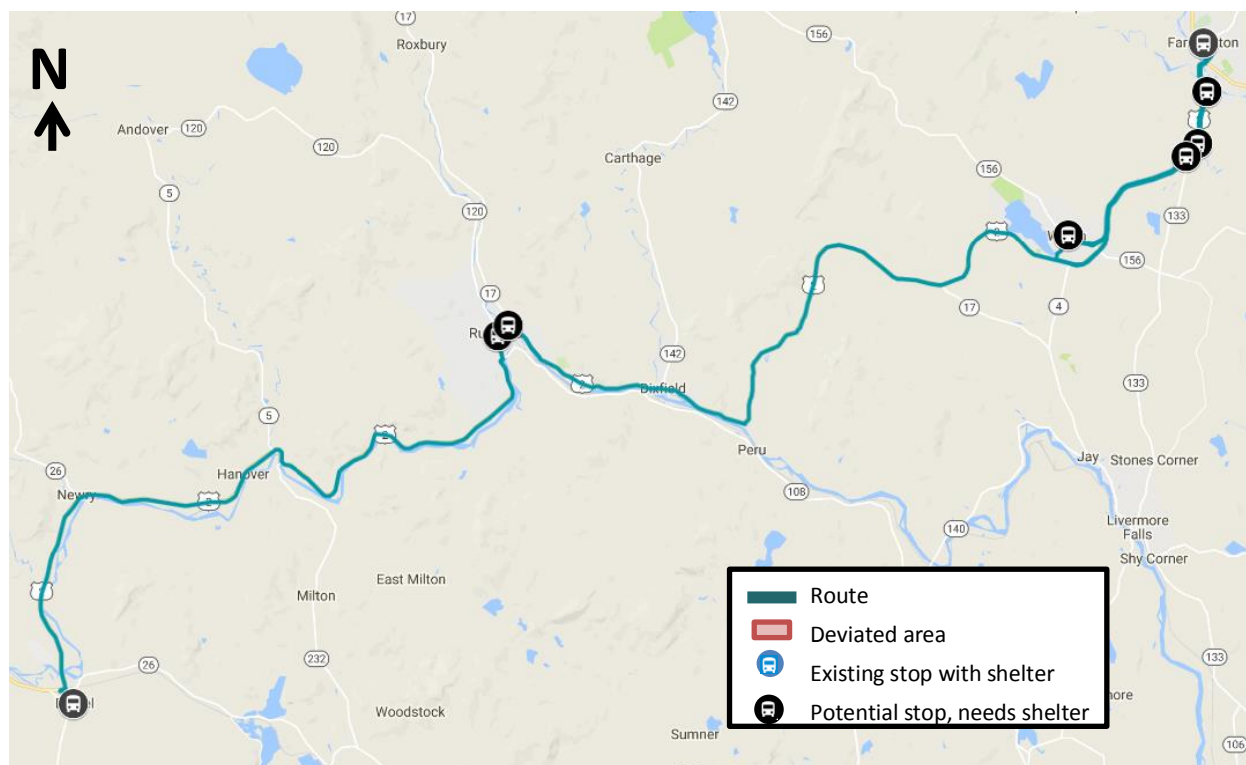


Figure 58. Alternative 10 Map

13) Farmington and Carrabassett Valley along Route 27

Alternative 13 connects Farmington and Carrabassett Valley along Route 27. The round trip mileage is 76.2 miles and one way travel time is 64 minutes. Service on this route would occur during the winter season only. The primary difference between most of the options is the number of days which the service operates (Table 43). On this route the northbound trips would be performed in the morning and the southbound trips in the afternoon. Figure 59 presents a map of the route and potential locations for designated stops with shelters. Additional stops may be required and/or flag stop sections designated.

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. hrs.	Annual Rev. Miles	Daily Trips	Vehicle Req.
13.A	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	7	525	19202	2	1
13.B	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	5	375	13716	2	1

Table 43. Alternative 13 Options Summary

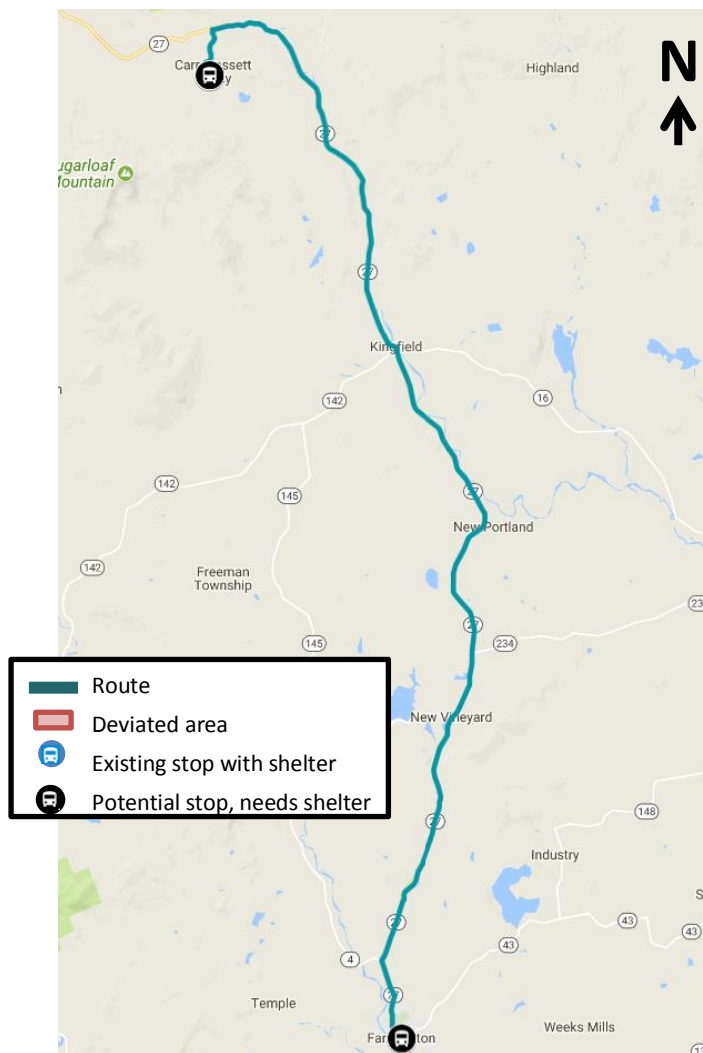


Figure 59. Alternative 13 Map

14) Farmington and Rangeley along Route 4

Alternative 14 connects Farmington and Rangeley along Route 4. The round trip mileage is 80.8 miles and one way travel time is 69 minutes. Service on this route would occur only one day a week (Table 44). The difference between the options is the number of trips. Options which only have one round trip a day would perform the southbound trip in the morning and the northbound in the afternoon. Figure 60 presents a map of the route and potential locations for designated stops with shelters. Additional stops may be required and/or flag stop sections designated.

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. hrs.	Annual Rev. Miles	Daily Trips	Vehicle Req.
14.A	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	1	239	8403	2	1
14.B	7:00 AM-9:00 AM 4:00-6:00 PM	240	1	0	1	172	4254	1	1
14.C	10:00AM-12:00PM 2:00PM-4:00PM	240	0	1	1 month	28	970	1	1

Table 44. Alternative 14 Options Summary

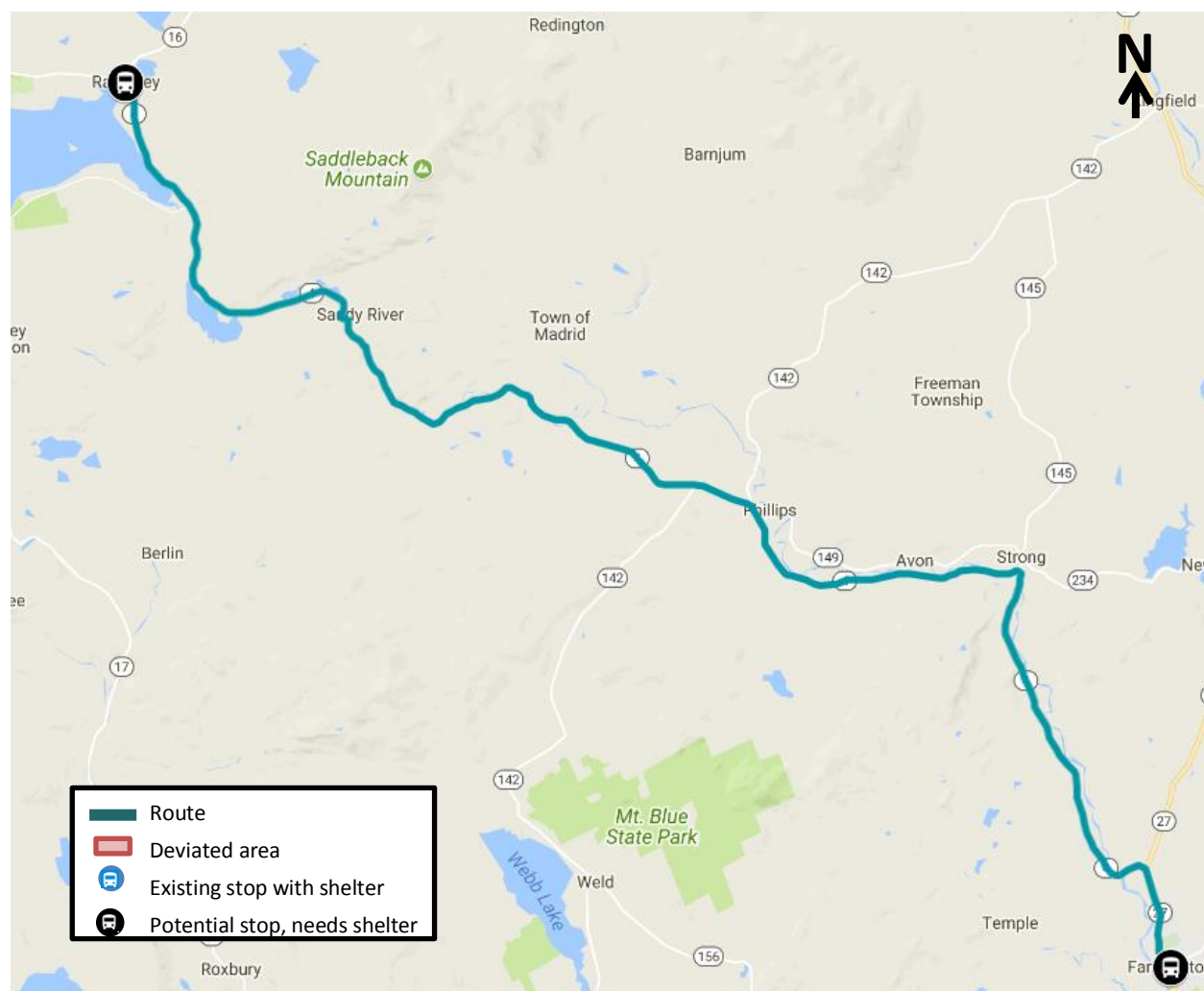


Figure 60. Alternative 14 Map

15) L/A, Turner and Rumford along Routes 4 and 108

Alternative 15 connects Lewiston/Auburn to Rumford/Mexico along Routes 4 and 108. The round trip mileage is 86.2 miles and one way travel time is one hour and 16 minutes. This route would operate on weekdays only during at least the peak hours but could also run in the off-peak in select options (Table 45). Service on this route would occur between one and five days a week. If the route operates less than five days a week it may be able to share a vehicle with other routes which operate less than five days a week. The primary difference between most of the options is the number of trips and day's service is provided. Figure 61 presents a map of the route and potential locations for designated stops with shelters. An alternative would be to operate between Rumford/Mexico to Livermore with a timed transfer to the 6H for individuals going to Lewiston/Auburn. A map for this is presented in Figure 62. Alternative 15 (abbreviated) Map Additional stops may be required and/or flag stop sections designated.

Option	Service Span	Frequency (min)	Peak Trips	Off Peak Trips	Days of service	Annual Rev. hrs.	Annual Rev. Miles	Daily Trips	Vehicle Req.
15.A	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	5	1329	44824	2	1
15.B	6:00 AM-6:00 PM	120/300	2	1	5	1994	67236	3	1
15.C	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	3	798	26894	2	0-1
15.D	6:00 AM-6:00 PM	120/300	2	1	3	1197	40342	3	0-1
15.E	7:00 AM-9:00 AM 4:00-6:00 PM	120	2	0	1	266	8965	2	0-1
15.F	6:00 AM-6:00 PM	120/300	2	1	1	399	13447	3	0-1
15.G	9:00 AM – 3:00 PM	150	0	2	5	1329	44824	2	0-1
15.H	8:00 AM – 4:00 PM	150	0	3	5	1994	67236	3	1-2
15.I	7:00 AM-9:00 AM 4:00-6:00 PM	60	4	0	5	1265	45968	4	0-1

Table 45. Alternative 15 Options Summary

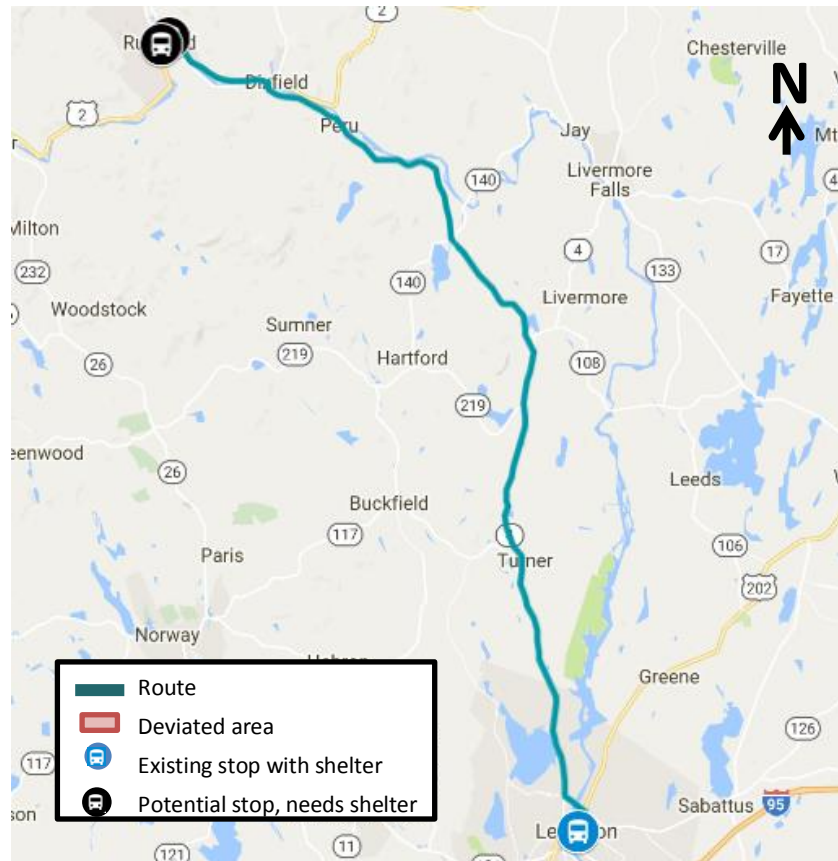


Figure 61. Alternative 15 Map

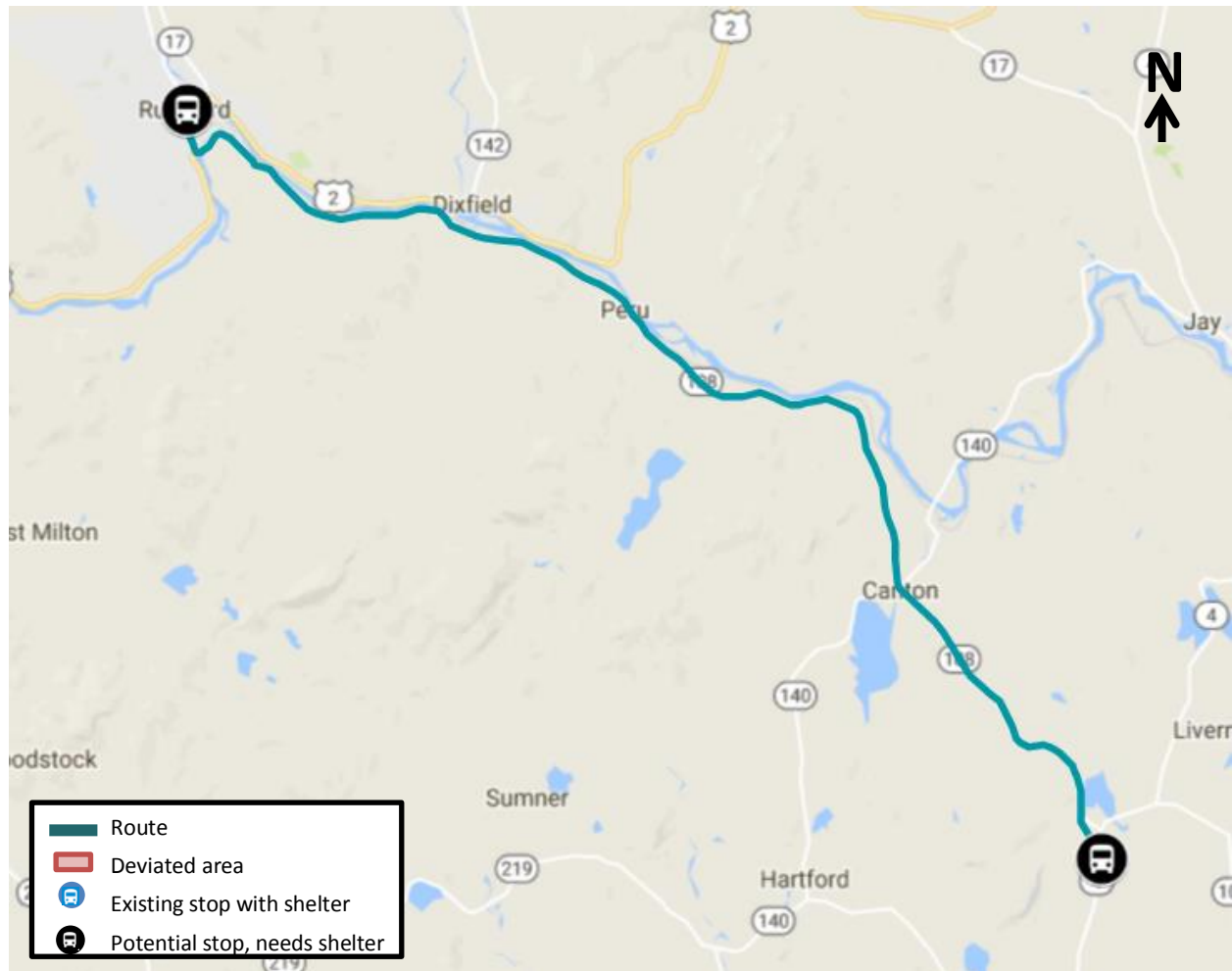


Figure 62. Alternative 15 (abbreviated) Map

APPENDIX F: DETAILED EVALUATION OF ALTERNATIVES

Best Performer



Worst Performer

1) L/A, Lisbon, Topsham and Brunswick along Route 196

Extending the Lisbon Connection (1.A – 1.E, 1.K) is preferred over adding an additional route. The ridership is slightly higher and when removing the existing cost of operating the Lisbon Connection as (shown in Table 46), it far outperforms adding an additional route. Alternatives 1.B and 1.C should be eliminated from further consideration; they have lower ridership than alternative 1.D but higher operating costs. **This leaves alternatives 1.E, 1.D, 1.E, and 1.K to be considered for service.**

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs
1.A	26,040	100	12.73	0.44	25.0	\$0.96	\$97000 - \$238500	\$25,000
1.B	41,250	159	13.45	0.69	26.4	\$2.23	\$97000 - \$238500	\$92,000
1.C	40,590	156	13.23	0.68	26.0	\$2.27	\$172000 - \$354500	\$92,000
1.D	52,360	201	20.14	0.88	30.2	\$1.17	\$97000 - \$238500	\$61,000
1.E	70,870	273	22.71	1.19	34.1	\$1.34	\$97000 - \$238500	\$95,000
1.F	25,165	97	13.96	0.42	24.2	\$4.65	\$97000 - \$238500	\$117,000
1.G	39,727	153	14.69	0.67	25.5	\$4.43	\$97000 - \$238500	\$176,000
1.H	39,364	151	14.56	0.66	25.2	\$4.47	\$172000 - \$354500	\$176,000
1.I	50,484	194	19.42	0.85	29.1	\$3.35	\$172000 - \$354500	\$169,000
1.J	68,410	263	21.93	1.15	32.9	\$2.97	\$172000 - \$354500	\$203,000
1.K	5730	55	6.12	0.10	6.9	\$10.65	\$0-\$0	\$61,000

Table 46. Alternative 1 Performance Measures

3) Brunswick and Bath along Route 1

The demand data shows that at least two trips during each peak period will be required; eliminating options 3.C, 3.D, and 3.F from further consideration. While options 3.A and 3.B have the highest ridership, the performance measures in terms of cost per passenger and passengers per hour are the worst and thus should be eliminated. **Options 3.E and 3.G should be considered for service in conjunction with Alternative 4 operating during the off-peak hours.**

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs
3.A	20,876	80	8.03	0.79	8.03	\$8.10	\$89000 - \$214500	\$169,000
3.B	24,380	94	7.81	0.92	7.81	\$8.33	\$89000 - \$214500	\$203,000
3.C	7,260	28	9.97	0.27	6.98	\$6.47	\$89000 - \$214500	\$47,000
3.D	12,370	48	11.33	0.47	7.93	\$5.74	\$89000 - \$214500	\$71,000
3.E	11,830	46	10.83	0.45	7.58	\$6.00	\$89000 - \$214500	\$71,000
3.F	4,696	18	12.90	0.18	9.03	\$5.11	\$89000 - \$214500	\$24,000
3.G	8,218	32	11.29	0.31	7.90	\$5.72	\$89000 - \$214500	\$47,000

Table 47. Alternative 3 Performance Measures

4) Brunswick and Bath along Bath Road

This alternative would run during the off peak hours and on weekends in combination with alternative 3. Alternative 4.B should be eliminated from further consideration due to poor performance. Option 4.F does not meet the threshold for cost per passenger trip and should be eliminated. While 4.G does not meet the threshold for passenger per hour it is assumed that once a baseline weekday service is established weekend ridership will be higher. **The remaining options (4.A, 4.C, 4.D, 4E, and 4.G) should be considered for service using a phasing approach.**

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs
4.A	14,630	56	11.25	0.61	11.3	\$5.81	\$22000 - \$222500	\$85,000
4.B	1,596	6	6.70	0.07	6.1	\$10.03	\$22000 - \$222500	\$16,000
4.C	3,990	15	8.37	0.17	7.7	\$7.77	\$22000 - \$222500	\$31,000
4.D	6,650	26	9.30	0.28	8.5	\$7.07	\$22000 - \$222500	\$47,000
4.E	10,640	41	11.16	0.45	10.2	\$5.83	\$22000 - \$222500	\$62,000
4.F	3,040	29	3.25	0.13	4.9	\$20.17	\$0-\$0	\$61,000
4.G	3,800	37	4.06	0.16	4.1	\$16.05	\$0-\$0	\$61,000

Table 48. Alternative 4 Performance Measures

5) L/A & Turner, Livermore, Livermore Falls, Jay & Wilton along Rt 4

Alternatives 5, 6H, and 7 provide service along the Route 4 corridor. Of these three alternatives 6H provides the highest ridership during the peak period, therefor options 5.A and 5.C, both of which provide service during the peak period, are eliminated. Option 5.B has the lowest ridership during the midday and should also be eliminated. **Alternative 5 should be eliminated from further consideration.**

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs
5.A	10,100	39	8.63	0.24	19.4	\$7.52	\$105000 - \$230500	\$76,000
5.B	9,850	38	8.06	0.24	18.9	\$8.12	\$105000 - \$230500	\$80,000
5.C	18,180	70	7.44	0.44	17.5	\$8.75	\$105000 - \$230500	\$159,000

Table 49. Alternative 5 Performance Measures

6) Wilton and Farmington along Route 2

Options 6.F and 6.G are eliminated, the cost is equivalent or more than 6.E but have lower ridership. Options 6.A and 6.B have the greatest daily ridership but the passenger per hour and cost per passenger trip performance measures are poor indicating that these routes are not financially viable. Alternative 6.D has the same operating cost as 6.C but performs worse and would be eliminated. **Alternatives 6.C and 6.E should be considered for future service.**

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs
6.A	20,230	78	7.78	2.11	7.8	\$8.35	\$105000 - \$246500	\$169,000
6.B	24,000	92	7.69	2.51	7.7	\$8.46	\$105000 - \$246500	\$203,000
6.C	14,520	56	10.74	1.52	7.0	\$6.06	\$105000 - \$246500	\$88,000
6.D	13,920	54	10.30	1.45	6.7	\$6.32	\$105000 - \$246500	\$88,000
6.E	9,920	38	9.78	1.04	6.4	\$6.65	\$105000 - \$246500	\$66,000
6.F	9,440	36	9.31	0.99	6.1	\$6.99	\$105000 - \$246500	\$66,000
6.G	8,880	34	6.83	0.93	6.8	\$9.57	\$30000 - \$246500	\$85,000

Table 50. Alternative 6 Performance Measures

6 - Hybrid: Route 4 and 17 to Wilton then Route 2 to Farmington and back via Route 133 and 4

Alternatives 5, 6H, and 7 provide service along the Route 4 corridor. Of these three alternatives, 6H provides the highest ridership during the peak period. There is potential demand for bi-directional service; to accommodate this demand, two trips during each peak period would be required, eliminating Option 6H.A. **Alternative 6H.B should be considered for future service.**

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs
6H.A	19,000	73	12.97	0.36	36.5	\$5.00	\$89000 - \$254500	\$95,000
6H.B	20,375	78	6.96	0.39	19.6	\$9.37	\$164000 - \$370500	\$191,000

Table 51. Alternative 6H Performance Measures

7) L/A and Farmington along Routes 4

Alternatives 5, 6H, and 7 provide service along the Route 4 corridor. Of these three alternatives 6H provides the highest ridership during the peak period, therefor options 7.A and 7.C, both of which provide service during the peak period, are eliminated. Option 5.B has the lowest ridership during the midday and should also be eliminated. If off-peak service is too pursued in the future alternative 6H should be considered. **Alternative 7 should be eliminated from further consideration.**

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs
7.A	17,050	66	12.00	0.36	32.8	\$5.45	\$14000 - \$222500	\$93,000
7.B	16,900	65	11.89	0.36	32.5	\$5.50	\$14000 - \$222500	\$93,000
7.C	37,345	144	13.14	0.79	35.9	\$4.95	\$89000 - \$222500	\$185,000

Table 52. Alternative 7 Performance Measures

9) L/A, Oxford, Norway, Paris, & Bethel along Rt 121 & 26

Option 9.D should be eliminated; it has the same operating cost as option 9.C but lower ridership. **The remaining options (9.A, 9.B, 9.C) should be considered for service using a phasing approach.**

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs
9.A	18,560	71	12.75	0.35	35.7	\$5.12	\$121000 - \$246750	\$95,000
9.B	26,979	104	12.35	0.51	34.6	\$5.26	\$121000 - \$246750	\$142,000
9.C	46,400	178	15.93	0.88	44.6	\$4.09	\$196000 - \$363000	\$190,000
9.D	44,350	171	15.23	0.84	42.6	\$4.28	\$121000 - \$246750	\$190,000

Table 53. Alternative 9 Performance Measures

10) Bethel and Farmington along Route 2

Options 10.E and 10.F should be eliminated, they do not meet the minimum threshold of 5.23 passengers per hour. Options 10.C, 10.D, 10.I should be eliminated as service only operates two days a week. 10.H should be eliminated, it only provides one trip a day and it was determined that at least two full round trips, one during each peak, will be needed. **The remaining options (10.A, 10.B, 10.G) should be considered for service using a phasing approach.**

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs
10.A	14,036	54	8.66	0.57	27.0	\$7.55	\$89000 - \$270500	\$106,000
10.B	6,380	25	7.87	0.26	24.5	\$8.31	\$89000 - \$270500	\$53,000
10.C	4,594	44	7.09	0.19	22.1	\$9.14	\$89000 - \$270500	\$42,000
10.D	1,914	18	5.90	0.08	18.4	\$10.97	\$89000 - \$270500	\$21,000
10.E	1,531	29	4.72	0.06	14.7	\$13.71	\$89000 - \$270500	\$21,000
10.F	638	12	3.94	0.03	12.3	\$17.24	\$89000 - \$270500	\$11,000
10.G	6,400	51	8.15	0.26	25.4	\$7.97	\$89000-\$206500	\$51,000
10.H	4,000	32	10.19	0.16	31.7	\$6.50	\$89000-\$206500	\$26,000
10.I	1,000	28	8.91	0.04	27.8	\$7.00	\$0-\$0	\$7,000

Table 54. Alternative 10 Performance Measures

13) Farmington and Carrabassett Valley along Route 27

Alternative 13 provides winter service only, to service employees and visitors at Sugarloaf Mountain. Option 13.B should be eliminated as it only provides weekday service. **Option 13.A should be considered for future service.** This alternatives operation is contingent upon a public private partnership for funding with Sugarloaf Mountain.

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs
13.A	1,561	12	2.97	0.18	6.2	\$21.78	\$97000 - \$222750	\$34,000
13.B	1,242	14	3.31	0.14	6.9	\$19.32	\$97000 - \$222750	\$24,000

Table 55. Alternative 13 Performance Measures

14) Farmington and Rangeley along Route 4

Option 14.B should be eliminated; it does not meet the thresholds required for passengers per hour or cost per passenger. While Option 14.C does not meet the threshold for passengers per hour, it does

meet the threshold for cost per passenger trip. This, combined with public requests and low operating costs justify piloting the service. **Option 14.A and 14.C should be considered for future service.**

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs
14.A	1,428	27	5.97	0.15	13.7	\$11.20	\$22000 - \$222500	\$16,000
14.B	476	9	2.77	0.05	9.2	\$23.11	\$22000 - \$222500	\$11,000
14.C	108	9	3.85	0.01	9	\$16.67	\$0-\$0	\$2,000

15) L/A, Turner and Rumford along Routes 4 and 108

Options 15.C through 15.F should be eliminated. These have the lowest ridership and poorest performance measures because the service would not operate five days a week making it unreliable for commuters. **Option 15.A, 15.B, and 15.I should be considered for future service.**

Option	Annual Ridership	Daily Ridership	Pax/ Hour	Pax/ Capita	Pax/ Trip	Cost/ Pax Trip	Capital Costs	Operating Costs
15.A	14,160	54	10.65	0.31	27.2	\$6.14	\$89000 - \$222500	\$87,000
15.B	24,675	95	12.37	0.53	31.6	\$5.27	\$89000 - \$222500	\$130,000
15.C	6,372	41	7.99	0.14	20.4	\$8.16	\$14000 - \$222500	\$52,000
15.D	10,575	68	8.84	0.23	22.6	\$7.38	\$14000 - \$222500	\$78,000
15.E	1,558	30	5.86	0.03	15.0	\$10.91	\$14000 - \$222500	\$17,000
15.F	2,115	41	5.30	0.05	13.6	\$12.29	\$14000 - \$222500	\$26,000
15.G	10,470	40	7.88	0.23	20.1	\$8.31	\$89000 - \$222500	\$87,000
15.H	13,960	54	7.00	0.30	17.9	\$9.31	\$89000 - \$222500	\$130,000
15.I	8,925	34	7.05	0.63	8.6	\$9.19	\$89000 - \$222500	\$82,000

APPENDIX G: DETAILED OPERATING AND CAPITAL PLANS BY PHASE

Phase 1 Operating Plan

The estimated operating cost for Phase 1, based on 10,319 revenue hours weekly, exclusive of holidays, would be \$567,000 annually. This is based on an hourly operating cost of \$65.17 and factoring in the amount currently spent on the Lisbon Connection.

Preliminary schedules have been developed. To maximize transfers with the Bath City Bus, Brunswick Explorer, Downeaster and Purple Bus schedules may need to be adjusted. The Bath City Bus currently departs City Hall at 0:00 in the north loop and 0:30 on the south loop, this should remain. The Brunswick Explorer should be adjusted so that Eastbound loop departs the Brunswick Station at 0:15, and the Westbound Loop at 0:30. This may require adjusting layover locations/times or minor alignment changes but would facilitate transfers with the new routes between Bath and Brunswick and Lewiston/Auburn and Brunswick. The Purple Bus currently pulses at Oak Street at 0:15 and 0:45 on the majority of the routes. To facilitate transfers with the new routes this should be changed to 0:00 and 0:30.

The schedule for Alternatives 1, 3, and 4 is presented in Table 56, and incorporates the existing Lisbon Connection schedule. Minor time changes will need to be made to the Lisbon Connection schedule but no trips are to be eliminated. Collectively these routes will require two vehicles, this is one more than what is currently used on the Lisbon Connection.

Table 56: Preliminary Schedule L/A - Brunswick – Bath Phase 1

Lewiston/Auburn	Lisbon	Brunswick	Bath	Brunswick	Lisbon	Lewiston/Auburn
---	---	---	---	---	5:18*	5:59
---	---	5:35 E	6:00 E	6:21	6:48	7:29
6:00	6:31*	7:15 (T) E	7:40 E	8:05	---	---
7:30	8:01	---	---	---	---	---
9:00	9:30	10:00	10:30	11:00 (T)	11:33*	12:14
12:14	12:46*	13:30	14:00	14:30	15:00	15:30
---	---	15:30 E	16:00 E	16:30	---	---
15:30	16:00	16:30 E (T)	16:52 E	17:15 (T)	17:45	18:15

* = Route will circulate in Lisbon, otherwise on-demand and stays on Route 196, (T) = Transfer to/from the Downeaster Available
E = Express via Route 1

The schedule for Alternatives 6 and 6H is presented in Table 57. There will be two trips during each peak, with one starting in each direction. During the mid-day service will be between Farmington and Wilton only. Collectively these routes will require two vehicles.

Table 57: Preliminary Schedule L/A – Wilton- Farmington Phase 1

Lewiston/Auburn	Wilton	Farmington	Wilton	Lewiston/Auburn
---	---	6:00	6:25	7:30
6:00	7:05	7:30	7:55	9:00
7:30	8:35	9:00	9:25	---
---	9:30	10:00	10:30	---
---	10:30	11:00	11:30	---
---	12:30	13:00	13:30	---
---	13:30	14:00	14:30	---
---	14:30	15:00	15:25	16:40
16:00	17:05	17:30	17:55	19:00
17:00	18:05	18:30	---	---

The schedule for Alternative 15 is presented in Table 58. There will be two trips during each peak, with timed transfers in Livermore to the Alternative 6H route heading towards Lewiston/Auburn in the morning and from Lewiston/Auburn in the afternoon. This route will require one vehicle.

Table 58: Rumford/Mexico -L/A-via Livermore Phase 1

Rumford/Mexico	Livermore	Rumford/Mexico
6:15	6:55 (T)	7:40
8:15	8:55 (T)	---
---	16:30 (A)	17:05
17:05	17:40 (A)	18:05

(T) = Transfer to Alt 6H

(A) = Transfer from Alt 6H

The schedule for Alternatives 13 is presented in Table 59. There will be one trip during each peak; this route will require one vehicle and will only operate during the winter months and is contingent upon a public/private partnership.

Table 59: Farmington- Carrabassett Valley Phase 1

Farmington	Carrabassett Valley	Farmington
6:30	7:30	8:30
16:30	17:30	18:30

Phase 1 Capital Needs

For the Phase 1 service, five vehicles would be required. Other required start-up costs include shelters, wayfinding, marketing/advertising, and bike racks. These elements (including vehicles) would have a capital cost of \$811,000 to \$1,208,500.

Table 60: Phase 1 Minimum Capital Requirements

	Min	Max
Shelter	\$55,000	\$120,000
Wayfinding	\$6,000	\$8,500
Market/advertise	\$10,000	\$20,000
Vehicles	\$700,000	\$1,000,000
System Rebrand	\$40,000	\$60,000

Optional capital equipment includes on-board Wi-Fi, power outlets, GTFS, AVL, and mobile fare technology. These elements would have a capital cost of \$72,500 to \$80,250. The total estimated capital cost for both required and optional elements is projected to be \$883,500 to \$1,288,750.

Shelter locations or agreements with establishments which allow individuals to wait inside should be explored in downtown Lisbon, Topsham, Bath, Cooks Corner on Bath Road, Farmington, Franklin Memorial Hospital, Wilton, Mexico, Rumford, Livermore and Livermore Falls.

Table 61: Phase 1 Optional Capital

Optional	Min	Max
On-board wifi	\$1,500	\$2,500
Power outlets	\$0	\$0
AVL	\$5,000	\$5,000
GTFS	\$0	\$0
Mobile Fare	\$50,000	\$70,000
Bike racks for bus	\$2,500	\$2,500
Ski Rack	\$0	\$250

Phase 2 Operating Plan

The estimated operating cost for Phase 1, based on 13,264 revenue hours weekly, exclusive of holidays, would be \$776,000⁹ annually. This is an increase of \$209,000 from Phase 1. Preliminary schedules have been developed and the changes to the connecting systems in Phase 1 would need to be carried over to Phase 2.

The schedule for Alternatives 1, 3, and 4 is presented in Table 62. In this phase times on many of the trips have been tweaked and service in Lisbon, outside of Route 196 becomes on-demand on many of the trips. Two mid-day express trips between Bath and Brunswick, an additional trip between Brunswick and Lewiston/Auburn during each peak, and one off-peak between Lewiston/Auburn have been added. No additional vehicles are required.

Table 62: Preliminary Schedule L/A - Brunswick – Bath Phase 2

Lewiston/Auburn	Lisbon	Brunswick	Bath	Brunswick	Lisbon	Lewiston/Auburn
---	---	---	---	---	5:18*	5:59
---	---	---	6:00 E	6:21	6:48	7:29
6:00	6:35	7:05 E (T)	7:30 E	8:00	8:30	9:00
7:30	8:03	8:35 E	9:00	9:30	10:00	10:30
9:00	9:30	10:00	10:30	11:00 (T)	11:30	12:00
10:30	11:00	11:30 E	12:00 E	12:30	---	---
---	---	12:30	13:00	13:30	14:00	14:30
12:30	13:00	13:30 E	14:00 E	14:30	15:00	15:30
14:30	15:05	15:35 E (T)	16:00 E	16:25 (T)	17:00	17:30
15:30	16:05	16:35 E (T)	17:00 E	17:25 (T)	---	---

* = Route will circulate in Lisbon, otherwise on-demand and stays on Route 196, (T) = Transfer to/from the Downeaster Available
E = Express via Route 1

⁹ This is based on an hourly operating cost of \$65.17 and factoring in the amount currently spent on the Lisbon Connection.

The schedule for Alternatives 6 and 6H is presented in Table 63. A mid-day trip has been added. No additional vehicles are required.

Table 63: Preliminary Schedule L/A – Wilton- Farmington Phase 2

Lewiston/Auburn	Wilton	Farmington	Wilton	Lewiston/Auburn
---	---	6:00	6:25	7:30
6:00	7:05	7:30	7:55	9:00
7:30	8:35	9:00	9:25	---
---	9:30	10:00	10:30	---
---	10:30	11:00	11:30	---
---	11:30	12:00	12:30	---
---	12:30	13:00	13:30	---
---	13:30	14:00	14:30	---
---	14:30	15:00	15:25	16:40
16:00	17:05	17:30	17:55	19:00
17:00	18:05	18:30	---	---

The schedule for Alternative 15 is presented in Table 64. It is the same as Phase 1.

Table 64: Rumford/Mexico -L/A-via Livermore Phase 2

Rumford/Mexico	Livermore	Rumford/Mexico
6:15	6:55 (T)	7:40
8:15	8:55 (T)	---
---	16:30 (A)	17:05
17:05	17:40 (A)	18:05

(T) = Transfer to Alt 6H

(A) = Transfer from Alt 6H

The schedule for Alternatives 13 is presented in Table 65. It is the same as Phase 1.

Table 65: Farmington- Carrabassett Valley Phase 2

Farmington	Carrabassett Valley	Farmington
6:30	7:30	8:30
16:30	17:30	18:30

The schedule for Alternatives 14 is presented in Table 66. There will be one trip monthly between Rangeley and Farmington. The trip will begin in Rangeley and when it arrives in Farmington will have a three hour gap before returning to Rangeley to allow for passengers to conduct their business.

Table 66: Farmington- Rangeley Phase 2

Rangeley	Farmington Arrive	Farmington Depart	Rangeley
10:00	11:10	2:00	3:10

Phase 2 Capital Needs

For the Phase 2 service, no additional vehicles would be required. In addition to the existing shelters one locations or agreements with establishments which allow individuals to wait inside should be explored in Rangeley. Other required start-up costs include wayfinding and marketing/advertising. These elements would have a capital cost of \$18,000 to \$33,000.

Table 67: Phase 2 Minimum Capital Requirements

	Min	Max
Shelter	\$5,000	\$8,000
Wayfinding	\$3,000	\$5,000
Market/advertise	\$10,000	\$20,000
Vehicles	\$0	\$0

Optional capital equipment includes on-board Wi-Fi, power outlets, GTFS, AVL, and mobile fare technology. The cost for these elements is largely associated with vehicles. Since no new vehicles are required there are no associated optional capital costs.

Phase 3 Operating Plan

The estimated operating cost for Phase 3, based on 16,841 revenue hours weekly, exclusive of holidays, would be \$1,010,000¹⁰ annually. This is an increase of \$234,000 from Phase 2. Preliminary schedules have been developed and the changes to the connecting systems in Phase 1 would need to be carried over to Phase 3.

The weekday schedule for Alternatives 1, 3, and 4 is presented in Table 68. In this phase service operates on an approximately 90 minute headways and service hours are extended. This results in 1.5 additional trips between Lewiston/Auburn, Brunswick and Bath. In this phase weekend service is introduced between Lewiston/Auburn and Brunswick (Table 69). No additional vehicles are required.

Table 68: Preliminary Schedule L/A - Brunswick – Bath Weekday Phase 3

Lewiston/Auburn	Lisbon	Brunswick	Bath	Brunswick	Lisbon	Lewiston/Auburn
---	---	---	---	---	5:18*	5:59
---	---	5:35 E	6:00 E	6:21	6:48	7:29
6:00	6:35	7:05 E (T)	7:30 E	8:00	8:30	9:00
7:30	8:03	8:35 E	9:00	9:30	10:00	10:30
9:00	9:30	10:00	10:30	11:00 (T)	11:30	12:00
10:30	11:00	11:30 E	12:00 E	12:30	13:00	13:30
12:00	12:30	13:00	13:30	14:00	14:30	15:00
13:30	14:00	14:30	15:00	15:30	16:00	16:30
15:00	15:05	15:35 E	16:00 E	16:25 (T)	17:00	17:30
16:30	16:35	17:05 E	17:30 E	18:00	18:30	19:00

* = Route will circulate in Lisbon, otherwise on-demand and stays on Route 196, (T) = Transfer to/from the Downeaster Available
E = Express via Route 1

¹⁰ This is based on an hourly operating cost of \$65.17 and factoring in the amount currently spent on the Lisbon Connection.

Table 69: Preliminary Schedule L/A - Brunswick – Bath Weekend Phase 3

Lewiston/Auburn	Brunswick	Lewiston/Auburn
8:00	9:00	10:00
10:00	11:00 (T)	12:00
12:00	13:00 (T)	14:00
14:00	15:00	16:00
16:00	17:00	---

The schedule for Alternatives 6 and 6H is presented in Table 70. It is the same as Phase 2.

Table 70: Preliminary Schedule L/A – Wilton- Farmington Phase 3

Lewiston/Auburn	Wilton	Farmington	Wilton	Lewiston/Auburn
---	---	6:00	6:25	7:30
6:00	7:05	7:30	7:55	9:00
7:30	8:35	9:00	9:25	---
---	9:30	10:00	10:30	---
---	10:30	11:00	11:30	---
---	11:30	12:00	12:30	---
---	12:30	13:00	13:30	---
---	13:30	14:00	14:30	---
---	14:30	15:00	15:25	16:40
16:00	17:05	17:30	17:55	19:00
17:00	18:05	18:30	---	---

The schedule for Alternative 15 is presented in Table 71. It is the same as Phase 2.

Table 71: Rumford/Mexico -L/A-via Livermore Phase 3

Rumford/Mexico	Livermore	Rumford/Mexico
6:15	6:55 (T)	7:40
8:15	8:55 (T)	---
---	16:30 (A)	17:05
17:05	17:40 (A)	18:05

(T) = Transfer to Alt 6H

(A) = Transfer from Alt 6H

The schedule for Alternatives 13 is presented in Table 72. It is the same as Phase 2.

Table 72: Farmington- Carrabassett Valley Phase 3

Farmington	Carrabassett Valley	Farmington
6:30	7:30	8:30
16:30	17:30	18:30

The schedule for Alternatives 14 is presented in Table 73. It is the same as Phase 2.

Table 73: Farmington- Rangeley Phase 3

Rangeley	Farmington Arrive	Farmington Depart	Rangeley
10:00	11:10	2:00	3:10

The schedule for Alternatives 10 is presented in Table 74, this service will only operate during the winter months. There will be one trip during each peak. This route requires one additional vehicle.

Table 74: Preliminary Schedule Bethel – Farmington Phase 3

Farmington	Bethel	Farmington
6:00	7:30	9:00
16:00	17:30	19:00

The schedule for Alternatives 9 is presented in Table 75. There will be one trip during each peak. This route requires one additional vehicle.

Table 75: Preliminary Schedule Bethel –L/A Phase 3

Farmington	Lewiston/Auburn	Farmington
5:22	6:46	8:00
16:22	17:46	19:00

Phase 3 Capital Needs

For the Phase 3 service, two additional vehicles would be required. In addition to the existing shelters locations or agreements with establishments which allow individuals to wait inside should be explored in Bethel, Norwalk, South Paris, Oxford and Mechanic Falls. Other required start-up costs include wayfinding and marketing/advertising. The total capital cost for required items would be \$307,000 to \$466,000

Optional capital equipment includes on-board Wi-Fi, power outlets, GTFS, AVL, and mobile fare technology. The cost for these elements is largely associated with vehicles and would be \$3,600 to \$4,250. The total estimated capital cost for both required and optional elements is projected to be \$310,600 to \$470,250.

Table 76: Phase 3 Capital Costs

Required	Min	Max
Shelter	\$15,000	\$40,000
Wayfinding	\$2,000	\$6,000
Market/advertise	\$10,000	\$20,000
Vehicles	\$280,000	\$400,000
Optional	Min	Max
On-board wifi	\$600	\$1,000
Power outlets	\$0	\$0
AVL	\$2,000	\$2,000
GTFS	\$0	\$0
Mobile Fare	\$0	\$0
Bike racks for bus	\$1,000	\$1,000
Ski Rack	\$0	\$250

Phase 4 Operating Plan

The estimated operating cost for Phase 4, based on 17,639 revenue hours weekly, exclusive of holidays, would be \$1,157,000¹¹ annually. This is an increase of \$147,000 from Phase 3. Preliminary schedules have been developed and the changes to the connecting systems in Phase 1 would need to be carried over to Phase 4.

The weekday schedule for Alternatives 1, 3, and 4 is presented in Table 77. In this phase, mid-day trips between Brunswick and Bath along Bath road are added. No additional vehicle would be needed to operate this service as it could utilize a vehicle used on routes that operate during the peak periods only. Weekend service is added in this phase between Bath and Brunswick with timed connections to transfer to/from the route to Lewiston/Auburn (Table 78). No additional vehicles are required.

**Table 77: Preliminary Schedule Bath - Brunswick
Weekend Phase 4**

Brunswick	Bath	Brunswick
9:00 (T)	9:30	10:00
10:00	10:30	11:00
11:00 (T) (D)	11:30	12:00
12:00	12:30	13:00
13:00 (T) (D)	13:30	14:00
14:00	14:30	15:00
15:00 (T)	15:30	16:00
16:00	16:30	17:00

(T) = Transfer to/from the route to Bath

(D) = Transfer to/from Downeaster

Table 78: Preliminary Schedule Brunswick –L/A Weekend Phase 4

Lewiston/Auburn	Brunswick	Lewiston/Auburn
8:00	9:00 (T)	10:00
10:00	11:00 (T) (D)	12:00
12:00	13:00 (T) (D)	14:00
14:00	15:00 (T)	16:00
16:00	17:00	

(T) = Transfer to/from the route to L/A

(D) = Transfer to/from Downeaster

¹¹ This is based on an hourly operating cost of \$65.17 and factoring in the amount currently spent on the Lisbon Connection.

Table 79: Preliminary Schedule L/A - Brunswick – Bath Weekday Phase 4

Lewiston/Auburn	Lisbon	Brunswick	Bath	Brunswick	Lisbon	Lewiston/Auburn
---	---	---	---	---	5:18*	5:59
---	---	5:35 E	6:00 E	6:21	6:48	7:29
6:00	6:35	7:05 E (T)	7:30 E	8:00	8:30	9:00
7:30	8:03	8:35 E	9:00	9:30	10:00	10:30
9:00	9:30	10:00	10:30	11:00 (T)	11:30	12:00
10:30	11:00	11:30 E	12:00 E	12:30	13:00	13:30
---	---	12:30	13:00	13:30	---	---
12:00	12:30	13:00	13:30	14:00	14:30	15:00
13:30	14:00	14:30	15:00	15:30	16:00	16:30
15:00	15:05	15:35 E (T)	16:00 E	16:25 (T)	17:00	17:30
16:30	16:35	17:05 E (T)	17:30 E	18:00	18:30	19:00

* = Route will circulate in Lisbon, otherwise on-demand and stays on Route 196, (T) = Transfer to/from the Downeaster Available
E = Express via Route 1

The schedule for Alternatives 6 and 6H is presented in Table 80. It is the same as Phase 3.

Table 80: Preliminary Schedule L/A – Wilton- Farmington Phase 4

Lewiston/Auburn	Wilton	Farmington	Wilton	Lewiston/Auburn
---	---	6:00	6:25	7:30
6:00	7:05	7:30	7:55	9:00
7:30	8:35	9:00	9:25	---
---	9:30	10:00	10:30	---
---	10:30	11:00	11:30	---
---	11:30	12:00	12:30	---
---	12:30	13:00	13:30	---
---	13:30	14:00	14:30	---
---	14:30	15:00	15:25	16:40
16:00	17:05	17:30	17:55	19:00
17:00	18:05	18:30	---	---

The schedule for Alternative 15 is presented in Table 81. In this phase the route would no longer require a transfer in Livermore for passengers going to Lewiston/Auburn. This would not require an additional vehicle.

Table 81: Rumford/Mexico –L/A Phase 4

Rumford/Mexico	Lewiston/Auburn	Rumford/Mexico
6:15	7:30	8:45
---	16:30	17:45
17:45	19:00	---

The schedule for Alternative 13 is presented in Table 82. It is the same as Phase 3.

Table 82: Farmington- Carrabassett Valley Phase 4

Farmington	Carrabassett Valley	Farmington
6:30	7:30	8:30
16:30	17:30	18:30

The schedule for Alternatives 14 is presented in Table 83. It is the same as Phase 3.

Table 83: Farmington- Rangeley Phase 4

Rangeley	Farmington Arrive	Farmington Depart	Rangeley
10:00	11:10	2:00	3:10

The schedule for Alternative 10 is presented in Table 84. In this Phase service is extended to year-round. During the non-winter season the route would operate one trip daily on weekdays only. The trip would head west bound in the morning and eastbound in the afternoon. The schedule for non-winter service is in

Table 85. This would not require an additional vehicle.

Table 84: Preliminary Schedule Bethel – Farmington Phase 4 winter

Farmington	Bethel	Farmington
6:00	7:30	9:00
16:00	17:30	19:00

Table 85: Preliminary Schedule Bethel – Farmington Phase 4 Non-winter

Farmington	Bethel	Farmington
6:00	7:30	
	16:30	18:00

The schedule for Alternatives 9 is presented in Table 86. In this phase a mid-day trip is added. No additional vehicle is required.

Table 86: Preliminary Schedule Bethel –L/A Phase 4

Farmington	Lewiston/Auburn	Farmington
5:22	6:46	8:00
10:07	10:31	11:45
16:22	17:46	19:00

Phase 4 Capital Needs

For the Phase 4 service, no additional vehicles would be required. No new shelters are required. Other required start-up costs include wayfinding and marketing/advertising. These elements would have a capital cost of \$13,000 to \$25,000. Optional capital equipment includes on-board Wi-Fi, power outlets, GTFS, AVL, and mobile fare technology. The cost for these elements is largely associated with vehicles. Since no new vehicles are required there are no associated optional capital costs.

Table 87: Phase 4 Minimum Capital Requirements

	Min	Max
Shelter	\$0	\$0
Wayfinding	\$3,000	\$5,000
Market/advertise	\$10,000	\$20,000
Vehicles	\$0	\$0

Phase 5 Operating Plan

The estimated operating cost for Phase 5, based on 21,393 revenue hours weekly, exclusive of holidays, would be \$1,313,000¹² annually. This is an increase of \$156,000 from Phase 4. Preliminary schedules have been developed and the changes to the connecting systems in Phase 1 would need to be carried over to Phase 5.

The weekday schedule for Alternatives 1, 3, and 4 is presented in Table 88 and weekend in and Table 90. In this phase a mid-day trip between Brunswick and Bath along Bath road is added. No additional vehicles are required.

Table 88: Preliminary Schedule L/A - Brunswick – Bath Weekday Phase 5

Lewiston/Auburn	Lisbon	Brunswick	Bath	Brunswick	Lisbon	Lewiston/Auburn
---	---	---	---	---	5:18*	5:59
---	---	5:35 E	6:00 E	6:21	6:48	7:29
6:00	6:35	7:05 E (T)	7:30 E	8:00	8:30	9:00
7:30	8:03	8:35 E	9:00	9:30	10:00	10:30
9:00	9:30	10:00	10:30	11:00 (T)	11:30	12:00
10:30	11:00	11:30 E	12:00 E	12:30	13:00	13:30
---	---	12:30	13:00	13:30	---	---
12:00	12:30	13:00	13:30	14:00	14:30	15:00
13:30	14:00	14:30	15:00	15:30	16:00	16:30
15:00	15:05	15:35 E (T)	16:00 E	16:25 (T)	17:00	17:30
16:30	16:35	17:05 E (T)	17:30 E	18:00	18:30	19:00

* = Route will circulate in Lisbon, otherwise on-demand and stays on Route 196, (T) = Transfer to/from the Downeaster Available
E = Express via Route 1

¹² This is based on an hourly operating cost of \$65.17 and factoring in the amount currently spent on the Lisbon Connection.

**Table 89: Preliminary Schedule Bath - Brunswick
Weekend Phase 5**

Brunswick	Bath	Brunswick
9:00 (T)	9:30	10:00
10:00	10:30	11:00
11:00 (T)	11:30	12:00
12:00	12:30	13:00
13:00 (T)	13:30	14:00
14:00	14:30	15:00
15:00 (T)	15:30	16:00
16:00	16:30	17:00

(T) = Transfer to/from the route to Bath

Table 90: Preliminary Schedule Brunswick –L/A Weekend Phase 5

Lewiston/Auburn	Brunswick	Lewiston/Auburn
8:00	9:00 (T)	10:00
10:00	11:00 (T)	12:00
12:00	13:00 (T)	14:00
14:00	15:00 (T)	16:00
16:00	17:00	

(T) = Transfer to/from the route to L/A

The schedule for Alternatives 6 and 6H is presented in Table 91. It is the same as Phase 4.

Table 91: Preliminary Schedule L/A – Wilton- Farmington Phase 5

Lewiston/Auburn	Wilton	Farmington	Wilton	Lewiston/Auburn
---	---	6:00	6:25	7:30
6:00	7:05	7:30	7:55	9:00
7:30	8:35	9:00	9:25	---
---	9:30	10:00	10:30	---
---	10:30	11:00	11:30	---
---	11:30	12:00	12:30	---
---	12:30	13:00	13:30	---
---	13:30	14:00	14:30	---
---	14:30	15:00	15:25	16:40
16:00	17:05	17:30	17:55	19:00
17:00	18:05	18:30	---	---

The schedule for Alternative 15 is presented in Table 92. In this phase a mid-day trip would be added. This would not require an additional vehicle.

Table 92: Rumford/Mexico –L/A Phase 5

Rumford/Mexico	Lewiston/Auburn	Rumford/Mexico
6:15	7:30	8:45
---	13:30	14:45
14:45	16:00	---
---	16:30	17:45
17:45	19:00	---

The schedule for Alternatives 13 is presented in Table 93. It is the same as Phase 4.

Table 93: Farmington- Carrabassett Valley Phase 5

Farmington	Carrabassett Valley	Farmington
6:30	7:30	8:30
16:30	17:30	18:30

The schedule for Alternatives 14 is presented in Table 94. In this phase a mid-day trip would be added and times are adjusted. This would not require an additional vehicle.

Table 94: Farmington- Rangeley Phase 5

Rangeley	Farmington	Rangeley
8:45	10:55	11:00
12:45	13:55	14:00

The schedule for Alternatives 10 is presented in Table 95. In this phase an additional non-winter trip is added. This would not require an additional vehicle.

Table 95: Preliminary Schedule Bethel – Farmington Phase 5

Farmington	Bethel	Farmington
6:00	7:30	9:00
16:00	17:30	19:00

The schedule for Alternatives 9 is presented in Table 96. In this phase the mid-day trip is removed and an additional trip in each phase is implemented. One additional vehicle is required.

Table 96: Preliminary Schedule Bethel –L/A Phase 5

Farmington	Lewiston/Auburn	Farmington
5:22	6:46	8:00
6:30	7:54	9:08
15:46	17:00	18:14
16:22	17:46	19:00

Phase 5 Capital Needs

For the Phase 5 service, one additional vehicle would be required. No new shelters are required. Other required start-up costs include wayfinding and marketing/advertising. The total capital cost for required items would be \$152,000 to \$226,000

Optional capital equipment includes on-board Wi-Fi, power outlets, GTFS, and AVL technology. The cost for these elements is largely associated with vehicles and would be \$1,500. The total estimated capital cost for both required and optional elements is projected to be \$153,500 to \$227,500.

Table 97: Phase 5 Capital Costs

Required	Min	Max
Shelter	\$0	\$0
Wayfinding	\$2,000	\$6,000
Market/advertise	\$10,000	\$20,000
Vehicles	\$140,000	\$200,000
Optional	Min	Max
On-board wifi	\$600	\$1,000
Power outlets	\$0	\$0
AVL	\$1,000	\$1,000
GTFS	\$0	\$0
Mobile Fare	\$0	\$0
Bike racks for bus	\$500	\$500
Ski Rack	\$0	\$0

APPENDIX H: BUS STOP PLACEMENT GUIDELINES

The following potential guidelines focus on the needs of bus operators and bus passengers in the road right-of-way. Safety is the most important consideration in planning for pedestrian facilities linking bus stops to passengers' origins and destinations. Universal design solutions should be utilized so that all people, with the widest range of abilities and circumstances can have equal access to transit.

Bus Stop Locations

The following bus stop configurations are provided as *guidelines*. Actual bus stop placement should take all location factors into account and be decided on a case-by-case basis. Bus stop locations are generally defined in relation to the intersection.

Far-Side Bus Stop

Far-side bus stop should be used if:

- Primary trip generator is upstream from the intersection
- Existing pedestrian facilities are greater than on the near-side
- High volume of right turns near-side of intersection
- Stop is part of an enhanced bus service (EBS) or Bus Rapid Transit (BRT) service
- Pedestrian movements are safer than on the near-side

For a 25' bus, the stop should be located at least 30' from the intersection to ensure that the rear of the vehicle does not protrude into the intersection and/or straddles the crosswalk. If curb-side parking is permitted after the stop, adequate clearances must be provided to allow the bus to safely merge back into traffic.

Near-Side Bus Stop

Near-side bus stop should be used if:

- Primary trip generator is downstream from the intersection
- Existing pedestrian facilities are greater than on the far-side
- Pedestrian movements are safer than on the far-side
- Route requires a right turn at the intersection

Stops located near-side of the intersection should be placed at least 5 feet from the crosswalk to prevent the bus from straddling the crosswalk while it is stopped to serve the stop. If curb-side parking is permitted before the stop, adequate clearances must be provided to allow the bus to align with the curb. Near-side stops at intersections with dedicated right-hand turn lanes where right-on-red turning is permitted should be avoided.

Mid-Block Bus Stop

Mid-block stops are generally not preferred and should be avoided whenever possible. Mid-block stops are appropriate when major trip generators are located mid-block and cannot be served at the nearest intersection.

Pull-Off Bus Stop

Pull-off bus stops are not encouraged, regardless of the vehicle speed limits along the roadway, due to the difficulties buses may have in exiting them and merging back into traffic.

Right Turn Lane Bus Stop

A right turn lane is only acceptable for a bus stop location if the bus is making a right turn, or if there is signage posted that indicates “right turn only except buses”.

Shallow Sawtooth Bus Stop

In off-street bus stopping areas, such as bus transfer centers and park-and-ride lots, shallow sawtooth bus bays are recommended for their efficient use of constrained curb space. Shallow sawtooth bays are generally wider than parallel bays but require shorter curbside distances. Shallow sawtooth bays can also work effectively along curved lanes and curbside facilities.

Bus Stop Geometrics

Bus geometric guidelines ensure that buses have adequate room to maneuver toward and away from the bus stop and to decelerate and to accelerate away from the stop based on roadway speed.

Curb-Side Bus Stop

On-street bus stops are the most frequently used curb-side bus stop facilities and are preferred for their operating efficiency. They provide easy access for bus operators and have minimal delays to service. On-street stops can be those where the bus stops in the travel lane, in a parking lane, or on the shoulder. Stops in the travel lane require minimum design and can be easily established or relocated, however they can result in conflicts with other traffic. Stops in a parking lane or on the shoulder require enforcement to ensure parked cars do not block bus access to the curb. Ideally curb-side bus stops are placed in locations where:

- Travel speed is less than 40 mph
- Access can be provided for passengers with disabilities
- Major trip generators nearby
- Connections exist to pedestrian facilities
- Street lighting exists
- Adequate curb clearance is present to accommodate bus stop zone
- Nearby major intersections are signalized
- Passengers are not forced to wait, board, or alight in a driveway

Bus Stop Siting and Curves

A bus stop should not be located immediately after a curve, so that an approaching vehicle has enough sight distance to see a stopped bus in front of it.

Curb Extensions

Curb extensions – or “bulb-outs” – extend a portion of the sidewalk out to the travel lane allowing most curbside parking to remain, while providing a connection between the travel lane and the sidewalk. Curb extensions maximize the amount of on-street parking around bus stops while minimizing needed curb clearance. Buses will remain in the travel lane while serving the stop and thus traffic will queue behind the bus, particularly on single lane roadways. While a 5 foot wide by 8 foot deep sidewalk extension of these dimensions will meet minimum ADA standards, a larger clear curb area or extension is preferred to ensure both front and rear door access and egress for most buses (e.g., a typical 40 foot bus requires a 30 foot long curb extension). Curb extensions should be located:

- In areas where curbside parking is critical
- In areas with limited curb clearance
- In areas where buses experience delays in re-entering the traffic lane
- In areas where traffic calming is desired

Bus Bay

Bus bays allow buses to pick up and discharge passengers outside of the travel lanes, so traffic flows unobstructed while the bus is stopped. However, a bus bay stop along a travel roadway open to general traffic is discouraged, due to the difficulties buses may have in exiting them and merging back into traffic, regardless of road speed. However, at terminal locations, or at off-street terminals and park-and-ride lots, a bus bay may be necessary due to the longer dwell times of buses at such facilities and the desire to not obstruct the flow of traffic for an extended period of time.

In these cases, a bus bay stop is constructed as an inset into the curb, typically with tapered ends for acceleration and deceleration. This type of structure requires enough right-of-way so that sidewalk capacity would not be adversely affected. The bus bay requires a 50' minimum stopping area as well as a deceleration lane and an acceleration lane with lengths determined by the travel lane through speed. Additionally, in some cases bus bays increase safety for passengers by increasing the distance between them and traffic. The following locations should be considered for bus bays:

- Traffic speeds exceeds 40 mph
- Average peak-period dwell time exceeds 30 seconds per bus
- Buses are expected to layover
- History of vehicles colliding into back of bus
- Multiple buses serve the stop at the same time

Bus Stop Lane Width

For on-street bus stops, the desirable width is the traffic lane or 12 feet, whichever is greater. For pull-off areas, the desirable width is 12 feet and the minimum width is 10 feet.

Curb Height/Clear Zone

Appropriate curb height is necessary to allow passengers to safely alight from the bus and the safe deployment of a wheelchair lift. Many standard and low-floor vehicles can be accommodated by the existing conventional street curb height of 8 inches. Bus stops should also have a 30 foot “clear zone” to allow passengers to board and alight from the bus. The transit agency should check the curb height needed for level boarding for the fleet; generally 14”.

Roadway Pavements

The areas where buses brake, accelerate, and turn require special attention. Unreinforced pavements, such as asphalt, deform with the weight and frequency of buses coming and going at the stop. During the summer months, the deterioration process accelerates when hot temperatures and sunlight soften the black asphalt. The heat of the bus engine may also contribute to pavements deforming. Other reasons for the road deforming are the pressure when a bus “kneels” or lowers to accommodate passengers who have trouble with the height between the curb and the bus. To address these issues, pads should be built along the following guidelines:

- Location where vehicles brake, accelerate, and turn should be paved with materials of sufficient strength to accommodate the repetitive loads of buses
- The pad should be the width of the curbside lane for bus stops
- The sizes of the pads vary based on the type of bus stop, for bus bays the concrete pad should be a minimum of 11 feet wide (preferably 12 feet)
- The pad length should accommodate the maximum number of buses stopping simultaneously and provide adequate distance for entrance and exit tapers
- If a bus stop is located within private property that is not owned by the transit agency, then the transit agency should present options to the owner and discuss responsibility for installation and maintenance

Bus Stop Elements and Passenger Amenities

One of the main goals of a transit agency should be to provide all transit riders with varying abilities a safe, accessible, and comfortable facility that will provide for an adequate waiting area, accurate bus information, and shelter from elements. Passenger waiting areas that are out of the flow of pedestrian traffic should be provided, and ideally bus stop pads should be provided at all bus stops, and connectivity to sidewalks should be considered when selecting bus stop locations. In Maine, inclement weather is also an issue. Responsibility for clearing snow from bus stops needs to be assigned for each stop location.

Bus Stop Hierarchy

In order to prioritize limited resources, bus stop types are organized hierarchically into basic stops and transit center stops.

- **Basic stops** make up the majority of bus stops and are served by most routes. They are the primary access point to bus service. At a minimum, they should have a bus stop sign, an ADA compliant boarding area and an information case. A shelter should be included if there are 50 or more boardings per day.
- **Transit center stops** serve multiple routes and over 50 boardings per day with an array of passenger amenities. To determine which amenities are needed, considerations include the number of routes served, the stops' role as a transfer point, special populations served by the stop and the potential for stop sponsorship.

Bus Stop Signs

A bus stop sign should be securely mounted on its own post, at an angle perpendicular to the street; bus stop signs should also be faced away from the roadway to avoid making contact with passing vehicles. Each bus stop should be marked with a bus stop sign indicating to bus operators and customers the location of the bus stop. The bus stop sign should neither block nor be blocked by other street signs; the sign should also not be blocked from view by any trees. The sign indicates to passengers and drivers where buses stop, as well as publicizes the availability of the service. Placement of bus stop signs should take into consideration customer convenience, safety, and stop visibility. Bus stop signs should conform to ADA requirements for height, width, and visibility. Their design should also provide route numbers and agency website and phone information.

Bus Stop Sign Post

It is preferred that all bus stop locations should have their own bus stop posts. Using street sign posts, light posts, and other non-bus stop posts should be avoided whenever possible due to the difficulty of installing an information case on these posts. Bus stop posts should be rust resistant, painted white, and distinguishable from other posts in the same area so as to benefit customers with visual impairments. In addition, considerations should be given to other solutions such as a tactile sign or a Remote Infrared Audible System also referred to as a Talking Sign.

Information Case

Route maps and schedule information should be provided at all bus stops on either shelter-mounted panels or in a case that is attached to the bus stop post. Information cases should ideally be mounted with a centerline 54 inches above the floor to be at the optimum height for everyone.

Real-time bus information at key stops provides customers with up-to-date bus arrivals. Most real-time bus information systems use dynamic message signs (DMSs) and liquid crystal displays to present bus arrival information at stops. Real-time information displays require a bus shelter to attach to, and an electrical connection. Solar panels are sometimes used to power the signs. The Americans with Disabilities Act (ADA) also requires that the screens are accompanied by an audio push button.

Lighting

Adequate lighting at bus stop facilities allows bus drivers and approaching traffic to see waiting passengers at night. Lighting also provides added security for those waiting at the stop, in addition to illuminating route and schedule information for patrons. Bus stop locations that are served in the evenings should have lighting that is adequate, but not so bright as to create a spotlight effect. Lighting can be provided by a nearby streetlight, ambient light from the adjacent businesses, lighting installed within the shelter, or a stand-alone light pole. In residential areas with low ambient lighting, some type of reflective device on the bus stop facilities should be considered to allow operators to see the upcoming bus stops where passengers are waiting.

ADA Landing Pads/Passenger Waiting Area

A leveled and paved waiting area with adequate space provides greater access to wheelchair users, the elderly, and other encumbered riders. It also encourages passengers to wait further from the curb and the flow of traffic. Ideally for urban areas and high volume stops, and where there is adequate right-of-way, landing pads should have a firm surface, be a continuous 8-foot wide paved pad along the entire length of the bus stop and be at least five feet wide (thus satisfying the Americans with Disabilities Act). In addition, an accessible pathway to the bus stop should also be considered as part of any bus stop's basic design in order to be considered "accessible". Thus, a bus stop should have a curb cut at the corner nearest the bus stop, with a matching curb cut at (at least) one adjacent corner.

Freestanding Bench

Benches are recommended for bus stop locations that are near sites that attract riders who may have difficulty walking and standing, particularly at stops where headways are longer than 15 minutes. The ADA specifies dimensions for minimum bench accessibility.

Shelters

Shelters are recommended for all stops at which 50 or more passengers board per day, with exceptions based on the type of facility or location served. They should face the travel lane and minimize the walking distance to the loading area. To provide adequate boarding and alighting space for persons in a wheelchair, efforts should be made to place shelters at the nearside of the landing pad. There must be an accessible path for a wheelchair to enter the shelter. Shelters should ideally be connected to electric power to provide lighting to patrons, and allow for the future installation of real-time information and fare collection machines. Other considerations include providing adequate seating and route information, not obstructing sightlines or the sidewalk, a suitable appearance for the neighborhood, and protecting the shelter and passengers from the elements.

Trash Receptacles

Trash receptacles should be installed where they do not create an obstruction or interfere with the accessibility of the bus stop or the adjacent sidewalk. Considerations should be given to maintenance and trash pick-up whenever trash receptacles are provided.

Vendor Boxes

Owners of vendor boxes generally place their boxes at locations with a high level of pedestrian activity. As with any street furniture, the placement of boxes needs to be ADA compliant. They should be restricted to outside of the 8' wide paved pad along the entire length of the bus stop. In addition, vendor boxes cannot be secured to any bus stop feature. Vendor boxes in violation of these guidelines must be removed or relocated. To ensure that vendor boxes are appropriately placed, the use of "corrals/condos" should be considered.

Bus Shelter Maps

Shelter maps are strongly recommended for all on-street stops with at least 300 boardings per day as well as those served by enhanced bus service regardless of ridership. The poster should include a map of transit services with routes that serve the stop and the stop itself highlighted, a close-up map of the immediate neighborhood in a ¼ mile radius around the station and timetables of all transit routes serving the stop.

Bicycle Storage

Bicycle racks should be installed whenever a bus stop is near a bike trail and at locations where bicycle use by transit passengers is expected. Bicycle racks should not infringe on the 30 foot clear zone for boarding and exiting the bus.

Security

As mentioned previously, adequate lighting and sightlines should always be ensured at bus stops so that intending passengers feel safe and secure.

Landscaping

Landscaping improves the area around a bus stop and can provide shade in the summer. Effective streetscape plans improve the appearance of a street and can make the area more pedestrian-friendly. Considerations for landscaping around bus stops include maintaining visibility, ensuring that roots won't damage concrete surfaces and recruiting local jurisdictions to provide ongoing maintenance. No plantings, tree boxes, et cetera should be within the 8' wide paved pad along the entire length of the bus stop. Trees should not interfere with the 30 foot clear zone for boarding and exiting the bus. Branches and leaves should not block view of the bus stop sign.

Incorporation of Public Art

The FTA encourages the incorporation of quality design and art into transit projects and recommends that 0.5%-5% of construction costs be spend on artwork. This could include includes free-standing sculpture, wall pieces, functional elements such as seating, lighting, or railings, and the inclusion of artists in the overall design. It is strongly recommended that all public artworks be developed with input from the surrounding community, involving them in the creative process to the extent feasible.

APPENDIX I: FUNDING STRATEGIES

As traditional public funding sources are reduced and modified, alternative funding strategies are becoming increasingly vital to the operation of transit services. Traditional public funding sources are described first in this section; then innovative funding strategies and how they are used nationwide are discussed next.

Federal Funding Options

The Federal Transit Authority (FTA) has a variety of programs used to fund public transportation. In December 2015 the Fixing America's Surface Transportation (FAST) Act^{13,14} was signed into law. The Act supports transit funding through 2020. It reauthorizes FTA programs and includes changes/improvements for mobility, capital projects, and safety. The Act includes a predictable five-year formula funding program so that agencies can better manage long-term assets and address state of good repair issues. The Act also includes a competitive grant program. The competitive grant program includes grants for buses and facilities, innovative transportation coordination, workforce training, and public transportation research. Table 100 lists current federal funding programs for transit and each program is described in the following section.

Diversifying funding sources is becoming more important than ever as the State changes the way it distributes transit funds.

Table 98: Federal Funding Programs

Federal Funding Source	Requirement
FHWA FHPP	Along NHS corridors; reduces delays; travel time savings on the NHS; cost effective
CMAQ	Transportation focus; reduce air emissions; located in or benefit a nonattainment or maintenance area
TIGER	Minimum capital cost of \$1 million
5310	Benefits elderly and/or disabled
5311	Rural formula funds
5311F	Intercity bus
5339	Capital procurement

FHWA National Highway Performance Program

The Federal Highway Administration (FHWA) National Highway Performance Program (NHPP) provides funds to support the national highway system (NHS). The funds can be used on public transportation projects that are along NHS corridors and reduce delays and result in travel time savings that are more

¹³ Federal Transit Administration. Grant Programs. <https://www.transit.dot.gov/grants>, 2016.

¹⁴ Federal Transit Administration. FAST Act. <https://www.transit.dot.gov/FAST>, 2016.

cost effective than an improvement such as widening the corridor. NHPP funds are apportioned to states based on a formula. A state can transfer up to 50% of NHPP funds each fiscal year to the National Highway Freight Program, Surface Transportation Block Grant Program, Transportation Alternatives, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality (CMAQ) Improvement Program. In the WMTS service area, Routes 2, 4, 201, 26 and I-95 are considered part of the NHS and implementing bus service along any of these corridors may be eligible for NHPP funding.

Flexible Federal Highway Funds

Flexible highway funds are legislatively defined and can be used for either highway or transit purposes. Funding sources include the Surface Transportation Program (STP), CMAQ, and FTA Urban Formula Funds. They allow the local areas to choose certain federal funds based on local priorities, the sections below describe each type of flexible fund available.

Congestion Mitigation and Air Quality

CMQ is administered by the FHWA and requires a 20% local match. To be eligible, projects must have a transportation focus, reduce air emissions and be located in or benefit a nonattainment or maintenance area. Funds can be used to support startup costs of new services, expand service, procure vehicles, and act as fare subsidies for free transit or reduced fares. Funding for the states is determined based on a formula that includes the severity of air quality programs and can be used for both capital and operating costs (for a limited period of time)¹⁵. In Vermont, transit service expansions are funded with CMAQ and the transit provider applies for New Starts grants through the state.

In FY2016, Maine received \$10,257,182 in CMAQ funding¹⁶. The counties that WMTS serve are not within nonattainment or maintenance areas; this project is therefore most likely not eligible for CMAQ funding.

The Surface Transportation Block Grant Program

The Surface Transportation Block Grant (STBG) program replaced the Transportation Alternatives Program (TAP) with the authorization of the FAST Act. It is flexible funding that can be used on capital costs for transit projects.

Transportation Investment Generating Economic Recovery (TIGER) Grants

TIGER Grants are a competitive discretionary grants program administered by the FTA on an annual basis for capital projects. TIGER Grants fund investments in transportation infrastructure, both transit and roadway, that will have a significant impact on the nation, a metropolitan area, or region. The TIGER Grant program focuses on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities. Eligible applicants include state and local

¹⁵ Federal Highway Administration. CMAQ and Public Transportation
https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cmaq_public_transportation/ 2017

¹⁶ Federal Highway Administration 2016 CMAQ program funds
<https://www.fhwa.dot.gov/fastact/comptables2016/table7p1.cfm>. 2016

governments, transit agencies, port authorities, and metropolitan planning organizations. Several jurisdictions can also join together to submit multi-state or multi-jurisdictional applications. The TIGER grants may be used for up to 80% of the total project cost in urban areas and up to 100% in rural areas. The minimum award for projects in an urban area is \$5 million and \$1 million in a rural area. The WMTS service area would be considered a rural area but it is unlikely that the infrastructure/capital requirements are more than \$1 million.

5309 New Starts/Small Starts

The FTA Section 5309 capital investment grant program for New or Small Starts fund major capital investments for fixed guideway or bus rapid transit projects. To be eligible for Small Starts, the project must be under \$300 million and seeking less than \$100 million in addition to the operating requirements of stations, substantial weekday service, bidirectional, and frequent service. It is unlikely that this project meets the eligibility requirements for New or Small Starts 5309 funding.

5311F Intercity Bus

5311f is the formula funding program for intercity bus service and is a subset of the Section 5311¹⁷ rural funding program. Under 5311f, each state must allocate at least 15% of its annual 5311 appointment to support intercity bus transportation. Eligible projects under 5311f include capital equipment such as vehicles, shelters, marketing material; operating assistance for services and demonstration projects, and administrative costs. Capital projects require a 20% local match and 5311f can be used to fund up to 50% of the operating cost. Transit funding in Maine is a reimbursement program and must be applied for through a grant application. Unfortunately commuter bus service is not eligible for 5311f funds. For any service to be eligible for 5311f funding it must be regularly scheduled (typically means there is mid-day and weekend service), limited stops, connect two or more urban areas, have the capacity to transport luggage, and make meaningful connections with already scheduled intercity bus service.

5339 Buses and Bus Facilities

The Buses and Bus Facilities program (5339) is a federal program that provides funding for capital equipment including the replacement, rehabilitation and purchases of vehicles and related equipment and the construction of new bus related facilities. Funding is formula-based, distributed to eligible direct recipients (fixed route operators in urban areas and state/local governments), and provides up to 80% of the net cost of regular vehicles and 85% for ADA-accessible vehicles¹⁸.

The WMTS region is nonurbanized and all funding under 5339 in this region would be funneled through the state and granted to subrecipients. Eligible subrecipients in Maine include both public and non-profit transit providers and funding is competitive. To receive funding, an application must be submitted to the state describing the need, fiscal responsibility and commitment to the service. Under the State Management Plan, the emphasis is to replace aging vehicles over expansion.

¹⁷ 5311 provides funding for public transit in nonurbanized areas with populations under 50,000

¹⁸ Federal Transit Administration. Buses and Bus Facilities Grants Program. <https://www.transit.dot.gov/funding/grants/buses-and-bus-facilities-grants-program-5339>. 2017.

5310 Enhanced Mobility of Seniors and Individuals with Disabilities

The FTA Enhanced Mobility of Seniors and Individuals with Disabilities (5310) program provides formula funding to states to increase the mobility of seniors and persons with disabilities. Eligible transit projects include mobility management, capital procurement, operating expenses and purchased trips. Four transit providers in Maine received 5310 funding in FY2015 for capital and/or operations (see Table 99).

Table 99: 5310 Funding Provided to ME Programs in FY2015

Provider	FY2015
Regional Transportation Program, Inc.	\$99,404 Operations
York County Community Action Corporation	\$103,397 Capital
Washington Hancock Community Agency	\$85,002 Operations
Waldo Community Action Partners	\$2,904 Operations

Innovative Funding Options

Each state funds (or does not fund) transit services differently. State legislation is the primary driver in determining how local funds can be generated to support transit service provision. Historically funds generated locally were primarily generated in order to provide local match to receive federal funds. However, in recent years as federal and state transit funds have been reduced, funds are being generated locally to support new/expanded services in addition to fulfilling local match requirements. A national review of innovative funding options was conducted as part of this study. Many of these methods would require state legislative change in Maine in order for them to be adopted, but they are not out of the realm of possibility. Therefore, innovative funding options used across the country are described in the following sections, divided into the following categories: fees, taxes, partnerships and special districts.

Fees

Fees can be used to support transit services in a similar fashion to taxes. The authority to impose fees is also given at the discretion of the state. Fees used to support transit service include: vehicle fees (title, registration, tags, and inspection), corporate franchise fee, parking fee, mortgage recording fee, tolls, motor carrier/limo fee, and underground tank storage fees.

Mortgage Recording Fee

A mortgage recording fee is similar to a realty transfer tax in that a fee is assessed when a new mortgage (due to the purchase of a property) is recorded. In western New York, for example, a mortgage recording fee is assessed at the county level for each county within a transportation authority that receives public transportation services. The county provides the revenue from the mortgage recording fee to the transportation authority to support transit service provision within that county and throughout the authority service area. In Maine the the state sets the mortgage recording fees and the counties collect them. The current fee is \$19.00 for the first page plus a \$3.00 surcharge with additional fees for extra pages, names and marginal references.

Development Impact Fees

Development impact fees are one-time charges on new developments to help fund infrastructure costs off-site but that are impacted by the new development¹⁹. They are typically used to fund roadway improvements but can be used for public transit infrastructure investments and operations; however it is not yet widespread. The fees can be assessed locally or on a statewide basis and are most effective in rapidly growing areas with strong markets. San Francisco enacted a transit impact development fee in 1981 and it generates an average of \$10 million per year. The fee has a maximum of \$5 per square foot and is only applied to new office building development. The revenue is used to help fund Muni's operating cost. Currently 26 states have passed legislation allowing for the assessment of impact fees on new development; Maine is one of these states. Maine municipalities can adopt impact fee ordinances through its home rule authority but its uses are limited to infrastructure facilities. To use development impact fees for transit would require a redefinition of uses under Me. Rev. State. Ann., Title 30-A, § 4354 and the adoption of the ordinance by municipalities.

Vehicle Fees

Registration, Title and License Fees

Vehicle-based fees provide revenue to support transit service and discourage individual vehicle usage while encouraging transit usage and other alternate modes of travel. Different types of fees include inspection, heavy vehicle registration, truck gross weight registration, license, and vanity plates. Vehicle fees can be dynamic and charged based on vehicle value, weight and/or age or flat rate. The fees can be charged via several options based on the issuance of titles, licenses, registration or inspection. The authority to impose and collect vehicle fees is sometimes provided to local governments as a 'local option.' The revenue from these types of options are usually used for the administration/collection of fees, enforcement, or put into the general fund. Only a portion is generally used to fund public transportation.

Across the United States, local governments in 34 states have the ability to assess vehicle fees and 20 have state level versions²⁰. In Vermont the state assesses vehicle inspection fees based on class of vehicle and a separate fee for vanity plates that goes into the state transportation fund, part of which funds transit. In Florida, 12.9% of vehicle registration fees statewide go to fund transit. New Hampshire allows municipalities to assess up to a \$5 vehicle registration fee to create a local transportation fund that can be used for the operating and capital cost of public transportation amongst many other things. To assess the fee the legislative body of the municipality must vote and approve it.

¹⁹ Transit Cooperative Research Program (TCRP). *TCRP Report 129 – Local and Regional Funding Mechanisms for Public Transportation*. <http://www.trb.org/Publications/Blurbs/160356.aspx>. 2009.

²⁰ Arizona PIR Education Fund. *Why and How to Fund Public Transportation*. <http://www.uspirg.org/sites/pirg/files/reports/Why-and-How-to-Fund-Public-Transportation.pdf>. 2009

The current vehicle registration fee in Maine is \$35 and is assessed at the state level. **If Maine were to pass similar legislation to New Hampshire and allow municipalities or counties to assess a \$5 vehicle registration fee, the counties that WMTS serves could generate \$379,000** (see Table 100).

Table 100: Revenue from Local Vehicle Registration Fee

County	Revenue Potential
Oxford	\$112,000
Franklin	\$59,000
Androscoggin	\$208,000
Total	\$379,000

Motor Carrier/Limo fees

Motor carrier/Limo fees are similar to vehicle registration fees but are collected only for limousine and commercial buses. This fee is typically administered and collected by the state and deposited into a general transportation fund. In Michigan the state passed legislation in 1982 and 1990 that requires motor buses and limousines to pay annual fees in order to operate service the state has created a Comprehensive Transportation Fund (CTF) that is reserved for public transit uses. The CTF receives 10% of the Michigan Transportation Fund; its revenue sources include fuel taxes, vehicle registration fees, and motor carrier/limo fees amongst others. CTF funding can be used for capital and operating costs. The motor carrier/Limo fees collected, which go towards transit, annually are \$600,000. The registration fee for each bus is \$25 and limo is \$50 but effective March 21, 2017 the limo fee will be abolished and the bus fee raised to \$100 per bus annually^{21,22}. **If Maine were to implement a \$100 annual fee for all private and commercially owned buses, the state could generate \$50,300 in revenue.**

Maine has 503 registered private and commercial buses

Vehicle lease fee

When a consumer leases a vehicle, fees are included in every lease payment. Lease taxes or lease fees are basically like a sales tax applied to the amount of each monthly lease payment. The fees could be assessed to generate transportation revenue. In Pennsylvania there is a 3% motor vehicle lease fee that goes into the Public Transportation Assistance Fund²³. According to Kelley Blue Book, approximately 21.2% of vehicles are leased. While Maine does not assess a specific fee on leased vehicles for transit, if a monthly fee of 50¢ was assessed, this could generate \$652,000 or an annual fee of \$1 could generate \$108,000. **If the Pennsylvania model was applied, assuming the average lease payment is \$250 a month, this could generate \$815,000 annually.**

²¹ Michigan State Act 271 <http://www.legislature.mi.gov/documents/mcl/pdf/mcl-act-271-of-1990.pdf?20140806142541> 2017

²² Michigan State Act 432 <http://www.legislature.mi.gov/documents/mcl/pdf/mcl-act-432-of-1982.pdf?20140806142541> 2017

²³ Pennsylvania Department of Revenue. Public Transportation Assistance Fund Taxes and Fees [https://revenue-pa.custhelp.com/app/answers/detail/a_id/661/~/public-transportation-assistance-fund-\(pta\)-taxes-and-fees](https://revenue-pa.custhelp.com/app/answers/detail/a_id/661/~/public-transportation-assistance-fund-(pta)-taxes-and-fees) 2017

New Tire Fee

Several states assess a fee to the purchase of every new tire. Therefore the fee is based on usage; those who drive more will need to purchase more tires. Most states that impose the fee do so to offset the cost of disposing of the tires. Pennsylvania is the only known state that dedicates the entire assessed fee to funding public transit. Pennsylvania assesses a \$1 fee on all new tires; all collected fees go into the Public Transportation Assistance Fund²⁴. Maine collects a \$1 fee on all new tires as part of the Recycling Assistance Fee. If Maine wanted to allow a new tire fee to fund transit, then a change in the legislation would be required. A 50¢ charge per tire fee collected at the local or county level dedicated to funding transit could generate \$151,400 in the WMTS service area. Table 101 shows the potential revenue which could be generated locally for a 50¢, 75¢ and \$1 fee per tire during registration.

Table 101: Potential New Tire Fee Revenue

Municipality	50¢/tire	75¢/tire	\$1/tire
Oxford	\$44,600	\$66,900	\$89,200
Franklin	\$23,700	\$35,600	\$47,500
Androscoggin	\$83,100	\$124,600	\$166,200
Total	\$151,400	\$227,100	\$302,900

Parking Revenue/fees

Parking fees can accomplish multiple goals including generating revenue, shifting mode choice, and reducing congestion. Paid parking is almost always a locally managed funding option for transportation. In Hanover, New Hampshire the city uses revenue from the parking fund to support Advance Transit. The fund is derived from permit parking, meter fees, leased parking, fines and the Tax Increment Financing District Levy. The fund collects \$1.8 million annually of which approximately 13% is spent on transit. In the WMTS service area, the City of Lewiston operates five parking garages and lots. The hourly rate is \$1 per hour with a maximum of \$6. If Lewiston raised their rates by 5% to help fund transit, than an additional \$8,000 could be generated. Other WMTS communities do not have paid parking; implementing paid parking would require capital investments in infrastructure and enforcement.

Tolls

Tolling provides a source of revenue for transportation investments and congestion relief and is administered at the state level. Users pay a fee for access to a road, bridge or tunnel and the revenue general goes into improving and paying for that system. Tolls are seen as reliable and through the advent of new technology have reduced constraints associated with collecting tolls. While traditionally the revenue is restricted to use on the corridor collected, in San Francisco bridge tolls were raised in 2004 to fund a new ferry, transit infrastructure, express bus, operating costs for regional transit, and

²⁴ Pennsylvania Department of Revenue. Public Transportation Assistance Fund Taxes and Fees [https://revenue-pa.custhelp.com/app/answers/detail/a_id/661/~/public-transportation-assistance-fund-\(pta\)-taxes-and-fees](https://revenue-pa.custhelp.com/app/answers/detail/a_id/661/~/public-transportation-assistance-fund-(pta)-taxes-and-fees) 2017

improved connections²⁵. In New Hampshire, toll credits are used to match federal highway funds for roadway and “projects concerning the travel of motor vehicles on such highways and roads” without approval of the joint legislative capital budget overview committee. Toll credits were used for the local match to fund the MTA Concord Express demonstration project for the first two years.

In the United States, over half of the states have toll roads, including Maine. Maine has tolls along I-95 from the New Hampshire boarder to Augusta. In Maine the Shuttlebus Zoom service is partially funded by the Maine Turnpike Authority. Several other states, such as Delaware and New York, have begun to allocate revenue from tolling to the state transportation fund that helps fund transit. In California, Solano County Transit and the Eastern Contra Costa Transit Authority both have dedicated transit funds from bridge tolling.

Underground Storage Tank Fee

Underground tank storage fees are assessed to the owners of underground motor fuel tanks based on the capacity of the tank. The fees are set and collected at the state level. Typically they are used for environmental protection and clean-up, but in certain states amounts have been allocated to the transportation or general funds. In Rhode Island 50% of the 1.0¢ underground storage tank recovery fee, which is assessed per gallon, is allocated to Rhode Island Public Transit Authority operations²⁶. Maine does have an underground storage tank program but does not collect a fee; there are over 5,000 registered tanks in the state. **Implementing a fee 1.0¢/gallon fee and allocating a percentage to fund transit would require state legislation but could collect up to \$55,000. If Maine followed the Rhode Island model, it could allocate \$27,500 (50%) of the revenue to funding transportation and transit programs.**

Taxes

Taxes generated specifically for transit service can come from a variety of sources: sales tax, property tax, income tax, employer/payroll taxes, vehicle excise tax, realty transfer tax, hospitality tax, utility (including gas) tax, etc. Equally variable is the authority by which the taxes are assessed. The ability of individual jurisdictions to collect income varies widely. In Maine the authority to set taxes is at the state level currently but with legislative action, the authority could be given to counties/municipalities to apply local option taxes under home rule to raise revenue for transportation-related purposes.

Employer Pass Tax Break

Under Section 132 (f) of the Internal Revenue Code commuter tax benefits area allowed. Under the law employers can give their employees up to \$255 a month in transit vouchers/passes or employees can use up to \$255 per month in pre-tax income to pay for transit. If the employer pays for the transit

²⁵ Transit Cooperative Research Program (TCRP). *TCRP Report 129 – Local and Regional Funding Mechanisms for Public Transportation*. <http://www.trb.org/Publications/Blurbs/160356.aspx>. 2009.

²⁶ Survey of State Funding – Public Transportation American Association of State Highway and Transportation officials <http://scopt.transportation.org/Documents/SSFP-10-UL.pdf> 2016

passes, the subsidy does not show up in the employees W-2 form as income. If the employee elects to pay the commuter benefit they can do so with their pre-tax income, thus receiving more after-tax spendable income²⁷.

General Revenue and Taxes

Property Tax

Property taxes are the primary source of local tax collection used to operate local government. Fifty-percent of states have municipalities that impose property taxes and dedicate a proportion to funding transit. Property taxes are a source of local revenue for 69 transit providers according to the Federal Transit Administration's National Transit Database (NTD). The use of property tax revenue is generally left to the discretion of the municipality, so using this source of revenue to support transit service does not always require special authority. The town can use a portion of existing property tax revenue to support transit service.

Nationwide sales tax is a common source of dedicated transit funding

Maine state property taxes generated \$37,028,000 in FY2015²⁸. A special assessment or local mill levy for transit would require legislative action in Maine. **Increasing the property tax by 1% could generate \$370,000 in revenue in the WMTS service area.**

Sales Tax

Nationally, sales tax is the most commonly used tax to support transit services for capital spending and operating expenses. Sales taxes are typically set at the state level but 37 states do allow for municipalities to set local tax rates. Maine is not one of these states²⁹. According to the NTD, after federal funds, sales taxes comprised the largest source of revenues for capital spending (38%) and the second largest source of operating expenses (27%) after fares (32%). Nineteen states use the state sales tax to fund 99 transit systems. Massachusetts is the only New England state to dedicate state sales taxes to transit. At the local and regional level, sales taxes can be enacted for transit (if the authority is given). Nationally, the additional local/regional sales tax assessed for transit ranges from 0.25% to 1%³⁰. Local sales taxes are dedicated transit sources in 19 states to fund 101 transit systems. There are no states in New England that have local sales taxes as dedicated sources of transit funding.

²⁷ National Center for Transit Research – Commuter Tax Benefits
<https://www.nctr.usf.edu/programs/clearinghouse/commutebenefits/> 2017

²⁸ US Census Bureau – 2015 Annual Survey of State Government Tax Collections
<https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk> . 2017

²⁹ Pinho, R. (2013). Local Option Taxes. OLR Research Report <https://www.cga.ct.gov/2013/rpt/2013-R-0345.htm>

³⁰ Transit Cooperative Research Program (TCRP). *TCRP Report 129 – Local and Regional Funding Mechanisms for Public Transportation*. <http://www.trb.org/Publications/Blurbs/160356.aspx>. 2009.

‘Use’ taxes and ‘excise’ taxes are also types of sales taxes. ‘Use’ taxes are either applied to transactions not subject to sales tax or in combination with sales tax. Examples are lease or rental transactions and can be structured in a way to tax services used by higher-income consumers to reduce the burden on lower-income consumers³¹. ‘Excise’ taxes are paid with the purchase of specific goods, such as a vehicle. Vehicle-based taxes make particularly good sense to fund transportation for two reasons:

- They can be used to fund transit
- They discourage individual auto usage and encourage transit usage

In Texas, eleven urban areas have approved local sales taxes dedicated to a transit system³². Michigan designates $\frac{1}{4}$ of the 4% sales tax on automotive related items to transit. Utilizing sales taxes to fund transit in Maine would require state legislation, **however a 0.10% increase in state sales tax could generate \$36 million in revenue and allocating 1% of the sales tax on automobile related items could generate \$7.7 million.**

Income Tax

State income taxes are a major source of revenue, while local income taxes are far less common. Very few states dedicate a proportion of the income tax revenue to fund transit. State income tax revenue in just three states (New Mexico, New York, Oregon) is a dedicated source of funding for transit³³. Cities in Indiana, New Mexico, New York and Ohio have used income taxes as a dedicated source of funding for transit. In 2016, Indianapolis Region voters approved a referendum that authorizes the city to impose an income tax of up to 0.25 percent—25 cents per \$100 of income—to help fund the Marion County Transit Plan.

A 1% tax increase on the sale of real estate over \$1M could generate \$1,100,000 in revenue

The income tax rate in Maine ranges from 5.8% to 7.15% and in FY2015 the state collected \$3.2 billion in income taxes. If the income tax was raised by 0.025% statewide and dedicated to transit, it could generate \$12 million in revenue.

Real-Estate Transfer Taxes

Real estate transfer taxes are taxes levied onto property sales transactions; they are also called a documentary stamp tax in certain locations. They can be levied on residential, commercial, industrial or a combination of classes of property depending on state legislation. Depending on state legislation, sometimes it is the seller’s responsibility to pay the transfer tax and sometimes it is the buyer’s

³¹Arizona PIR Education Fund. *Why and How to Fund Public Transportation*.
<http://www.uspirg.org/sites/pirg/files/reports/Why-and-How-to-Fund-Public-Transportation.pdf>. 2009

³² Texas Department of Transportation. *A study of sources used for local revenue for transit*
<https://ftp.dot.state.tx.us/pub/txdot-info/ptn/matching-funds-resource-guide.pdf> 2013

³³ National Transit Database Tables 28 and 29. 2014

responsibility to pay the transfer tax. Nationally, rates are highly variable and range from 0.01% to 2.2%³⁴. In Maine the state assesses a real estate transfer tax (RETT) of \$2.20 per \$500 of the sale, granting and transfer of property. The RETT is split by both the buyer and the seller; each pay 50%.

22 states dedicate a portion of their gas tax to funding transit

Illinois imposes an additional one percent real-estate tax to their 0.10% tax on the sale and transfer of any personal residence valued at more than one million dollars to help fund transit. Based on Census data, in Maine almost 4,000 homes are worth more than \$1 million. Assuming that each year 2% of homes are sold and that the average value of homes over \$1 million is \$1.5 million and an additional real-estate transfer tax of 1% was added to the sale of these homes, it could **generate \$1,100,000 in revenue in Maine.**

Vehicle Related Taxes

Gas Tax

Gas/fuel taxes not only generate revenue but reduce single occupancy vehicle travel and increase transit and other alternate mode usage³⁵. The tax is typically assessed by the state and less commonly through local governments. State fuel/gas taxes are dedicated sources to fund 92 transit services in 22 states. Local gas taxes are used in seven states to fund 19 transit systems and are primarily located in the Midwest, west, and south US. Typically the taxes raised through the gas tax are dedicated to a transportation fund, in some instances a proportion is dedicated to transit. For example, in Florida 2.86¢ of the federal gas tax goes to funding transit. Additionally 15% of the 13.3¢ state fuel tax, 31.7¢ fuel use tax, 6.1¢ of the state comprehensive transportation system tax, and 6.9¢ aviation fuels tax goes to fund alternative (air, bus, rail, water) transportation. Locally counties can impose up to an additional 11¢ local option fuel tax; all 67 counties have imposed the tax and 26 have imposed the maximum tax.

In Maine the gas tax was tied to inflation and increased accordingly annually until 2011 when the state ended automatic inflation. Since 2011, the gas tax has not raised from 30.1¢. Maine ranks 22nd out of 51 states (including the District of Columbia) for the highest gas tax. Gas taxes can be a substantial source of funding but are precluded in Maine from being used for public transit. In 2003 there was a resolution to amend the state constitution to allow gas taxes to be used for public transit but it was not passed. **Raising the gas tax by just half a cent and dedicating it to fund transit could generate \$3.5 million in Maine.**

Vehicle Rental Tax/Fee

Rental car fees are paid by the consumer on the rental of a passenger car, and are typically limited to 30 days. These types of fees are generally remitted to the state with the other taxes and fees collected (including sales or use taxes) and then distributed to the transit agencies. Thirty-eight states tax the

³⁴ Illinois PIRG. *Finding Solutions to Fund Transit*.

http://financecommission.dot.gov/Documents/IL_transit_report_June%202007.pdf. 2007

³⁵ Victoria Transport Policy Institute. Local Funding Options for Public Transportation. <http://www.vtpi.org/tranfund.pdf>. 2016

rental of motor vehicles, the rate of the fees is generally in the range of 1-2% of rental base fee^{36,37}. Pennsylvania, for example, established a 'Public Transportation Assistance' (PTA) Fund in 1991 that is partially funded by a fee imposed on rental cars. The PTA Fund revenue is dedicated to funding for mass transportation. The rental car fee is \$2 per day³⁸. Arkansas dedicates \$1.5 million for rural transit systems annually; 90% of this comes from the car rental tax. Indiana, Kentucky, North Carolina and Wisconsin all permit municipalities to impose local rental car taxes to support transit³⁹.

Maine has a 5% tax on the rental of vehicles; 100% of tax revenue from truck and van rentals, and all tax revenue from rental cars during the last six month of the prior fiscal year partially fund the Multimodal Transportation Fund (MTF). Funds from the MTF are allocated based on formulas and can be used for operating assistance.

Parking Taxes

Parking taxes are special taxes on commercial parking transactions and are similar to parking fees where motorists pay directly for parking. They are administered at the local level and found in large urban areas. In nonurban areas it has been found that implementing such a tax just encourages private businesses to supply their own parking free of charge.

The City of Pittsburg imposes a tax of 37.5% for each parking transaction in a non-residential parking place⁴⁰. To assess such a tax, Maine would have to pass local tax enabling legislation. Due to the low population densities found in most WMTS municipalities, it is unlikely that this tax could be successfully implemented.

Use Taxes

Utility Tax/Fees

Utility taxes are applied locally to properties and a transportation utility rate can be set. Setting a utility tax dedicated to funding transit typically requires a special levy. The state of Washington assesses a utility tax that goes into the state general fund and locally, Pullman Washington assesses a fee. Rates vary from 0.10 percent to 5 percent based on the utility. The fee is found to be useful in areas where the

³⁶ Illinois PIRG. *Finding Solutions to Fund Transit*.

http://financecommission.dot.gov/Documents/IL_transit_report_June%202007.pdf. 2007

³⁷ Transit Cooperative Research Program (TCRP). *TCRP Report 129 – Local and Regional Funding Mechanisms for Public Transportation*. <http://www.trb.org/Publications/Blurbs/160356.aspx>. 2009.

³⁸ Pennsylvania Department of Revenue. Public Transportation Assistance Fund Taxes and Fees. [https://revenue-pa.custhelp.com/app/answers/detail/a_id/661/~/public-transportation-assistance-fund-\(pta\)-taxes-and-fees](https://revenue-pa.custhelp.com/app/answers/detail/a_id/661/~/public-transportation-assistance-fund-(pta)-taxes-and-fees). 2003.

³⁹ Survey of State Funding – Public Transportation American Association of State Highway and Transportation officials <http://scopt.transportation.org/Documents/SSFP-10-UL.pdf> 2016

⁴⁰ Parking Tax form PT 2016, City of Pittsburgh. http://apps.pittsburghpa.gov/finance/2016_PT.pdf. 2017

scale of the economy or lack of sales tax do not provide a large tax base to support transit⁴¹. The levy is typically \$10-40 per meter which equates to \$5-\$20 per capita⁴². **If WMTS county communities were to assess a utility tax/fee it could generate between \$982,000 and \$3,926,000.** This would require state legislative action and a special levy adopted by municipalities to impose the tax/fee.

Table 102: Potential Revenue From Utility Tax/Fee Assessment

	Low Fee \$5	High Fee \$20
Oxford	\$ 289,000	\$ 1,157,000
Franklin	\$ 154,000	\$ 615,000
Androscoggin	\$ 539,000	\$ 2,154,000
Total	\$ 982,000	\$ 3,926,000

Hospitality Tax/Fee

Room or occupancy taxes can be applied to lodging at hotels, motels, campgrounds, rooming houses, RV parks, etc. to support transit services. Room or occupancy taxes can be collected at the state level and reallocated to municipalities or collected and retained by local municipalities where state authority is provided. The consumer pays a nominal transit/transportation fee with all of the other fees paid when staying in a hotel room. These fees are generally time-based so that, for example, short-term visitors are assessed the fees while seasonal residents are not.

In Arlington, Texas a special district (the Arlington Entertainment Area Management District) was created to fund a trolley service for guests staying in member hotels to visit recreation and tourist destinations within the district. It was created in 1995 as a municipal management district and is a political subdivision of the state. Hotel properties within the district are assessed a fee of \$1.90 per occupied room per night (excluding long stays – those of 30 days or longer) to support the transit service. The hotels pass along the fee to guests as an additional entertainment district fee.

Maine currently has a state tax on lodging at a rate of nine percent, which increased from eight percent in FY2015. In FY2016 this generated \$950 million in revenue. Maine is one of five states which does not allow municipalities to levy additional local hospitality taxes. **If Maine imposed a statewide hospitality tax or fee of 5¢ per occupied room per night they could generate up to \$38,500,000** in revenue based on the data provided by the Maine Revenue Services annual report and the average cost of a hotel room in the US of \$137 per the Hotel Price IndexTM.

⁴¹ ⁴¹ Transit Cooperative Research Program (TCRP). *TCRP Report 129 – Local and Regional Funding Mechanisms for Public Transportation*. <http://www.trb.org/Publications/Blurbs/160356.aspx>. 2009.

⁴² Victoria Transport Policy Institute. *Local Funding Options for Public Transportation*. <http://www.vtpi.org/tranfund.pdf>. 2016

Business Activity

Payroll Tax

Payroll taxes are usually imposed directly on employers within the transit service area for the amount of gross payroll paid to employees. Typically employer taxes are administered by the state revenue agency on behalf of the transit agency or municipality authorized to assess the tax. Authorizing legislation is generally accompanied with regulations and guidelines for which types of wages and payments are subject to the payroll tax. Payroll taxes are currently used by the state of Oregon to fund the mass transit districts. The program is managed through the Department of Revenue. In New York the Metropolitan Commuter Transportation Mobility Tax (MCTMT) is a tax imposed on those doing business within the metropolitan commuter transportation district who administers the tax for the Metropolitan Transportation Authority. The Columbia Area Transit in Oregon operates in a rural area and part of the local and regional funding sources for public transportation come from a payroll tax. Maine does not have a payroll tax and legislation would be required to levy such a tax.

Occupational Tax/Fee

Occupational taxes assess taxes on all income resulting from transacting business within an area. It is imposed upon the privilege of engaging in a business, profession, occupation, or trade within an area regardless of the legal residence of the person so engaged. Louisville Metro in Kentucky levies an occupational tax in Jefferson County. Employees who live outside the Louisville Metro but work inside it have a tax rate of 1.45%; those who both live and work in the metro have a rate of 2.2% and those who live in the metro but work outside it are not subject to the tax⁴³. Maine does not allow municipalities or counties to impose such a tax; doing so would require a legislative action.

Corporate Income Tax

The corporate income tax is a gross receipts tax assessed on gross proceeds of sale, value of products, or gross income of a business. In Maryland three percent (\$23,020,158) of the state funding for transit comes from the Corporate Income Tax. The tax rate is 8.25% and applies to every Maryland corporation, even if it does not have taxable income or is inactive.

Maine has a Corporate Income Tax that ranges from 3.5% to 8.93% based on federal taxable income. In FY2015, it generated \$196 million. Table 103 shows the potential increase in revenue from raising the tax rate, which, if dedicated to transit, could provide substantial funding.

Table 103: Potential Increase in Revenue from Increased Corporate Income Tax

Percent Increase	Additional Revenue Potential
0.10%	\$ 196,000
0.25%	\$ 490,000
0.50%	\$ 980,000
1.00%	\$ 1,960,000

⁴³ Louisville Metro Revenue Commission, Frequently Asked Question <https://louisvilleky.gov/government/revenue-commission/frequently-asked-questions-faqs>. 2017

Corporate Franchise Tax

A corporate franchise tax is levied on the profit and taxable assets of a business. It is a tax that corporations pay in advance for doing business in a state. The tax can be targeted to certain industries and activities. For example, in the New York metropolitan region, a corporate franchise fee is imposed on transportation and transmissions companies and the revenue is used to support transit⁴⁴. In Arkansas any franchise conducting business in the state is required to pay a franchise tax; the rate varies based on the size of the entity. According to a survey done by the American Association of State Highway and Transportation Officials (AASHTO) on state funding for public transportation, Arkansas receives \$350,000 from the corporate franchise Fee to fund public transit⁴⁵. Maine does not have a Corporate Franchise Tax; it was repealed in 1973. Such a tax would require legislative action.

“Sin” Taxes

Gambling/Lottery Revenue

Forty-two states have established lotteries and 30 operate casinos/legalized gambling. Typically states use the revenues to support education systems and the general fund; a few states use it to directly support public transit. Pennsylvania dedicated \$80 million from lottery revenues to provide free transit trips to seniors. In New Jersey 8.5% of the 8% Casino Revenue Tax funds the Senior Citizen & Disabled Resident Transportation Assistance Program (SCDRTAP). SCDRTAP received \$20 million in funding from the Casino Revenue Tax Fund⁴⁶ in 2013.

Maine is one of the states with an established lottery and has a casino. Revenue from the lottery goes into the state general fund; in 2013 the lottery generated \$52.9 million including taxes and revenues. The current state tax on lottery winnings over \$5,000 is 5%.

Alcohol Tax

Alcohol taxes are imposed at the state level nationwide, and are less commonly found as local taxes. Allegheny County in Pennsylvania is the only known alcohol tax that is dedicated to transit. There is a 10-percent tax on poured alcoholic drinks that supports Port Authority Transit. Maine Alcohol taxes are in addition to the state general sales tax. Wine is taxed at a rate of \$0.60/ gallon and beer at \$0.35/gallon, liquor is state-controlled. Every penny levied of the tax generates \$386,000 in revenue.

Raising the tax by 3¢/gallon and dedicating it to transit could generate over \$1 million in revenue.

Cigarette Tax

All 50 states levy excise taxes on cigarettes. The tax ranges from 17¢ to \$2.59 and averages \$1.11. In many states the cigarette tax revenues go to the general fund. In addition to state taxes, 460 local

⁴⁴ Transit Cooperative Research Program (TCRP). *TCRP Report 129 – Local and Regional Funding Mechanisms for Public Transportation*. <http://www.trb.org/Publications/Blurbs/160356.aspx>. 2009.

⁴⁵ Survey of State Funding – Public Transportation American Association of State Highway and Transportation officials <http://scopt.transportation.org/Documents/SSFP-10-UL.pdf> 2016

⁴⁶ NJ Transit. Senior Citizen & Disabled Resident Transportation Assistance Program Annual Report and Public Hearing <http://www.njtransit.com/pdf/SDAnnual2014.pdf>. 2013

jurisdictions (municipality or county) nationwide assess an additional tax on cigarettes⁴⁷. Oregon and Puerto Rico dedicate a portion of the cigarette tax to funding transit. In Massachusetts part of the cigarette tax goes into the Commonwealth Transportation Fund via an offset transfer from the general fund.

The Cigarette Tax in Maine is \$2.00 per pack and was last raised in 2005. In FY2014, the Cigarette and Tobacco Excise Taxes raised \$159 million in revenue. **If Maine were to raise the tax by 1¢ and dedicate the revenue to funding transit, \$796,000 could be raised.**

Partnerships

Colleges and Universities

Colleges and universities nationwide partner with transit systems to help subsidize the cost of transit services. Schools either provide direct funding to the system or purchase bulk passes and distribute them to students for free or at a reduced price. Direct funding, in the form of U-Passes, allows students, faculty and/or staff to ride for free or a reduced price and the university covers their cost. Twenty percent of colleges and universities pass the cost along to students through fees⁴⁸.

Businesses

Businesses, frequently major employers, partner with transit systems to help subsidize the cost of transit services for their employees, students, patients, clients, etc. Some businesses provide funding for the general operation of transit services or for specific routes and others subsidize fares only for their employees, students, patients, clients, etc.

Special Districts

Special Assessment District

A special assessment district is another form of property tax. It is used to add an additional tax onto the property tax to support a specific benefit or local public improvement, such as the expansion of transit service. The properties located within a defined zone around the transportation project are assessed with a higher tax rate or a flat fee expressly to fund amenities that benefit those properties. A special assessment district may levy the additional taxes or fees based on distance from the project, type of land use, total acreage, or frontage along the transit line. Special assessments are typically structured to generate either a specified level of revenue or to last a set number of years. In Iowa, municipal transit systems are allowed to enact 95¢ per \$1,000 valuation of property for transit through a vote of city council. Twenty municipalities have utilized this tax but at lower levels⁴⁹. In Maine communities have the

⁴⁷ Transit Cooperative Research Program (TCRP). *TCRP Report 129 – Local and Regional Funding Mechanisms for Public Transportation*. <http://www.trb.org/Publications/Blurbs/160356.aspx>. 2009.

⁴⁸ TCRP Synthesis 78. *Transit Systems in College and University Communities*. A synthesis of best practice, 2008

⁴⁹ Transit Cooperative Research Program (TCRP). *TCRP Report 129 – Local and Regional Funding Mechanisms for Public Transportation*. <http://www.trb.org/Publications/Blurbs/160356.aspx>. 2009.

ability to create special assessment districts in the form of Municipal Capital Improvement Districts (MCID) and Downtown Development Districts. MCID are for one-time projects and limited to capital improvements. Downtown Development Districts can be used for multiple projects and uses.

Tax Increment Financing

Tax increment financing (TIF) districts are special tax districts within a community where any increase in tax revenue resulting from increased property value is used to pay for public improvements in that district. They have the same purpose as special assessment districts and capture the additional property tax revenue generated by the surrounding land after a project is completed. The rise in property values results in an increase in tax revenue; it does not involve a tax rate increase. Typically bonds are issued to finance the project and are repaid from the increment in property taxes from the improvement. TIF's are typically used to fund large capital infrastructure projects and could include such things as a new transportation center. In Hanover, NH the TIF district generates \$85,000 annually, which goes into the parking fund used to pay their local share for transit.

Maine allows TIF districts and specific Transit-Oriented Development TIFs which can include up to ¼ mile from a transit facility and up to 500 feet of a roadway serving as a principal transit route. They can be used by towns, municipalities, plantations and unorganized territories; hundreds of Maine communities have TIF districts⁵⁰.

Summary

Several funding alternatives and examples have been presented in the above sections. Table 104 is a summary of potential state and local funding sources, potential revenue, and the requirements in order to implement the measure and generate the revenue. Many of the state and local funding sources would require state and/or local legislation to enact.

⁵⁰ Maine Department of Economic and Community Development. Municipal Tax increment Financing.
http://www.maine.gov/decd/start-grow/tax-incentives/tax_increment_financing.shtml 2017

Table 104: State and Local Funding Sources

Source	Description	Example	Revenue Potential	Requirements
Mortgage Recording Fee	Assessed when a new mortgage is recorded	In western New York , a mortgage recording fee is assessed at the county level for each county within a transportation authority that receives public transportation services. It is used to support transit in those counties	Unknown	Increase mortgage recording fee surcharge by \$1 and dedicate to transit
Development Impact Fees	One-time charges on new developments to help fund infrastructure costs off site but which are impacted by the new development.	San Francisco enacted a transit impact development fee in 1981. The revenue is used to and help fund Muni's operating cost	Unknown	Redefinition of use redefinition of uses under Me. Rev. State. Ann., Title 30-A, § 4354 and the adoption of the ordinance by municipalities.
Paid Parking	Paid parking is almost always a locally managed funding option for transportation.	Hanover, NH uses revenue from paid parking to help fund transit	\$8,000	Lewiston raise Parking rates by 5%
Underground Storage Fee	Underground tank storage fees are assessed to the owners of underground motor fuel tanks based on the capacity of the tank. The fees are set and collected at the state level.	In Rhode Island 50% of the 1.0¢ underground storage tank recovery fee, which is assessed per gallon, is allocated to Rhode Island Public Transit Authority operations	\$27,500	Assessing a 1.0¢ fee per gallon to all tanks and dedicating %50 to transit
Tolls	Tolling provides a source of revenue for transportation investments and congestion relief and is administered at the state level.	In Maine the Shuttlebus Zoom service is partially funded by the Maine Turnpike Authority	Unknown	Allow toll revenue to be used on non-tolled roads,
Vehicle Fees				
Vehicle Registration, Title and	Different types of fees include inspection, heavy vehicle registration, truck gross weight registration,	In Florida 12.9% of vehicle registration fees statewide goes to fund transit.	\$379,000	Legislation allowing counties or municipalities to assess a \$5 vehicle registration fee

Source	Description	Example	Revenue Potential	Requirements
License Fees	license, and vanity plates. They can be local or state wide.	Lebanon, NH assess a \$5 local vehicle registration fee to fund their share for the transit system		
Motor Carrier/Limo Fee	Motor carrier/Limo fees are similar to vehicle registration fees but are collected only for limousine and buses.	In Michigan a fee is assessed to all motor carrier/limo registrations. 10% goes to funding transit	\$50,300	Assessment of \$100 annual fee on motor carriers
New Tire Fee	Fee on the purchase of new tires	Pennsylvania assess a \$1 fee on all new tires, all collected fees go into the Public Transportation Assistance Fund	\$151,400; \$227,100; \$302,900	Allow county or local fee assessment on new tires. Asses fee of 50¢; 75¢; \$1
Vehicle Lease Fee	When a consumer leases a vehicle, fees are included in every lease payment. Lease taxes or lease fees are basically like a sales tax applied to the amount of each monthly lease payment.	In Pennsylvania there is a 3% motor vehicle lease fee which goes into the Public Transportation Assistance Fund	\$652,000; \$108,000; \$815,000	Assessment of 50¢ monthly fee to all leased vehicles; \$1 annual; 3%
General Revenue Taxes				
Real-estate Transfer Tax	Real estate transfer taxes are taxes levied onto property sales transactions; they are also called a documentary stamp tax in certain locations.	Illinois imposes an additional one percent real-estate tax to their 0.10% tax on the sale and transfer of any personal residence valued at more than one million dollars to help fund transit.	\$1,100,000	A 1% increase in real estate transfer taxes to homes worth more than \$1 million
Income Tax	State income taxes are a major source of revenue, while local income taxes are far less common. Very few states dedicate a proportion of the income tax revenue to fund transit.	Indianapolis voters approved a referendum that authorizes the city to impose an income tax of up to 0.25 percent—25 cents per \$100 of income—to help fund the Marion	\$12 million	Raise the income tax by 0.025% or 2.5 cents per \$100 of income

Source	Description	Example	Revenue Potential	Requirements
County Transit Plan				
Property Taxes	Fifty-percent of states have municipalities which impose property taxes and dedicate a proportion to funding transit	In Massachusetts the regional transit authorities assess local communities for transit. Many communities pay the assessment via property taxes.	\$370,000	Raise property tax rate by 1% and dedicate to transit
Sales Tax	Nationally sales tax is the most commonly used tax to support transit services for capital spending and operating expenses, particularly at the state level. In some states just the tax on specific goods are dedicated to transit.	In Texas eleven urban areas have approved local sales taxes dedicated to a transit system. Michigan designates ¼ of the 4% sales tax on automotive related item to transit.	\$36 million	Increase sales tax by 0.1% and dedicate to transit
Vehicle Related Taxes				
Gas tax	The tax is typically assessed by the state and less commonly through local governments. State fuel/gas taxes are dedicated sources to fund 92 transit services in 22 states.	In Florida 2.86¢ of the federal gas tax goes to funding transit.	\$3.3 million	Raise gas tax by 1¢ and dedicate to transit
Car Rental Tax	Rental car fees are paid by the consumer on the rental of a passenger car, and typically limited to 30 days. These types of fees are generally remitted to the state with the other taxes and fees collected (including sales or use taxes) and then distributed to the transit agencies.	Maine has a 5% tax on the rental of vehicles, 100% of tax revenue from truck and van rentals, and all tax revenue from rental cars during the last six month of the prior fiscal year partially fund the Multimodal Transportation Fund (MTF).	Existing	Existing Tax
Parking Taxes	Parking taxes are special taxes on commercial parking transactions and are similar to parking fees where	A source of revenue for transit in Vancouver is a parking tax	Unknown	Local ability to implement tax

Source	Description	Example	Revenue Potential	Requirements
	motorists pay directly for parking.			
Use Taxes				
Utility Tax	Utility taxes are applied locally to properties and a transportation utility rate can be set.	The state of Washington asses a utility tax which helps fund transit.	\$982,000-\$3,926,000	Legislative action and levy adopted by counties
Hospitality Tax	Room or occupancy taxes can be applied to lodging at hotels, motels, campgrounds, rooming houses, RV parks, etc. to support transit services.	Arlington, Texas a special district (the Arlington Entertainment Area Management District) was created to fund a trolley service for guests staying in member hotels to visit recreation and tourist destinations within the district.	\$38 million	50¢ per occupied room per night
Business Activity Taxes				
Corporate Franchise Tax	A corporate franchise tax is levied on the profit and taxable assets of a business. It is a tax that corporations pay in advance for doing business in a state. The tax can be targeted to certain industries and activities.	New York metropolitan region, a corporate franchise fee is imposed on transportation and transmissions companies and the revenue is used to support transit	Unknown	Legislative action
Payroll Tax	Payroll taxes are usually imposed directly on employers with the transit service area for the amount of gross payroll paid to employees.	Payroll taxes are currently used by the state of Oregon to fund the mass transit districts.	Unknown	Legislation enabling a payroll tax
Corporate Income Tax	The corporate income tax is a gross receipts tax assessed on gross proceeds of sale, value of products, or gross income of a business.	In Maryland three percent (\$23,020,158) of the state funding for transit comes from the Corporate Income Tax.	\$196,000-\$1,960,000	Increase tax by 0.10%-1%
Occupational Tax	Occupational taxes assess taxes on all income resulting from transacting business within an area. It is imposed	Louisville Metro in Kentucky levy’s an occupational tax in Jefferson County that helps fund transit.	Unknown	Legislative action

Source	Description	Example	Revenue Potential	Requirements
	upon the privilege of engaging in a business, profession, occupation, or trade within an area regardless of the legal residence of the person so engaged.	Employees who live outside the Louisville Metro but work inside it have a tax rate of 1.45%, those who both live and work in the metro have a rate of 2.2% and those who live in the metro but work outside it are not subject to the tax		
“Sin” Taxes				
Gambling/Lottery Tax	Typically states use the revenues to support education systems and the general fund, a few states use it to directly support public transit.	In New Jersey 8.5% of the 8% Casino Revenue Tax funds the Senior Citizen & Disabled Resident Transportation Assistance Program	Unknown	Increase tax and dedicate to transit
Alcohol Tax	Alcohol taxes are imposed at the state level nationwide, and are less commonly found as local taxes.	Allegheny County in Pennsylvania is the only known alcohol tax which is dedicated to transit. There is a 10-percent tax on poured alcoholic drinks which supports Port Authority Transit.	\$386,000	Increase the tax by 1¢ per gallon on both wine and beer
Cigarette Tax	All 50 states levy excise taxes on cigarettes. The tax ranges from 17¢ to \$2.59 and averages \$1.11 but in many states the cigarette tax revenues go to the general fund.	In Massachusetts part of the cigarette tax goes into the Commonwealth Transportation Fund via an offset transfer from the general fund.	\$796,000	Raise the rate by 1¢ and dedicate to transit
Partnerships				
Businesses	Businesses subsidize transit cost for employees either partially or fully	DHMC in New Hampshire subsidizes the cost of commuter bus service provided by Stagecoach Transportation Services. Employees only pay \$1 of the \$3.50 fare.	Unknown	Coordination with local businesses
Colleges and	Schools either provide direct funding	Southern Maine Community College	Unknown	Coordination with local colleges

Source	Description	Example	Revenue Potential	Requirements
Universities	to the system or purchase bulk passes and distribute them to students for free or at a reduced price. Direct funding, in the form of U-Passes, allows students, faculty and/or staff to ride for free or a reduced price and the university covers their cost. The cost is usually passed on to the student in semester fees.	pays for students ride SPBS, Brunswick Explorer and METRO for free.		
Special Districts				
Special Assessment District	A special assessment district may levy the additional taxes or fees based on distance from the project, type of land use, total acreage, or frontage along the transit line.	In Iowa municipal transit systems are allowed to enact 95¢ per \$1,000 valuation of property for transit through a vote of city council.	Unknown	Municipalities to create Downtown Development Districts, Maine law to allow for revenue from set district for transit
Tax Increment Financing	Tax increment financing (TIF) districts are special tax districts within a community where any increase in tax revenue resulting from increased property value is used to pay for public improvements in that district.	Hanover, NH uses part of the revenue from their Tax Increment Financing District to fund transit.	Unknown	Creation of TIF district by municipalities

APPENDIX J: PERFORMANCE MEASURES

In order to establish service guidelines in the pursuit of establishing a monitoring program in the future, service must first be monitored and data collected. Routes should be defined by the function they serve in order to accurately measure the health of a route. Four types of routes are recommended for new WMTS service: (1) local, (2) rural commuter, (3) express route, and (4) service. Each route type will have in turn different performance measures to monitor existing service and evaluate new service. Table 105 provides an overview of the suggested route type and pairing for recommended WMTS routes.

- **Local Routes** – These are routes that service densely populated areas. They typically begin and end in an urban center and stop at all locations along the way.
- **Rural Commuter Routes**- These routes typically operate a few trips a day and originate in an urban area but the majority of the route is operated in rural areas. They typically exhibit higher operating speeds, longer trips and do not run on a consistent headway.
- **Express Routes** – Express routes are designed to provide faster, direct service for commuters and have limited stops. They typically operate on weekdays only during peak periods.
- **Service Routes** – Service routes are designed to meet the needs of a specific group. They typically have lower ridership and sporadic trip times based on the schedule of the group in question. They can be partially funded by a group. Examples may include seasonal routes, limited service, or school.

Table 105: WMTS Route Types

Route Type	Routes
Local	Alt 1: L/A-Brunswick, Alt 3: Bath-Brunswick via Bath Road, Alt 6: Wilton-Farmington
Rural Commuter	Alt 6H: Farmington-Wilton- L/A, Alt 9 Bethel-L/A, Alt 15 Rumford - L/A
Express	Alt 4: Bath-Brunswick via Rt 1
Service	Alt 10 Bethel – Farmington, Alt 13 Farmington – Carrabassett Valley, Alt 14 Farmington - Rangeley

Performance measures serve as a guide to evaluate the success of a transit service. Performance measures include the types of data to be collected and give the tools necessary to identify transit system opportunities and deficiencies. Performance measures should:

- Be easily measurable

- Have a clear and intuitive meaning so that it is understandable to those who will use it and to non-transportation professionals
- Be acceptable and useful to transportation professionals
- Be comparable across time and between geographical areas
- Have a strong functional relationship to actual system operations so that once changes occur in service operations, changes to the system can readily be determined
- Provide the most cost-effective means of data collection
- Where appropriate, be based on statistically sound measurement techniques
- Be consistent with measures identified for other systems

Recommended performance measures to monitor could include:

- **Passengers/Hour:** Number of total monthly and annual passengers divided by the corresponding revenue-hours.
- **Subsidy/Passenger:** Total expenses minus fare revenue divided by ridership.
- **Farebox Recovery:** The percentage of operating costs covered by fares collected, calculated by the fares collected divided by the cost to operate the route.
- **Cost/Revenue-Hour:** An excellent indicator of efficiency is cost per revenue-hour of service. Costs per hour should be analyzed by route and compared to overall system averages.
- **Late Trips:** The percentage of fixed-route trips which operate late or are missed should be recorded and reported. The recommended standard for late trips is any trip that is more than five minutes behind schedule.
- **Service/Road Calls:** the number of service/road calls divided by the number of revenue miles. This measure is typically measured for the entire system and not individual routes. This monitors routine maintenance and vehicle performance.
- **Accidents/100,000 miles:** Measure of driver safety. There must be a standard practice for defining what an accident is.

Service Benchmarks

The aforementioned performance measures can be used to create benchmarks for service. The benchmarks will help WMTS track progress and set goals for the performance of the routes. These benchmarks should be seen as short-term goals that should be re-evaluated at set intervals—at least every five years—to ensure that the expectations for the routes are consistently evolving. If a specific benchmark has been greatly exceeded during the first two years of operation, the criteria should be changed to provide a progressive target for the service. The following benchmarks for service were determined by national best standards, examining peers, current performance and anticipated performance.

Passengers per Hour

Passengers per hour measures ridership as a function of the amount of service provided and will vary based on the type of route. As system-wide service improves these values should be adjusted to reflect the change and reevaluated every 3-5 years. They are based on current performance and best practices. If routes are performing at 75% or below of the benchmark then the route may need to be evaluated to determine remedies to improve performance.

Table 106: Passenger per Hour

Route Type	Passengers per hour
Local	12
Rural Commuter	10
Express	8 per trip
Service	5

Subsidy per Passenger

Subsidy per passenger measures the cost of providing service, taking into account fare revenue collected. As with passengers per hour, as system-wide service improves these values should be adjusted to reflect improvements and should be reevaluated every 3-5 years. WMTS should strive to have a subsidy per passenger less than **\$10** on all routes. If subsidies are more than 50% higher than the benchmark and the route does not have a dedicated source of funding, then the route may need to be evaluated to determine remedies to improve performance.

Farebox Recovery

Farebox recovery ratios are typically low for rural transit systems such as WMTS. WMTS should strive to meet or exceed the average farebox recovery ratio outlined in the Rural National Transit Database of **8%** on all routes. If the ratio drops on a route to below 5% (the average recovery ratio for other rural agencies in FTA Region 1) then the route may need to be evaluated to determine remedies to improve performance.

Cost per Revenue Hour

Cost per revenue hour by route should be related to the average of the system so that it can change as service is added or subtracted or funding sources change. Table 107 provides a guideline for monitoring this benchmark.

Table 107: Cost per Hour Performance Standard Criteria

Route Type	Percent of Average	Action
Local	0%-50%	Immediate action
Rural Commuter	51%- 75%	Subject to review
Express	75%-150%	No action needed
Service	150%+	Evaluate for service improvements

For those routes performing under 50% immediate actions are listed in section 4.4 Routes falling within the 50%-75% range are routes that are candidates for monitoring service. Routes falling within the 75%-150% range are routes that are performing well and require no action. 150%+ routes indicate high performing routes which may benefit from increased service.

Late Trips

Late trips measure on-time performance and help evaluate a vehicle's adherence to a schedule. A trip is considered on-time if it departs a timepoint no more than five minutes late; no trips should leave early. The recommended best practice for on-time performance nationwide is **95%**; WMTS should strive to meet this benchmark.

Service/Road Calls

Vehicle breakdowns are inevitable. This measure tracks the distance traveled between mechanical breakdowns. Although frequent occurrences can create disruptions in a transit system, it is important to track the frequency and type of mechanical failures of each vehicle in addition to monitoring a fleet's age. Monitoring of vehicle breakdowns is one method of reducing system disruptions and may allow an agency to improve monitoring of vehicle replacement schedules and preventative maintenance practices. Data collection efforts should include date, time of day, type of failure, age of vehicle, vehicle number, vehicle mileage, and how the situation was rectified. Monitoring of these items will allow WMTS to recognize patterns in repeated types of mechanical breakdowns; breakdowns related to vehicle type, age or mileage; and assist with preventative maintenance programs. Wheelchair lift failures should also be monitored. WMTS should strive for **20,000 miles** between road calls.

Accidents per 100,000 Miles

The FTA suggests that at a minimum transit providers strive towards the goal of six accidents or less per 100,000 miles. WMTS should seek to exceed that minimum with **no more than three (3) accidents per 100,000 miles**. The measure can be calculated by dividing the number miles by the number of accidents in a given time period. Values lower than 33,333 indicate that the indicator is not being met.

New Service Performance Evaluation

A set of performance measures should be established for the new service and recommendations for benchmarks are provided above. One of the most important things to consider when establishing a new service is a monitoring program. Once a new route or service has been implemented, it should be monitored for an initial period to evaluate its performance. At the onset the routes may not meet the benchmarks set forth, but as the service becomes more popular it may. Service should be implemented for a period of at least two full years in order to garner ridership and monitor monthly fluctuations. While minor changes, such as timing, can be made to the routes within the initial period, large changes, particularly service decreases, should be avoided. On-time data should be checked randomly to ensure that performance remains acceptable; a new service that has low on-time performance will have a difficult time attracting ridership. Approximately halfway through the initial period a passenger survey of the route should be conducted to understand the effectiveness of the route. The routes should continue to be monitored as a 'new route' beyond two years if ridership has had continual growth. Once ridership has plateaued the route can be evaluated against the benchmarks below.

New Service Warrants

WMTS often receives requests for new service; new service warrants will help WMTS evaluate proposals and determine service levels. Section 4.2 outlines how to monitor and measure new services. The development of the new services should follow the new service warrants and after three years be able to meet or exceed the performance measures outlined in Section 4.1. When analyzing new service requests and proposals the following should be considered:

Area coverage – When service is proposed the new route should be evaluated for its ability to connect to other routes, meet service thresholds, and operate cost effectively. Routes extend the service area may have a demand but the increased miles/hours may cause the subsidy to be greater than those recommended in the performance measures.

Transit dependent populations – The presence of transit dependent populations should be considered when evaluating new service proposals. If there is a high but remote transit dependent population, alternative service types might be warranted.

Special markets – New service is often proposed for special markets such as a new shopping center, university campus, or employment center. These markets often produce demand but the cost to service them can be high and ridership potential undetermined. WMTS should work with these destinations to secure some dedicated funding which can help bring down the cost of the route.

Actions for Low Performing Routes

If routes are not meeting at least two out of the three main indicators (passenger per hour, subsidy per passenger, farebox recovery) or fall below the minimum suggested values (5% farebox recovery, \$15 subsidy per passenger, 75% of the passenger per hour by service type or “very low” performance score for cost per hour), they should be evaluated for possible modification. The following actions may help improve route performance:

Change service level – Some low performing routes may not warrant increased service frequency; yet routes with very few trips may not attract riders. High frequency routes that are low performing should be evaluated for service changes. Low frequency routes can be evaluated for trip additions to determine if the low performance is related to minimal service. This analysis should be done in conjunction with outreach to determine if extra trips would garner higher ridership

Segment identification – A segment level analysis of a route might highlight a portion of the route that causes the overall poor performance. This segment can be modified to help improve the overall route.

Marketing – Marketing can help raise the public awareness of a route. Ridership can be poor because the public lacks knowledge of the service. A marketing/educational campaign can help improve performance statistics.

Public outreach – On-board surveys or rider interviews can help gain information about how the route can be improved.

Schedule Modification – Evaluating the performance at different time periods throughout the day may help identify time periods or trips that garner very little ridership. For example the last trip of the day may have very low productivity and bring down the performance of the entire route.

Partnership Identification – If the subsidy per passenger is high one way to reduce it is to explore cost sharing partnerships with external funding sources. Examples include schools/colleges, large housing complexes, shopping centers, and places of employment. Another method is to work with local employment centers to coordinate the sale of passes with employee incentives.

Discontinuation – Discontinuation is the last option for dealing with a low-performing route and should only be implemented once other measures have been tried but the route is still under performing. A whole route or segment can be discontinued. Routes should not be discontinued until other remedial actions have been tried and the service has been monitored for at least sixth months and there is still no improvement on the route.

K. JULY 2018 ADDENDUM

This addendum adds additional context to the 'Capital Requirements,' 'Equipment, Signage and Bus Stops' section found on page 38 of the *Western Maine Transit Feasibility Study, Comprehensive Transit Analysis Final Report* dated August 2017.

Following the first sentence of the first paragraph in the section, the report is amended to further include the following statement:

While no new facilities or maintenance garage are required immediately to house and maintain additional buses, as the new services are added through phased implementation, additional indoor storage space and maintenance facilities/capabilities will be necessary to accommodate the additional buses procured to operate the service expansion. Expanded storage space/parking, maintenance/service bays, wash bays, etc. will be critical to store and maintain the expanding fleet in order to ensure the safe and efficient operation of the new services as they are implemented over time.