

Western Maine Transit Feasibility Study

FINAL REPORT

June 2024

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Study Overview

Transportation services in Western Maine consist of a mix of services to meet the wide range of transportation needs across the region, and to accommodate a variety of trip purposes. These services cover a large and diverse area, and they have continued to expand and develop out of necessity, evolving to meet the transit needs of growing populations and new travel patterns.

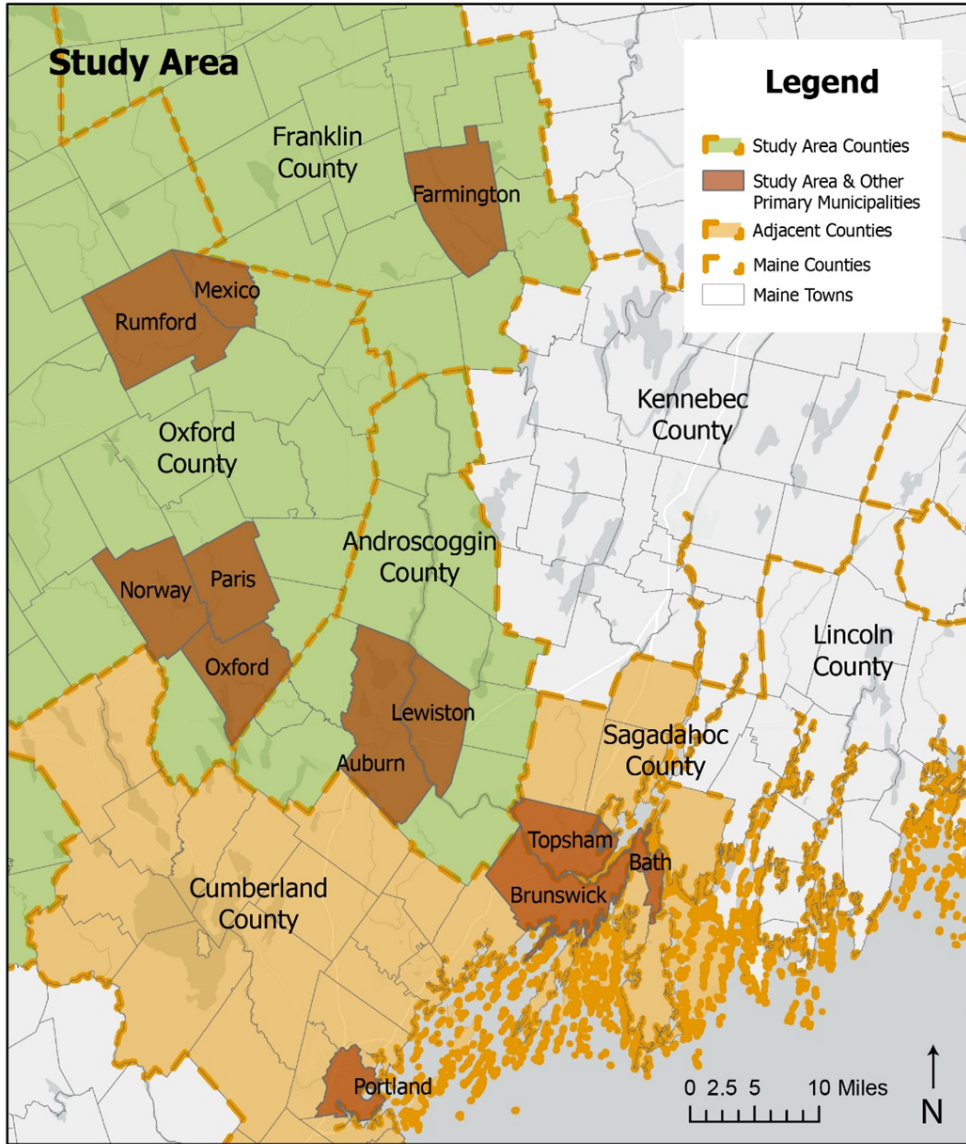
Western Maine Transportation Services, Inc (WMTS) operates multiple types of transportation services to meet these needs, but existing and emerging gaps are either unmet or under-met based on the current level of service and service coverage. This study assesses the most up-to-date conditions in the region and build on previously completed studies to provide a phased list of actionable and strategic recommendations for transportation service and regional connectivity improvements. Key milestones, roles, costs, action items, and a phased timeline make up the Final Implementation Plan. The study is informed by a series of memoranda (located in the Appendices), including the Market Analysis and Existing Transit Services Technical Memorandum and the Public Survey Summary.

Introduction to Western Maine

Western Maine, including Androscoggin, Franklin, and Oxford Counties, is a large geographic region served by a variety of transportation services, including those operated by WMTS, Metro BREEZ, Lakes Region Explorer, Concord Coach, Greyhound, and Amtrak Downeaster. WMTS operates several services including seasonal shuttles, fixed route, commuter service, flex routes, demand response, and complementary Americans with Disabilities Act of 1990 (ADA) paratransit services. Though the study area encompasses Androscoggin, Franklin, and Oxford Counties, the community profile in this section incorporates data for the abutting Cumberland and Sagadahoc Counties, to account for their overlap regarding employment and services (Figure 1).

Figure 1. Study Area

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Source: WMTS

Demographics and Socioeconomics

Demographic and socioeconomic statistics are at the core of understanding the transit markets and levels of transit dependency that exist in an area. Table 1 provides an overview of statistics for the study area and adjacent counties.

Table 1. Demographic and Socioeconomic Characteristics (2021)

County/Location	Population	Population Density	Percent of Population 65+	Percent in Poverty	Percent of Cost-Burdened Renters
Androscoggin	110,378	235.9	17.7%	11.9%	43.5%
Cumberland	300,776	359.7	18.5%	7.8%	46.8%
Franklin	29,487	17.35	22.3%	11.9%	43.1%
Oxford	57,807	27.83	21.8%	14.0%	57.2%
Sagadahoc	36,530	143.8	22.5%	11.2%	49.9%
State of Maine	1,357,046	43.99	20.7%	11.0%	46.1%

Source: ACS 5-Year Estimates, 2021, DP05: Demographic and Housing Estimates.

ACS 5-Year Estimates, 2021, DP03: Selected Economic Characteristics

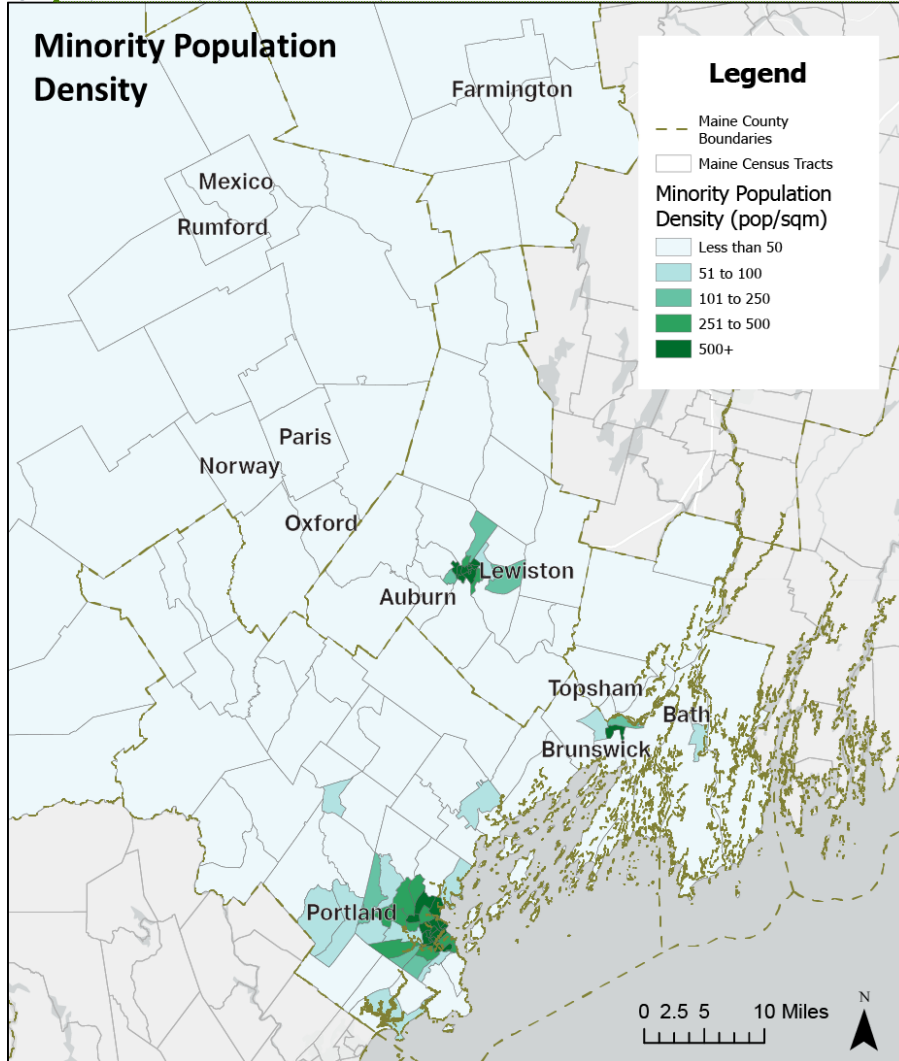
ACS 5-Year Estimates, 2021, DP04: Selected Housing Characteristics.

Androscoggin County has the largest and densest population within the study area and represents the second densest county in Maine after Cumberland County. Population nodes within Androscoggin are concentrated in Lewiston, Auburn, and Lisbon Falls. All counties studied except for Franklin County have experienced net population growth between 2017 and 2021, with Androscoggin, Cumberland, and Sagadahoc County populations each outpacing the statewide growth rate. Androscoggin and Cumberland counties are younger than their neighbors and have seen influxes of younger residents, while Franklin, Oxford, and Sagadahoc counties have older populations that continue to experience more rapid aging trends than the overall state.

Each study area county has a lower median household income (MHI) and a higher percentage of people living below the poverty line compared to the statewide average, although MHI has grown between 2017 and 2021. Androscoggin County's MHI growth rate surpasses that of the state, and the county has also surpassed the state-level reduction rate regarding the proportion of people living under the poverty line. Comparatively, Franklin County and Oxford County experience both slower MHI growth and slower poverty reduction. Adjacent to the study area, Cumberland and Sagadahoc counties earn more and significantly outpace the MHI growth rate compared to the state. Cumberland County's poverty rates are also well below the statewide average and are dropping faster than the statewide average. Conversely, Sagadahoc has a nearly stagnant poverty reduction rate and a greater proportion of people living below the poverty line compared to the state, as of 2021.

Androscoggin and Cumberland counties have more diverse populations than their neighboring counties and the statewide average. Racial and ethnic diversity have increased in all five counties between 2017 and 2021, although Androscoggin and Cumberland are the only counties with comparable or higher diversification rates compared to the statewide average rate. The highest densities of minority residents are found within these two counties – specifically in the higher-density, urban areas of Lewiston-Auburn, Portland-South Portland-Westbrook, and Brunswick (Figure 2).

Figure 2. Population Density of Racial/Ethnic Minority Individuals



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Source: ACS 5-Year Estimates, 2021, DP05: Demographic and Housing Estimates.

Androscoggin and Cumberland counties have higher proportions of renters than their neighboring counties and Maine, despite the proportion of renters decreasing between 2017 and 2021. The prevalence of renting increased significantly in Franklin County and slightly in Oxford County, while remaining below the statewide average in both counties. The proportion of cost-burdened renters is

below the state average only in Androscoggin and Franklin counties. Between 2017 and 2021, the former experienced the greatest reduction in cost-burdened renters across the region, while the latter saw the greatest increase. Cumberland County has a slightly higher rate of cost-burdened renters than the state level, although the proportion decreased at nearly the statewide rate between 2017 and 2021. Oxford and Sagadahoc counties both have a significantly greater proportion of cost-burdened renters than the state (over 50 percent), and this proportion has trended upward in both counties.

Justice40 disadvantaged communities are those with census tracts above the 65th percentile for low-income¹ individuals, and above the 90th percentile for an identified disproportionate burden. Disadvantaged communities within the study area are present in Lewiston/Auburn, Mexico/Rumford, Norway/South Paris/Oxford, and Bath (Figure 3). The disproportionate burdens these communities face are detailed in Table 2. The census tract in Lewiston/Auburn facing a disproportionate transportation burden is in the 93rd percentile for vehicular traffic, and the census tracts in Norway/South Paris/Oxford are in the 91st and 96th percentile for average cost and time spent for transportation, respectively.

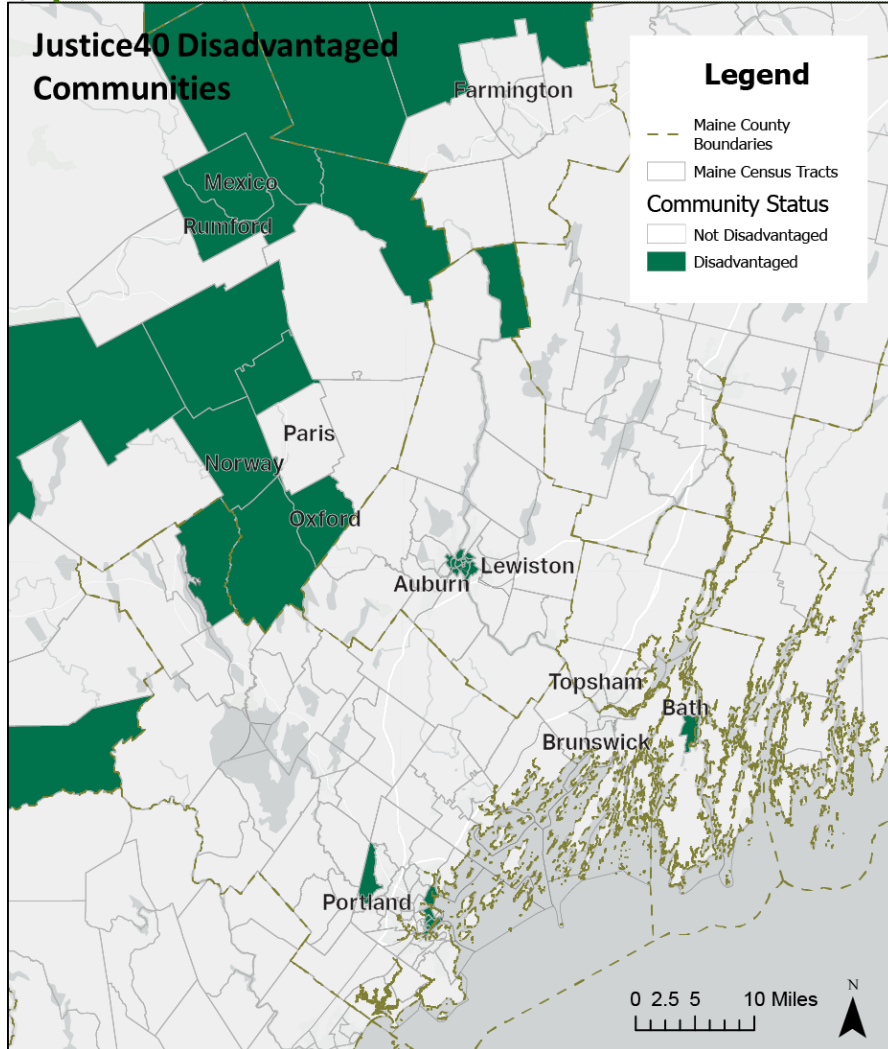
Table 2. Disproportionate Burdens Faced by Study Area Municipalities

	Climate Change	Energy	Health	Housing	Legacy Pollution	Transportation	Water and Wastewater	Workforce Development
Lewiston/Auburn	✓	✓	✓	✓	✓	✓		✓
Mexico/Rumford	✓	✓						
Norway/South Paris/Oxford	✓	✓	✓			✓		
Bath		✓						

Source: White House Climate and Economic Justice Screening Tool, 2022.

¹ Low income is defined as people in households whose income is less than or equal to twice the federal poverty level

Figure 3. Justice40 Disadvantaged Communities (2022)



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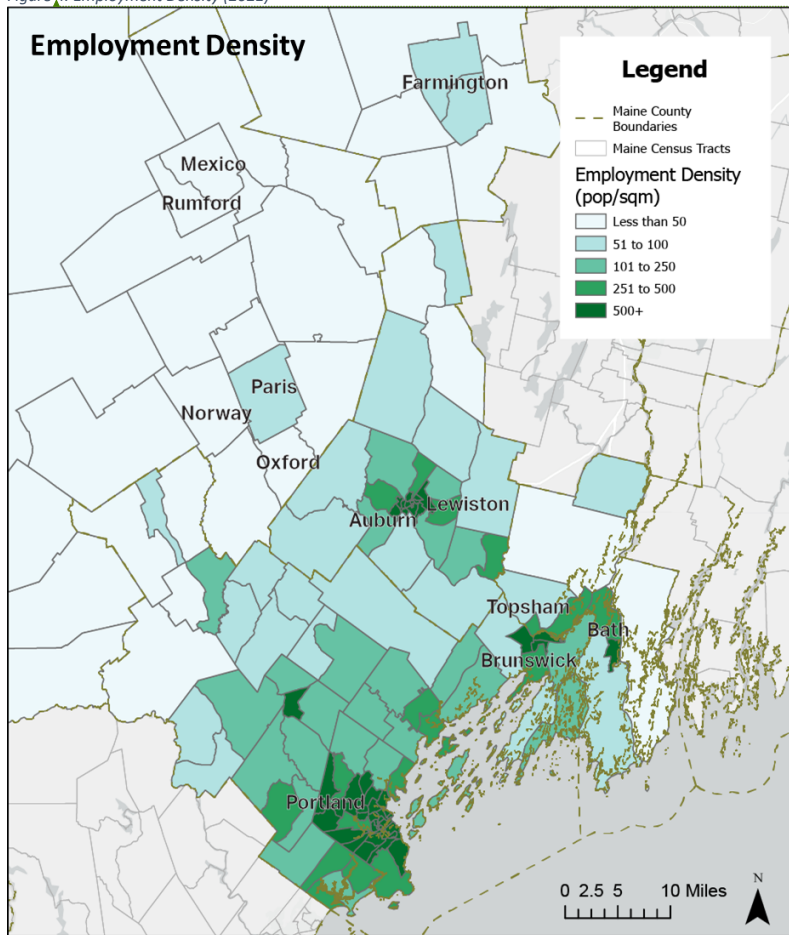
Source: White House Climate and Economic Justice Screening Tool, 2022.

Employment

Travel to and from work often represents the most frequently completed trips. Employment characteristics and statistics on workers residing and employed in the study area are therefore valuable to the transit market and transit needs discussion.

From 2017 to 2021, the total number of employers and employees across the studied counties generally rose. Androscoggin County had the highest concentration of employers and employees in the study area in 2021, as well as job density about five times greater than the statewide average. Employment growth in Androscoggin County, however, is slower than in the rest of the state, as it is in Oxford County. Adjacent to the study area, Cumberland and Sagadahoc counties combined contain approximately 30 percent of all employers and 26 percent of all employees in the state. These counties have higher job density than the statewide average (Figure 4), and employer and employment growth in Cumberland County outpaced the statewide and regional averages. Franklin County is the only county in the region to have lost employment between 2017 and 2021.

Figure 4. Employment Density (2021)



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Source: ACS 5-Year Estimates, 2021, DP03: Selected Economic Characteristics.

All counties have a higher percentage of population in the labor force than the state average, although only Cumberland County experienced a labor force increase. Cumberland is also the only county with a lower unemployment rate than that of the state. Aside from Sagadahoc County, all counties have experienced a reduction in their respective unemployment rates since 2017, although none have achieved the statewide reduction rate.

The largest employment industries within the region are educational services, health care, social assistance, retail trade, and professional services. Twelve employers have over 500 employees, most of which are based out of Lewiston, Brunswick, and Auburn. A quarter of these employers are healthcare companies, two are resource processing operations, and two are universities; Bath Iron Works, Wal-Mart, and TD Bank are also principal regional employers.

Androscoggin, Cumberland, and Franklin counties have the lowest drive-alone commutes to work and the highest percentage of residents without access to a personal vehicle. Workers from Androscoggin and Franklin counties opt to carpool rather than commute via public transit, and the largest proportion of workers working from home or commuting via public transit are in Cumberland County. Androscoggin and Franklin are the only counties that have experienced an increase in percentage of the populace without access to a personal vehicle.

Travel Patterns

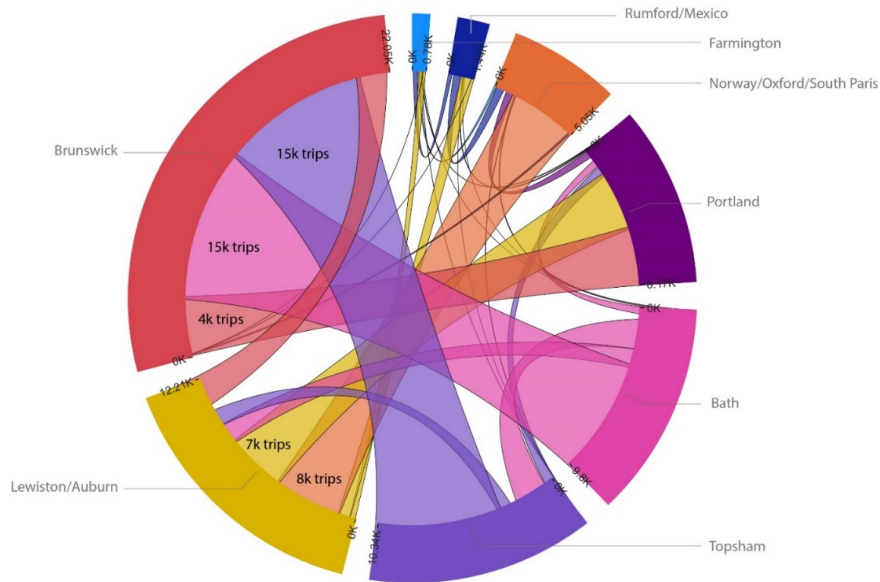
Approximately 590,000 daily trips originated from Lewiston/Auburn, Bath, Brunswick, Farmington, Topsham, Rumford/Mexico, and Norway/Oxford/South Paris on a typical weekday in fall 2022.² Of those trips, 65 percent were local, meaning that they started and ended within the same geographic boundary. Lewiston/Auburn, home to seven of the twelve largest employers within the region, is the origin for nearly one out of every two trips taken within the primary municipalities, and nearly three-quarters of those trips are local.

Outside of local travel, around ten percent of trips are from one primary municipality³ within the region to another. The remaining quarter of trips are to other places – including other communities within the five counties, other Maine communities outside those counties, and destinations in New Hampshire, Massachusetts, or other states. Figure 5 depicts the flow between nodes within the Study Area, excluding trips made to and from those outside of primary municipalities. The five most prominent node-to-node travel patterns within the study area include trips between Brunswick and Topsham, Brunswick and Bath, Lewiston/Auburn and Norway/Oxford/South Paris, Lewiston/Auburn and Portland, and Brunswick and Portland. Travel to Portland is substantial, with combined travel between Portland and Lewiston/Auburn and between Portland and Brunswick reaching 11,000 daily trips.

² Replica. Weekday Travel: Fall 2022.

³ For the purpose of this Study, primary municipalities include: Lewiston/Auburn, Bath, Brunswick, Farmington, Topsham, Rumford/Mexico, Norway/Oxford/South Paris, and Portland.

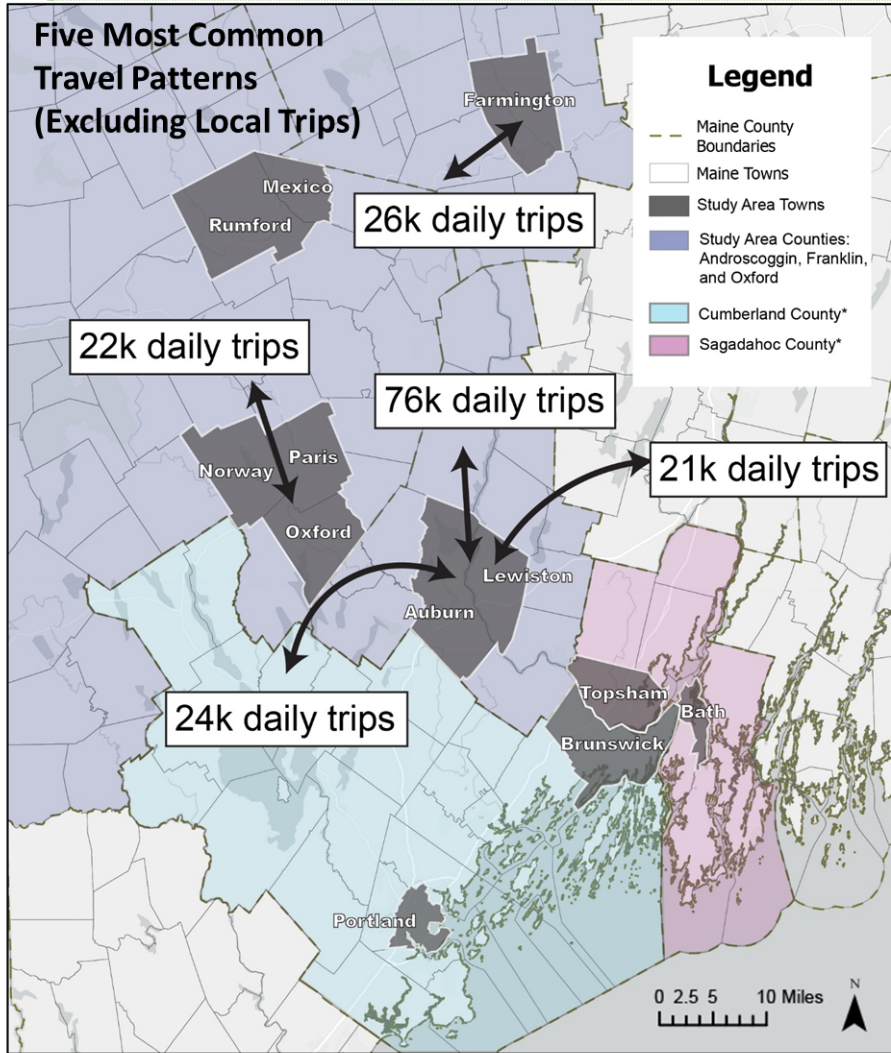
Figure 5. Origin and Destination Node to Node Flow



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The five most common paths of travel from Study Area towns to other regions are from Lewiston/Auburn to other areas in Franklin, Oxford, or Androscoggin Counties; Farmington to other areas in Franklin, Oxford, or Androscoggin Counties; Lewiston/Auburn to other Cumberland County areas; Norway/Oxford/Paris to other areas in Franklin, Oxford, or Androscoggin Counties; and Lewiston/Auburn to other parts of Maine (Figure 6).

Figure 6. Five Most Common Travel Patterns (Excluding Local) (2022)



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Source: Replica, Fall Weekday 2022.
 *Counties that abut the Study Area

For trips originating from each of the primary municipalities, trips home and commercial trips each represent the most common trip types and generally make up a combined two thirds or more of all trips. Social or recreational trips and trips to work follow as the next most common trip types, combined

making up between 20 and 25 percent of all trips. Finally, school-related trips and regional or other trips are the least common types for node-originating trips.

Existing Transit Services

The current transit services offered by WMTS across Western Maine are described in this section, as well as other regional transit providers and their operated services.

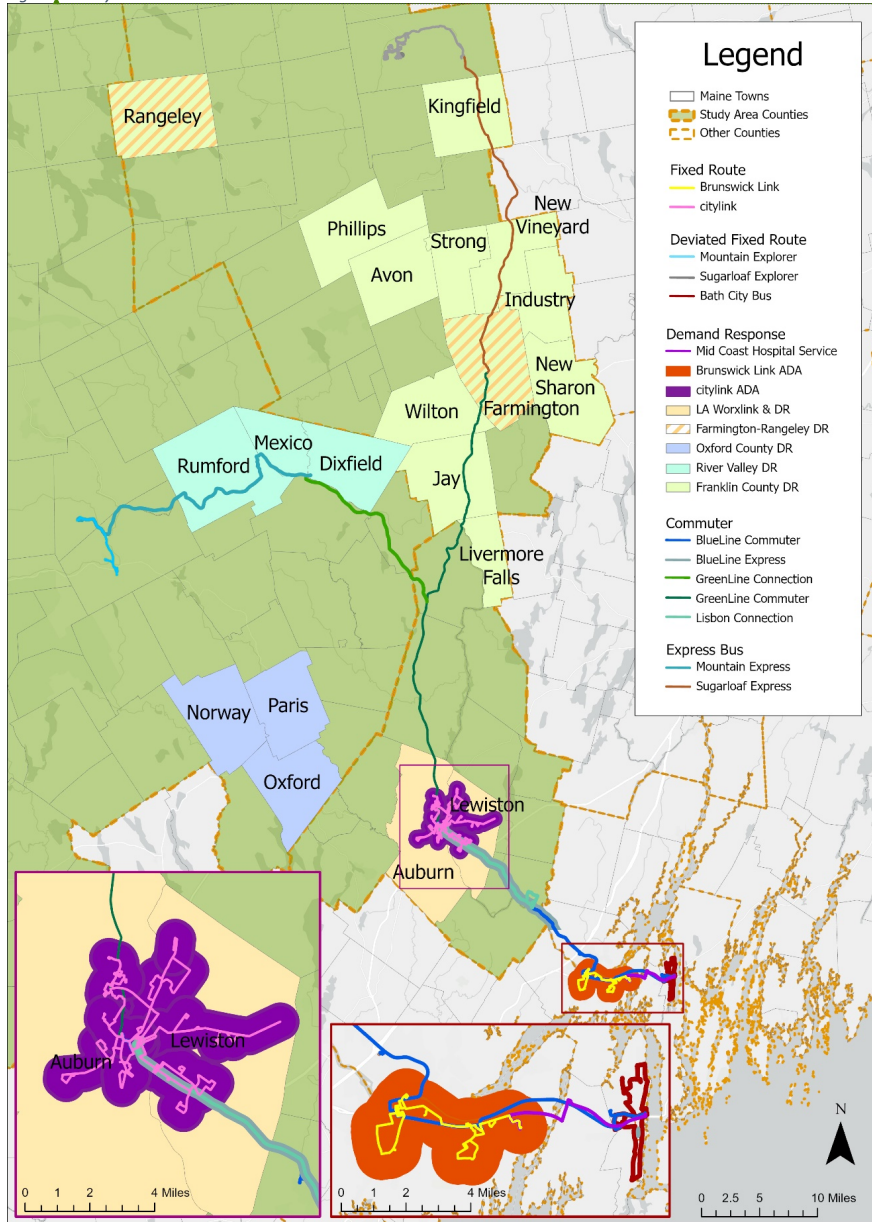
Western Maine Transportation Services

WMTS operates a combined 30 routes and services across western Maine, including seasonal shuttles, fixed route, commuter service, flex routes, demand response, and complimentary ADA services. The agency is the contracted operator for the citylink fixed route service in Lewiston-Auburn, its complementary ADA paratransit service, and the deviated fixed routes in Bath. Individuals must apply for the ADA demand response service and meet eligibility requirements, and deviated fixed routes will deviate up to ¾ miles for requests made at least a day in advance. Figure 7 and Table 3 provide an overview of the nine fixed routes (eight citylink and one Brunswick Link routes), four deviated fixed routes, ten demand response services⁴, and seven commuter routes including express bus. Two of the express bus routes and two of the deviated fixed routes are seasonal.

WMTS fares vary by the route/service and are established by WMTS – except for citylink fares, which are set by the Lewiston-Auburn Transit Committee (LATC) Board. General public demand response fares are based on the distance traveled; the commuter routes have zonal fares, the fixed routes and deviated fixed routes are flat fares, and the seasonal shuttles are free. Both WMTS and citylink offer discounted fares for seniors, people with disabilities, and children, although other fare discounts and passes are inconsistent across services and routes. Additionally, there are very few free transfers offered, and transfer policies are also inconsistent.

⁴ WMTS also has a volunteer driver program to provide trips throughout the region. They currently have no drivers.

Figure 7. Study Area Transit Services



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Table 3. WMTS Existing Routes and Services

Type	Route Name	Days Operated	Hours of Service	Frequency	Months Operated	Towns Served
Fixed Route	1 – Main Street (citylink)	Mon-Fri Sat	6:00 am – 6:00 pm 10:15 am – 5:00 pm	60 minutes 120 minutes	Year-round	Lewiston
Fixed Route	2 – Sabattus Street (citylink)	Mon-Fri Sat	6:00 am – 6:00 pm 9:15 am – 4:00 pm	60 minutes 120 minutes	Year-round	Lewiston
Fixed Route	3 – Lisbon Street (citylink)	Mon-Fri Sat	6:15 am – 6:00 pm 10:15 am – 5:00 pm	60 minutes 120 minutes	Year-round	Lewiston
Fixed Route	4 – New Auburn (citylink)	Mon-Fri Sat	5:45 am – 6:00 pm 9:15 am – 4:00 pm	60 minutes 120 minutes	Year-round	Lewiston, Auburn
Fixed Route	6 – College Street (citylink)	Mon-Fri Sat	6:15 am – 6:00 pm 9:15 am – 4:00 pm	60 minutes 60 minutes	Year-round	Lewiston, Auburn
Fixed Route	7 – Auburn Malls (citylink)	Mon-Fri Sat	6:15 am – 5:45 pm 9:45 am – 4:45 pm	60 minutes 60 minutes	Year-round	Auburn
Fixed Route	8 – Mall Shuttle (citylink)	Mon-Fri Sat	6:30 am – 6:00 pm 9:30 am – 4:30 pm	30 minutes 30 minutes	Year-round	Auburn
Fixed Route	10 – Pettengill Park (citylink)	Mon-Fri	7:45 am – 6:00 pm	60 minutes	Year-round	Lewiston, Auburn
Fixed Route	Brunswick Link	Mon-Fri	6:00 am – 7:15 pm	60 minutes	Year-round	Brunswick
Deviated Fixed Route/ Seasonal	Sugarloaf Explorer	Weekday Weekend	7:45 am – 4:30 pm 7:45 am – 5:00 pm	30 minutes 30 minutes	December- April	Carrabassett Valley
Deviated Fixed Route	Bath CityBus North Loop	Mon-Fri	8:00 am – 5:30 pm	60 minutes	Year-round	Bath
Deviated Fixed Route	Bath CityBus South Loop	Mon-Fri	8:30 am – 5:00 pm	60 minutes	Year-round	Bath

Type	Route Name	Days Operated	Hours of Service	Frequency	Months Operated	Towns Served
Deviated Fixed Route/ Seasonal	Mountain Explorer ⁵	Mon-Sun	7:30 am – 6:30 pm (8:30 pm Fri/Sat)	60 minutes	December-March	Bethel, Newry
Type	Route Name	Days Operated	Hours of Service	Frequency	Months Operated	Towns Served
Demand Response	LA Worxlink	Mon-Fri	5:00 am – 6:30 am 5:00 pm – 3:00 am	On-demand	Year-round	Lewiston, Auburn
Demand Response	Franklin County Demand Response	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
Demand Response	Oxford County Demand Response	Mon-Fri	7:30 am – 5:00 pm	On-demand	Year-round	Norway, South Paris, Oxford
Demand Response	Farmington-Rangley Demand Response	2 nd Tuesday of the month	8:00 am – 3:00 pm	On-demand	Year-round	Farmington, Rangeley
Demand Response	River Valley Demand Response	Mon-Fri	7:30 am – 5:00 pm	On-demand	Year-round	Rumford, Mexico, Dixfield
Demand Response	Motive Care	Mon-Thu Fri Sat	4:30 am – 8 pm 4:30 am – 10 pm 8:30 am – 3:30 pm	On-demand	Year-round	Varies
Demand Response	WMTS – Other Demand Response	Varies	Varies	On-demand	Year-round	Varies
Eligible Demand Response	citylink ADA	Mon-Fri Sat	6:00 am – 6:00 pm 9:15 am – 5:00 pm	On-demand	Year-round	Lewiston, Auburn
Eligible Demand Response	Brunswick Link ADA	Mon-Fri	6:00 am – 7:15 pm	On-demand	Year-round	Brunswick
Eligible Demand Response	Lewiston-Auburn Demand Response (outside of citylink area)	Mon-Fri	4:30 am – 8:00 pm 10 on Fri	On-demand	Year-round	Lewiston, Auburn

⁵ Mountain Explorer has been officially discontinued as of March 2024.

Type	Route Name	Days Operated	Hours of Service	Frequency	Months Operated	Towns Served
Eligible Demand Response	Mid Coast Hospital Service	Mon-Fri	9:30 am – 2:00 pm	On-demand	Year-round	Brunswick, Bath
Commuter Service	GreenLine Commuter	Mon-Fri Sat	5:15 am – 6:45 pm 7:20 am – 3:48 pm	4 trips daily 2 trips daily	Year-round	Farmington, Wilton, Jay, Livermore Falls, Livermore, Turner, Lewiston, Auburn
Type	Route Name	Days Operated	Hours of Service	Frequency	Months Operated	Towns Served
Commuter Service	GreenLine Connection	Mon-Fri	7:45 am – 4:45 pm	5 trips daily	Year-round	Rumford, Mexico, Dixfield, Peru, Canton, Livermore
Commuter Service	BlueLine Commuter	Mon-Fri	6:30 am – 6:00 pm	3 trips daily	Year-round	Auburn, Lewiston, Lisbon, Lisbon Falls, Topsham, Brunswick, Bath
Commuter Service	BlueLine Express	Mon-Fri	6:00 am – 7:00 am 3:30 pm – 4:30 pm	1 directional trip per peak	Year-round	Lewiston, Bath
Commuter Service	Lisbon Connection	Mon-Fri	5:15 am – 5:45 pm	5 trips daily	Year-round	Lewiston, Lisbon
Express Bus/ Seasonal	Sugarloaf Express	Mon-Sun	6:15 am – 5:30 pm	1 directional trip per peak	December-April	Farmington, New Vineyard, Kingfield, Carrabassett Valley
Express Bus/ Seasonal	Mountain Express ⁶	Mon-Sun	6:45 am – 5:30 pm	2 trips daily	December-March	Dixfield, Mexico, Rumford, Newry

Ridership across WMTS services has yet to return to pre-pandemic levels from 2019, with 2022 overall ridership only totaling around 65 percent of 2019 numbers. Despite lower ridership, service levels in the study area have been largely restored to levels exceeding pre-pandemic conditions, resulting in higher operating costs. Both demand response and fixed route ridership recovery are on par with national trends for rural and small urban systems, and the commuter routes are far exceeding the recovery trends. Additionally, the breakdown in ridership by service remained nearly identical between 2019 and 2022, with citylink fixed route services representing the bulk of all WMTS ridership (60 percent both years), Bath CityBus representing three percent, and citylink demand response services accounting for two percent of all ridership in both years.

Service effectiveness on a national level decreased between 2019 and 2022, and WMTS bus service effectiveness experienced a similar decline. citylink experienced the greatest loss of passengers per hour

⁶ Service discontinued

in that same period, dropping from the most efficient route regardless of season to the most efficient all-year route, although it saw the greatest post-pandemic recovery of all fixed routes. The Sugarloaf Express is the most effective WMTS commuter bus service, carrying more passengers per hour than its peers and setting itself apart as the only commuter bus service to increase passengers per hour from 2019 to 2022. Despite demand response service effectiveness decreasing both nationwide and within WMTS services in that period, citylink ADA experienced an increase in service effectiveness and remains the most effective WMTS demand response service.

citylink is also the most cost-effective service, with costs per passenger and per hour lower than national averages, and farebox recovery higher than national averages. The least cost-effective motor bus service and the most heavily subsidized motor bus route per passenger is the Brunswick Link. WMTS commuter bus is more cost-effective than demand response services, unlike national trends, although both services are less cost-effective in comparison to national trends. citylink ADA is the only paid demand response service that has a lower subsidy per passenger than the national average. *Table 4* breaks down WMTS service and cost effectiveness by service/route in 2022.

Table 4. WMTS Service and Cost Effectiveness (2022)

Service Type	Service	Passengers per Hour	Passengers per Trip	Cost per Passenger	Cost per Hour	Farebox Recovery	Subsidy per Passenger ⁷
Fixed Route	citylink	10.06	–	\$8.55	\$86.01	8.5%	\$7.82
	Brunswick Link	1.64	2.9	\$38.46	\$62.96	4.8%	\$36.61
Deviated Fixed Route	Sugarloaf Explorer	12.48	3.6	\$14.12	\$176.17	0.0%	\$14.12
	Bath CityBus	3.58	2.5	\$14.13	\$50.56	5.1%	\$13.41
	Mountain Explorer*	17.59	7.0	\$20.33	\$357.54	0.0%	\$20.33
Commuter Bus	GreenLine Commuter	0.59	1.9	\$75.21	\$44.14	1.9%	\$73.79
	GreenLine Connection	0.14	0.2	\$323.54	\$44.14	0.1%	\$323.10
	BlueLine (Commuter and Express)	3.46	7.1	\$14.07	\$48.64	18.7%	\$11.44
	Lisbon Connection	1.72	2.6	\$37.59	\$64.64	2.3%	\$36.72
Express Bus	Sugarloaf Express	6.25	8.1	\$28.17	\$176.17	6.0%	\$26.48
	Mountain Express*	1.31	1.7	\$273.90	\$357.54	1.0%	\$271.24
Demand Response	citylink ADA	4.89	18.0	\$34.95	\$170.88	8.5%	\$31.97
	Oxford County	2.58	5.4	\$39.90	\$99.50	11.2%	\$35.57
	Lewiston-Auburn	2.52	104.0	\$39.00	\$99.50	3.7%	\$37.53
	Franklin County	2.39	25.0	\$39.90	\$99.50	3.7%	\$38.37

** Service discontinued

⁷ Cost values do not include overhead

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:

- Metro BREEZ
- Lakes Region Explorer
- Concord Coach
- Greyhound
- Amtrak Downeaster
- Coastliner Excursion (coming soon)
- Lewiston-Auburn to Portland Commuter Bus (coming soon)

Metro BREEZ is operated by Greater Portland Metro, the fixed route service provider in Portland. The Breez express service connects Portland, Yarmouth, Freeport, and Brunswick, including a stop at Bowdoin College. Weekday service includes 13 northbound trips and 14 southbound trips, and Saturday service includes 6 northbound trips and 5 southbound trips.

The Lakes Region Explorer, operated by Regional Transportation Program (RTP) in Portland, provides year-round weekday service along Route 302 between Bridgton and Portland. Seasonal Saturday service is operated between Memorial Day and Labor Day. Weekday service and seasonal Saturday service both provide three round trips daily, with varying weekday and Saturday schedules.

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 is one trip in each direction daily from Brunswick and one from Bath. Bath CityBus shares a stop with the Concord Coach stop in Bath, connecting downtown Bath to the intercity bus. In Brunswick the route serves the Brunswick Visitor Center. Concord Coach Lines also provides service from Orono/Bangor to Boston via Lewiston and Auburn. Stops are located at Bates College Underhill Arena in Lewiston and at Exit 75 in Auburn. As of June 2023, service to Downtown Auburn is suspended, and there are no daily scheduled stops at Bates College. There are two trips in each direction daily through Auburn Exit 75. 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 Augusta, Lewiston, and Portland. There is one trip in each direction daily. In Lewiston, Greyhound stops at the Oak Street Bus Station and at Bates College, the Augusta stop is the same as the Concord Coach Augusta bus stop, and the Portland stop is located at the Portland Park & Ride. Service stopping in Brunswick was suspended as of April 2021.

Passenger rail service is provided by Northern New England Passenger Rail Authority (NNEPRA), operated by Amtrak, via the Downeaster Route. The Downeaster provides five daily round trips between Brunswick and Boston, with stops in Freeport and Portland. The train station in Brunswick is located downtown at 16 Station Avenue, where the Brunswick Concord Coach stop is located. The Coastliner Excursion is a new pilot program providing passenger rail service between Brunswick and Rockland via Bath. While service has not yet begun, operations are expected to start at the end of August 2023.

Commuter bus service between Lewiston-Auburn and Portland is anticipated to begin in 2024, although no specific start date has been established as of the writing of this report. The service will run as a 2-year

pilot and stop at six locations, including Portland Transportation Center, Monument Square, Maine Turnpike—Exit 75 Park and Ride, Downtown Auburn Transportation Center, Lewiston—Oak Street Bus Station, and Bates College.

Public Outreach

The Fall 2023 WMTS Passenger Survey was conducted between October 19th and December 17th, 2023, during which it received 546 responses from current and potential transit users. The collected data provided information regarding existing travel patterns within the region, sentiment about existing public transportation service, and the demand for additional service. Table 5 highlights the current travel patterns drawn from the survey data.

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Table 5. Current Travel Patterns (2023 Survey Results)

Top Destinations	Top Trip Purposes	Typical Travel Time	Top Travel Mode
<ul style="list-style-type: none"> • Auburn • Brunswick • Lewiston • Portland/South Portland 	<ul style="list-style-type: none"> • Shopping • Recreation • Work • Healthcare 	11 – 30 minutes	Driving alone

Although the dominant mode is driving alone, the percent of respondents using public transportation has risen approximately seven percent from the 2017 passenger survey. Less than ten percent travel with a mobility device and, of those that do, they are more likely to take public transportation than the general survey population.

The following areas of success were identified for WMTS:

- 4.0 out of 5 satisfaction rating for public transportation.
- Highest level of satisfaction (over 85 percent reporting satisfied or very satisfied) on citylink ADA, GreenLine Commuter, and GreenLine Connection.
- Safe and friendly drivers.
- Clean vehicles.
- Reasonable prices.
- 70 percent understand where to find information and feel comfortable overcoming schedule confusion.

The survey results point to varying opportunities for improving public transportation in western Maine, listed below. Table 6 provides an overview of the service-level improvement opportunities identified in the survey.

- Communication improvements around public transportation service and schedules are key to improving rider experience and growing ridership, particularly via branded infrastructure, stronger marketing, and updated WMTS website elements to facilitate user experience.

- Targeted improvements to routes based on high ridership and rider demographics (low-income individuals⁸, those without licenses or access to reliable vehicles⁹, and those using transit for work or healthcare trips¹⁰) would provide valuable mobility access enhancements to disadvantaged populations.
- Expanded service and amenities such as weekly/monthly passes and real-time schedule info would address the predominant concerns of these groups (Table 6).

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Table 6. Service-Level Opportunities

Service	Demographic Served	Most Common Reason (s) for Dissatisfaction	Top Day/Time Preferences Beyond Existing Service	Desired Amenities
WMTS Door-to-Door	Low-income; No driver's license; No access to a reliable vehicle; Healthcare trips	Doesn't run on days I need it to	Saturday	Weekly/monthly passes
Brunswick Link ADA	Low-income; No driver's license; Healthcare trips	Trips take too long (tie); Doesn't go where I need it to go (tie)	Saturday	Weekly/monthly passes
Lisbon Connection	No driver's license; No access to reliable vehicle	Doesn't go where I need it to go	Saturday (tie); Sunday (tie); Weekdays midday (tie)	Real-time schedule info
BlueLine Express	No access to reliable vehicle; Work trips;	Trips take too long (tie); Doesn't go where I need it to go (tie); Hours of service (tie)	5:00 p.m. to 8:00 p.m. on weekdays	Transfers
Bath CityBus South Loop	Low-income;	Doesn't run on days I need it to	Saturday	Weekly/monthly passes
GreenLine Connection	No driver's license	Doesn't run on days I need it to	Saturday (tie); Sunday (tie)	Weekly/monthly pass
citylink ADA	No driver's license	N/A	N/A	Transfers (tie); Real-time schedule info (tie);

⁸ Three services with the highest proportion of low-income riders; services where 40 percent or more riders belong to households earning less than \$22,000 annually.

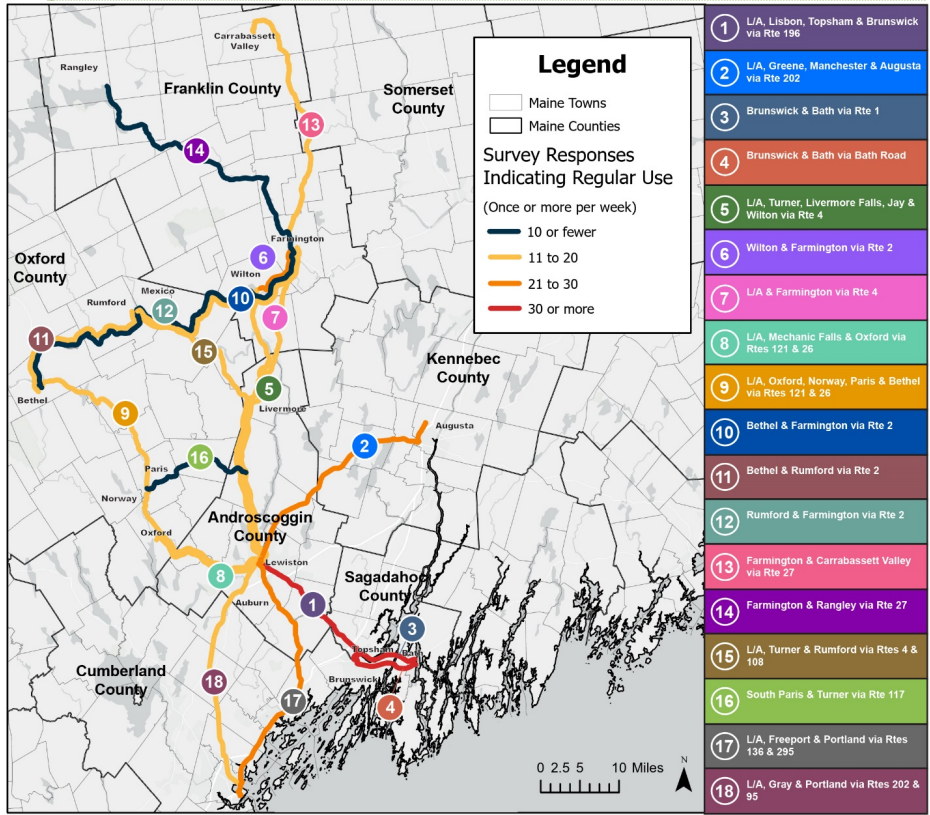
⁹ Three services with the highest proportion of riders without a license and three services with the highest proportion of riders without access to a reliable vehicle.

¹⁰ Three services with the highest proportion of riders making work-related trips and three services with the highest proportion of riders making healthcare-related trips.

Service	Demographic Served	Most Common Reason (s) for Dissatisfaction	Top Day/Time Preferences Beyond Existing Service	Desired Amenities
				WiFi (tie)
Bath BIW Run	Work trips	Doesn't go where I need it to go	Saturday (tie); Sunday (tie)	Real-time schedule info (tie); WiFi (tie)
BlueLine Commuter	Work trips	The bus is often late (tie); Trips take too long (tie); Doesn't go where I need it to go (tie); Days of service (tie)	Saturday (tie); Sunday (tie); Late weekday evening after 8:00 p.m. (tie)	Weekly/monthly pass
Mid Coast Hospital	Healthcare trips	Doesn't run on days I need it to	Saturday	Real-time schedule info (tie); Power outlets (tie)
citylink Bus	High ridership	Doesn't go where I need it to go	Sunday	Weekly/monthly passes

The survey also provided information about new geographic locations and corridors they would like to see served. When provided with a list of potential new routes, respondents indicated the strongest appetite for service from Lewiston-Auburn to Lisbon, Topsham, and Brunswick via Route 196 (Figure 8). Routes between Brunswick and Bath, one via Route 1 and another via Bath Road, were also top choices. Between 20 to 23 percent of respondents indicated they would use service between Brunswick and Bath at least once per week.

Figure 8. Frequency of Use for Potential New Routes (2023)



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Unmet Transportation Needs

Unmet transit needs can be identified by analyzing how socioeconomic conditions have shifted since WMTS's most recent transit feasibility study, examining travel patterns between major destinations within the Study Area and surrounding counties, characterizing existing transit services, and assessing public feedback. Revisiting previous studies to determine the extent to which recommendations have been implemented can also provide insight into service gaps. Table 7 illustrates emerging unmet transit needs based on the key findings from a review of these study components.

Table 7. Key Findings and Unmet Transit Needs

Finding	Need
Fare structures are confusing and inconsistent	Establish study to simplify fares across WMTS routes, enhancing navigability by creating consistent transfer policies, discounts, and passes

Finding	Need
Nearly 50% of WMTS's revenue vehicles are beyond their ULB	Replace aging fleet to improve reliability
Facilities are reaching capacity	Expand existing facilities or establish a satellite facility if WMTS service continues to grow.
Current technologies negatively impact user experience	Adopt a new CAD/AVL system that reduces manual procedures and improves demand response scheduling. Enable passenger-facing live tracking for fixed route service. Add in-app, on-demand request capabilities for Mountain Explorer and Express routes when operating as demand response service.
BlueLine and Lisbon Connection services overlap	Reconfigure these services into a single route with a schedule that aligns with proximal routes.
Mountain Explorer route is prohibitively expensive	Eliminate or identify methods to reduce costs associated with Mountain Explorer service.*
GreenLine Connection is prohibitively expensive	Eliminate or identify methods to reduce costs associated with Mountain Explorer service.
WMTS passengers identified the need for expanded bus stop infrastructure along fixed routes	Investigate funding available for capital improvements along high-use routes.
2023 survey respondents identified challenges with understanding schedules, getting information, and navigating the WMTS website	Adopt branded infrastructure, develop stronger marketing efforts, and update WMTS website to facilitate better user experience.
High ridership routes/services and those serving disadvantaged populations do not satisfy service-level needs	Expand service on weekends/late weekday evenings; implement weekly/monthly passes and real-time schedule information for enhanced rider experience.
There is demand for new routes to serve more destinations and corridors	Establish service from Lewiston-Auburn to Lisbon, Topsham, and Brunswick via Route 196, and service between Brunswick and Bath via Route 1/Bath Rd.

* Service has since been eliminated

Recommendations

Drawing from the identified existing conditions and unmet needs in the study area and adjacent counties, a series of recommendations were developed to address service and transportation network improvements across Western Maine. These recommendations were sorted into five phases, in which each phase builds upon the success of the previous phase to ultimately achieve an ideal level of service.

A phased implementation approach allows transportation service improvements to be implemented gradually as funding becomes available, public awareness grows, and ridership increases. Table 8 presents a phasing plan in which Phase 1 consists of a base level of improvements. Phase 5 is the final phase in this implementation plan and represents the ideal recommended level of service for WMTS.

Table 8. Possible Phased Approach to Recommendation Implementation

Phase	Route	2023 Study Recommendation
Phase 1	Redesigned Lisbon Express and BlueLine	Redesign the Lisbon Express and BlueLine routes to increase connections between Lewiston/Auburn-Brunswick-Bath.

Phase	Route	2023 Study Recommendation
	Mountain Explorer and Express	Discontinue routes after the 2023/2024 ski season due to very poor performance. ¹¹
	GreenLine Connection	Convert to demand response with the same service hours, but with no set schedule. Rides must be reserved in advance, and individuals can travel anywhere along the existing corridor and up to 1 mile off it, maintaining connections to the GreenLine Commuter.
	Sugarloaf Express	Expand to two full roundtrips daily.
	Portland to L/A commuter bus	Support the new Portland to L/A commuter bus.
	Mid-Coast Hospital Service from Bath	Eliminate on demand service as part of Bath City bus. Service will be provided via the redesigned BlueLine with deviation request.
	GTFS-Flex	Generate a GTFS and GTFS flex for all services operated by WMTS. Having static GTFS is now a requirement with NTD reporting.
	Brunswick Link ADA	Add one vehicle to accommodate growing demand on the Brunswick Link and to address BlueLine ADA requirements in Brunswick/Topsham. The vehicle will provide service all day in Brunswick, following the same span of service as BlueLine service in Brunswick.
	GreenLine Commuter to P&G	Extend service by adding one AM and one PM round trip 7 days a week (year-round) between Farmington and L/A, with reduced stops.
Phase 2	Brunswick Link request stops	Serve Maplewood Manor and Bay Bridge Road on request on certain trips only before servicing the hospital.
	New CAD/AVL software	Implement new CAD/AVL software with a passenger facing app to track vehicles.
	Brunswick to BIW early morning	Add early morning service from Brunswick to BIW. One trip 5 days a week using one of the Brunswick vehicles.
	New monthly service Farmington to Rangeley	Implement one trip monthly between Farmington and Rangeley, with one trip from Rangeley to Farmington in the late morning and one trip back to Rangeley in the early afternoon.
	Passenger amenities	Implement additional passenger amenities, such as shelters and benches, at selected stops.
	Fare Analysis	Conduct a detailed fare study to create cohesive fare levels and pass types between the various services.
Phase 3	Expand Sugarloaf Express	Once the route is expanded to two round trips daily, extend to Stratton 2 to 3 days a week on weekdays.
	Add Saturday service on the Bath City Bus	Add Saturday service on both the north and south loops from 9:00 a.m. to 5:00 p.m. with one bus (60 min frequency).

¹¹ [Completed; routes have been discontinued](#)

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Phase	Route	2023 Study Recommendation
	New Routes Lewiston-Auburn to Bethel	Implement a new route with two round-trips daily and timed transfers in Lewiston/Auburn to and from the Portland route.
	Add Saturday service on Route Lewiston/Auburn – Bath - Brunswick	Add Saturday service on the redesigned Lisbon Connection & BlueLine, with 4 to 5 daily trips.
Phase 4	Increase weekday service on Route Lewiston/Auburn – Bath - Brunswick	Operate three vehicles all day to provide hourly service between L/A-Brunswick-Bath.
	Add Sunday service on the Bath City Bus	Add Sunday service on both the north and south loops from 9:00 a.m. to 5:00 p.m. with one bus (60 min frequency).
	Add Sunday service on Route Lewiston/Auburn – Bath - Brunswick	Add Sunday service on the redesigned Lisbon Connection & BlueLine, with 3 to 4 daily trips.
Phase 5	Extend Service on the Bath City Bus	Extend weekday service on both the north and south Loops to 7:00 p.m.
	New Route Lewiston/Auburn to Augusta	Implement a new route with two round trips daily on weekdays. The schedule should complement and not compete with current Greyhound intercity bus service.
	New Route Farmington to Bethel via Route 2	Implement a new year-round route between Farmington and Bethel via Route 2, with two trips daily.
	Brunswick Link weekend service	Add weekend service from 9:00 a.m. to 5:00 p.m. with one bus (120 min frequency).
	Increase service on the Lewiston/Auburn to Bethel in the off peak	Monitor new service between L/A and Bethel implemented in Phase 3 – if the average passengers per trip carried is greater than 5 consider increasing service to 3 trips daily.

Phase 1

Phase 1 would provide increased weekday connections between Lewiston-Auburn, Brunswick, and Bath by combining the existing BlueLine and Lisbon Connection routes into one. The redesigned route would have nine daily round trips with service along Route 196, Route 1, and Bath Road. Additional Brunswick Link ADA service would be provided by an additional vehicle in Brunswick and Topsham, following the same span of service as the BlueLine service within those communities. Although WMTS is not the selected MaineDOT contractor, a new pilot route connecting Lewiston-Auburn and Portland on weekdays (twelve roundtrips daily) and weekends (nine roundtrips daily) is also included in Phase 1 improvements due to the route's expected benefits to WMTS service area riders. Additionally, the seasonal Sugarloaf Express service would be expanded to two full roundtrips daily, while the Mountain Explorer and Express

routes would be discontinued.¹² The fixed route GreenLine Connection service would be replaced with demand response service, which would serve individuals along the existing corridor, as well as provide the option for service up to 1-mile from the current corridor. The GreenLine Commuter would have two additional round trips (one morning and one evening) to serve Procter & Gamble (P&G). Finally, the Mid-Coast Hospital on demand service would be replaced and supplemented by the deviated fixed route redesigned BlueLine/Lisbon Connection service (Table 9 and Figure 9).

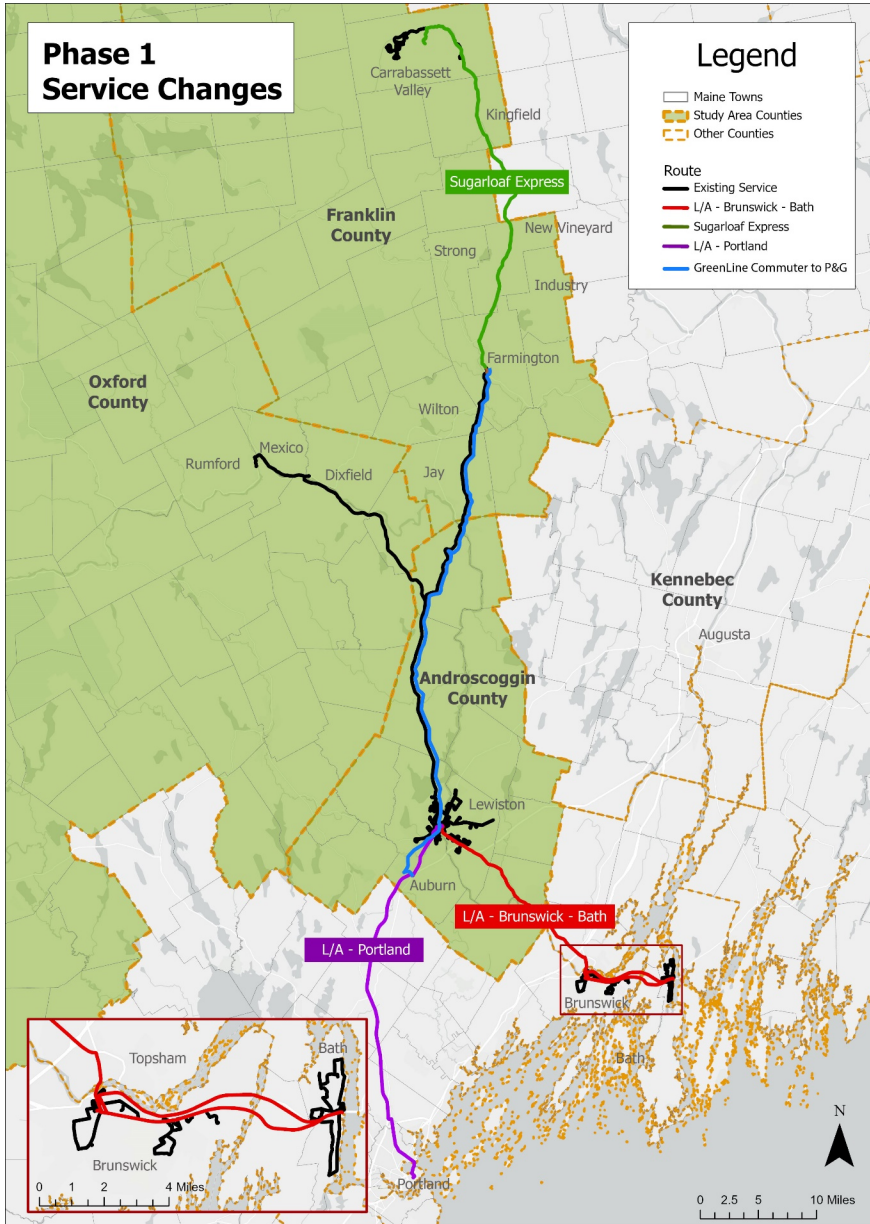
Table 9. Phase 1 Operating Characteristics

Corridor	Service Span	Daily Trips	Service Days	Change in Annual Rev. Hours
L/A-Brunswick-Bath (Corridor A)	5:45 AM - 7:35 PM	9	5	+2,560
Brunswick Link ADA	6:50 AM – 7:00 PM	On-demand	5	+3,115
L/A-Lisbon	Merge with Corridor A above	Merge with Corridor A above	Merge with Corridor A above	-1,715
Mountain Explorer and Express	N/A	Service eliminated	Service eliminated	-424 (implemented March 2023)
Rumford-Livermore	7:45 AM - 4:45 PM	On-demand	5	0
GreenLine Commuter P&G Extension	4:10 AM – 7:55 AM 4:05 PM – 7:50 PM	2	7	+2,864
Sugarloaf Express	6:15 AM - 5:30 PM	2	7	+350
L/A-Portland	5:00 AM - 11:09 PM (weekday) 6:00 AM - 9:30 PM (weekend)	12 (weekday) 9 (weekend)	7	0 (Service implemented by Maine DOT using an alternative transportation provider)
Mid-Coast Hospital Service via Bath City Bus	9:30 AM - 2:00 PM	7 via the new L/A – Brunswick-Bath Route	5	0

¹² Mountain Explorer and Express routes were discontinued as of the end of the 2023/2024 ski season (March 2024).

Figure 9. Phase 1 Map

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Phase 2

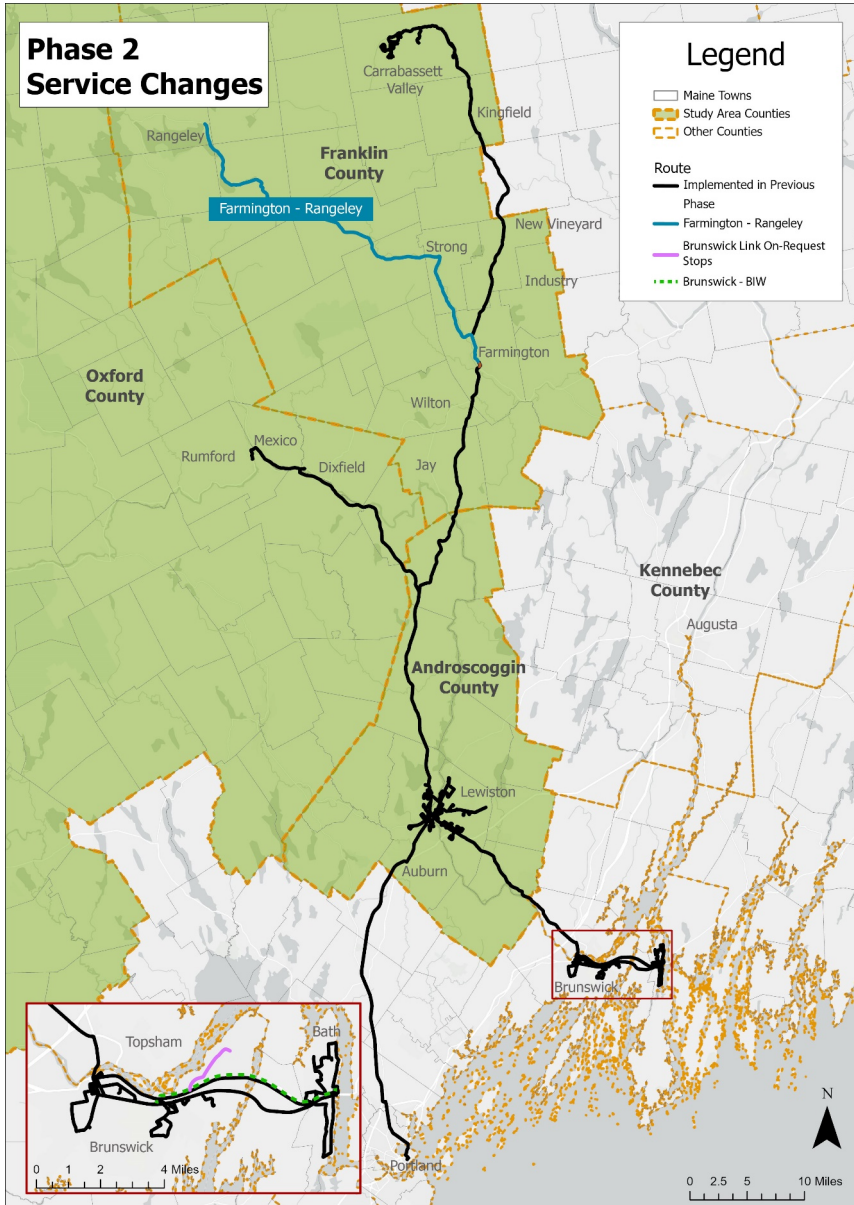
Phase 2 includes all of Phase 1 and would add additional request stops at Maplewood Manor and Bay Bridge Road on certain Brunswick Link trips, new early morning service daily from Brunswick to BIW, and new once-monthly service between Farmington and Rangeley (Table 10 and Figure 10). Other recommendations in this phase consist primarily of capital improvements including the implementation of CAD/AVL software, a public facing app for live vehicle tracking, and additional/new passenger amenities at selected stops. Phase 2 also includes a fare analysis for improved cohesiveness across all services.

Table 10. Phase 2 Operating Characteristics Added

Corridor	Service Span	Daily Trips	Service Days	Change in Annual Rev. Hours
Brunswick Link	7:30 AM – 6:00 PM	On request	5	0
Brunswick-BIW	6:15 AM – 6:40 AM	1	5	+378
Farmington-Rangeley ¹³	10:00 AM – 12:00 PM 2:00 PM – 4:00 PM	1	1/month	+21

¹³ service currently offered as on-demand

Figure 10. Phase 2 Map



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Phase 3

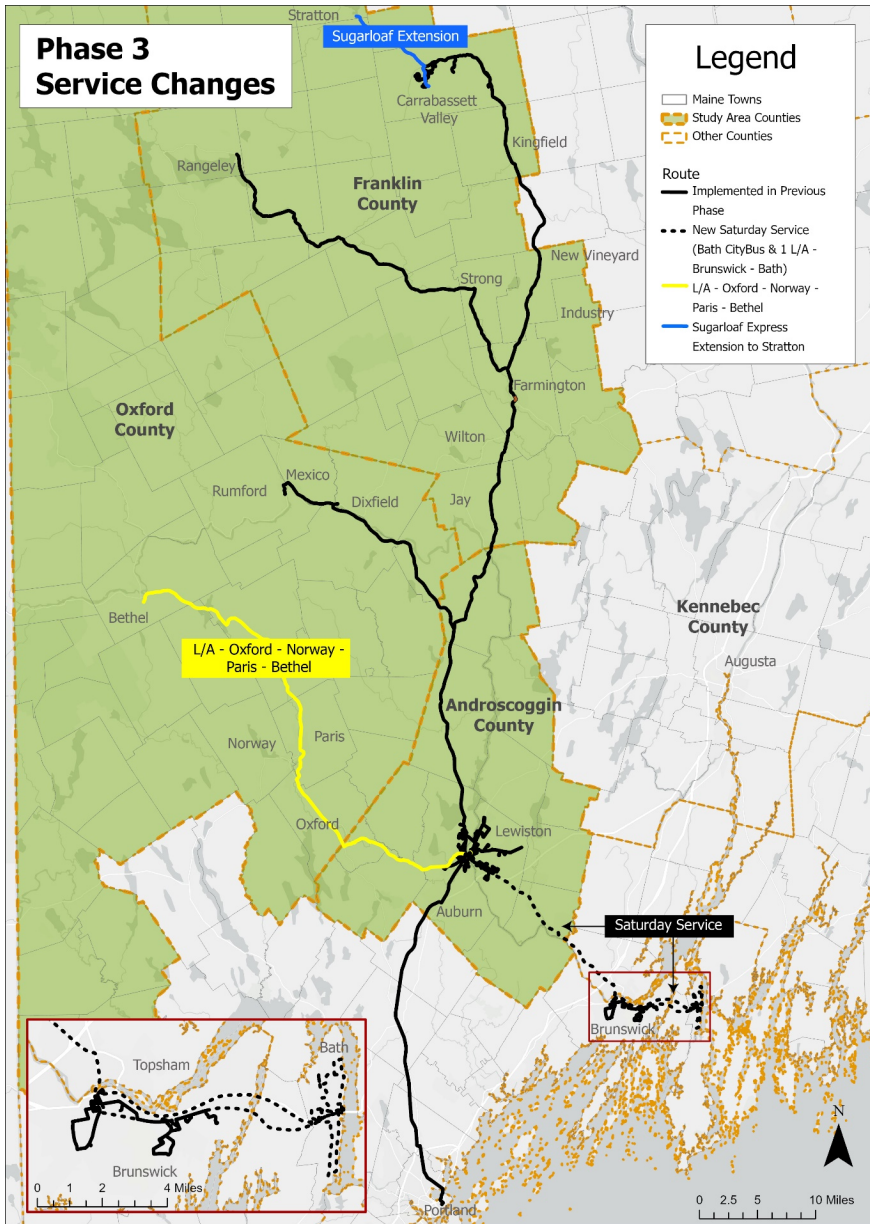
Phase 3 includes all of Phase 2 and would extend the Sugarloaf Express seasonal route (December through mid-April) to serve Stratton two weekdays per week. A new route would be implemented between Lewiston-Auburn and Bethel, with two round trips daily on weekdays providing timed transfers in Lewiston-Auburn to and from the Portland route (implemented in Phase 1). Saturday service would be added to both Bath City Bus loops and the redesigned BlueLine (L/A-Brunswick-Bath) route (Table 11 and Figure 11).

Table 11. Phase 3 Operating Characteristics Added

Corridor	Service Span	Daily Trips	Service Days	Change in Annual Rev. Hours
Sugarloaf Express Expansion to Stratton	6:15 AM – 5:30 PM	2	2	+40
Bath North & South Loops	9:00 AM – 5:00 PM	8	1 (Sat)	+408
L/A-Bethel	Peak only	2	5	+1,430
L/A-Brunswick-Bath	8:00 AM – 6:00 PM	4	1 (Sat)	+510

Figure 11. Phase 3 Map

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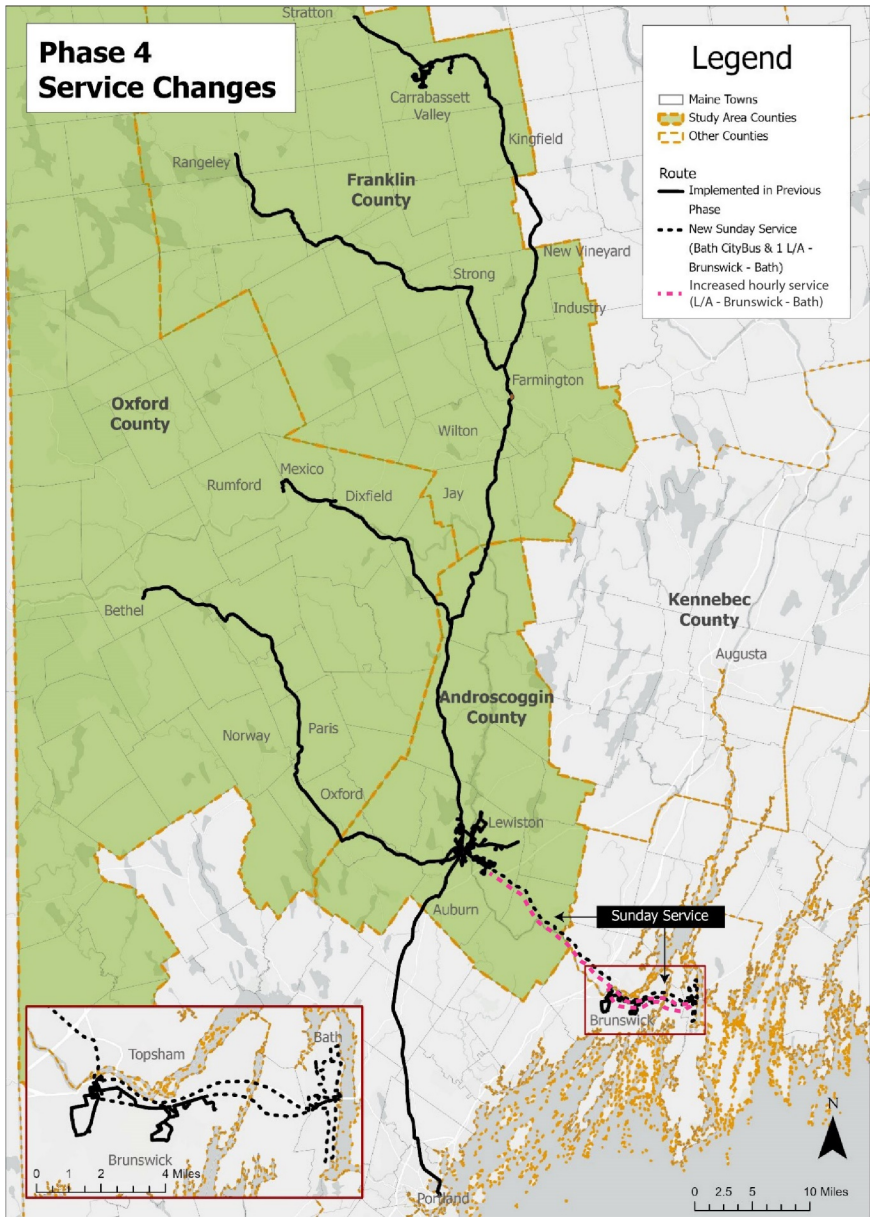
Phase 4

Phase 4 includes all of Phase 3 and would increase weekday service between Lewiston-Auburn, Bath, and Brunswick on the BlueLine to hourly service. Phase 4 would also expand service to Sunday on both the Bath City Bus loops and the BlueLine route (Table 12 and Figure 12).

Table 12. Phase 4 Operating Characteristics Added

Corridor	Service Span	Daily Trips	Service Days	Change in Annual Rev. Hours
L/A-Bath-Brunswick	5:45 AM – 7:35 PM	13	5	+4,180
Bath North & South Loops	9:00 AM – 5:00 PM	8	1 (Sun)	+408
L/A-Brunswick-Bath	8:00 AM – 6:00 PM	4	1 (Sun)	+510

Figure 12. Phase 4 Map



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Phase 5

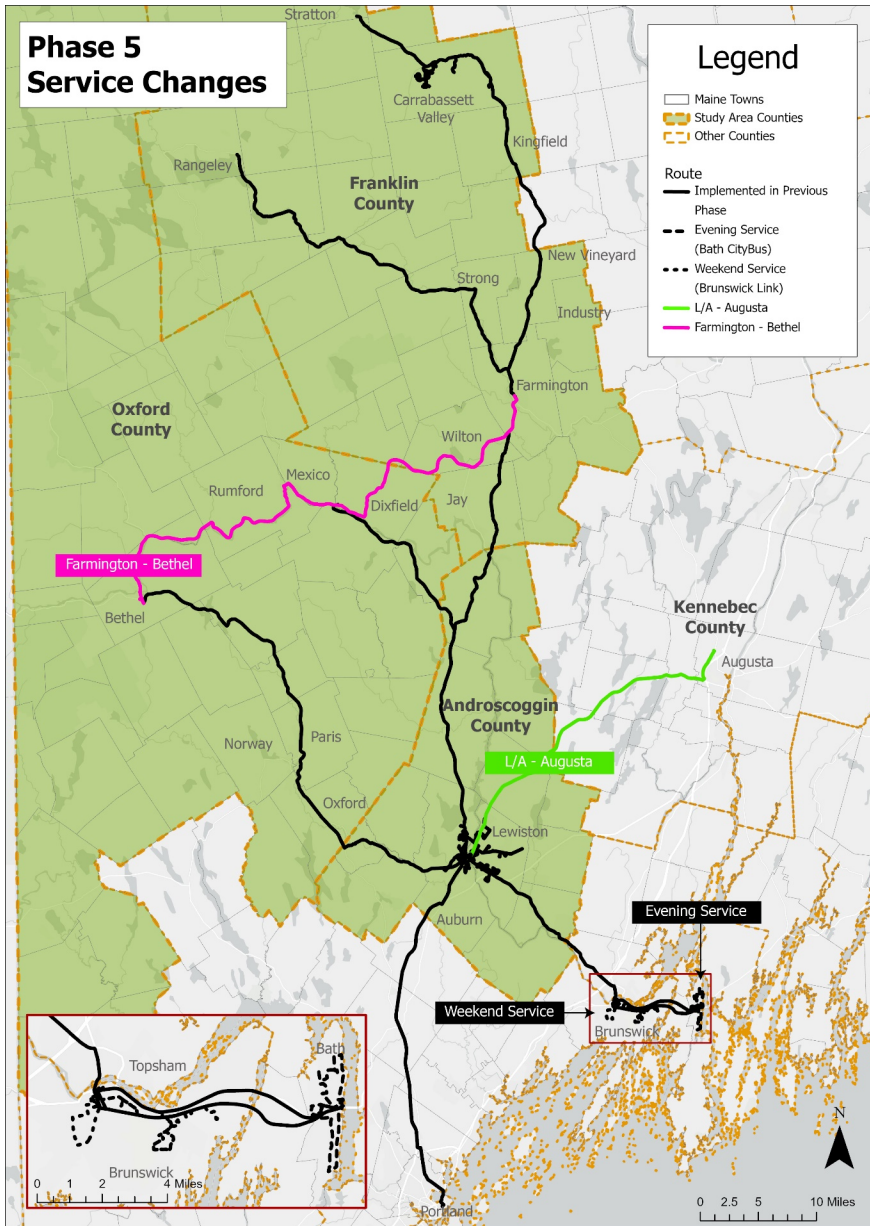
Phase 5 includes all of Phase 4 and would implement new connections between Lewiston-Auburn and Augusta and between Farmington and Bethel via Route 2. Phase 5 would also extend weekday evening service on Bath City Bus and weekend service on Brunswick Link, and it would increase off-peak service between Lewiston-Auburn and Bethel should there be a demonstrated demand (Table 13 and Figure 13).

Table 13. Phase 5 Operating Characteristics Added

Corridor	Service Span	Daily Trips	Service Days	Change in Annual Rev. Hours
Bath North & South Loops	5:00 PM – 7:00 PM	2	5	+512
L/A-Augusta	Peak only	2	5	+1,024
Farmington-Bethel	Peak only	2	5	+1,536
Brunswick Link	9:00 AM – 5:00 PM	4	2	+778
L/A-Bethel	Off-peak only	1	5	+715

Figure 13. Phase 5 Map

Field Code Changed



Implementation Plan

Operational plans including capital requirements and detailed schedules for each phase are described in this section. Phase 1 implementation generates the greatest increase in operating costs to the system, while each subsequent phase has lower additional costs. Additionally, two out of the five phases do not require additional vehicles, allowing WMTS to increase their services and generate more ridership without the need to expand its fleet. Table 14 breaks down the needs and costs by phase.

Table 14. Operating and Capital Needs/Costs by Implementation Phase¹⁴

Phase	Number of Vehicles Added	Capital Cost	Additional Operating Cost
Phase 1	1	\$200,000	\$1,216,000
Phase 2	0	\$250,000	\$65,000
Phase 3	1	\$225,000	\$384,000
Phase 4	0	\$0	\$1,213,000
Phase 5	2	\$450,000	\$732,000

Phase 1

The proposed schedule for the redesigned BlueLine and Lisbon Connection routes is presented in Figure 14 and Figure 15. It incorporates the existing BlueLine Express schedule and facilitates increased connections between Lewiston-Auburn, Brunswick, and Bath, while expanding service hours to operate between 5:45 am and 7:35 pm. The route will provide nine daily roundtrips with service along Route 196, Route 1, and Bath Road, increasing inbound and outbound trips between key destinations by two to four daily trips (including both scheduled and request trips). Only trips between Lewiston-Auburn and Lisbon will decrease as a result of this service change, dropping from eight to seven inbound trips and eight to six outbound trips. The redesigned route will also facilitate 15-minute (or less) transfers to and from other services, including Brunswick Link, Bath City Bus, citylink, and Metro Breeze. Operating the new BlueLine would require three vehicles, which would be covered by the existing BlueLine, BlueLine Express, and Lisbon Connection vehicles. Therefore, no new vehicles will be needed to implement this service.

¹⁴ All costs are in 2024 dollars.

Figure 14. BlueLine & Lisbon Connection Proposed Inbound Schedule and Transfer Opportunities

Field Code Changed

--- Does not serve
 R Request deviation stop
 ✓ Stops on road if someone is waiting or requests off

Stop	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9
BIW South Gate/ West Gate /Union Hall	---	---	---	---	---	---	3:35 PM	---	---
Front St	6:45 AM	7:26 AM	8:30 AM ⁵	11:30 AM ⁵	2:30 PM ⁵	---	3:38 PM	4:44 PM ⁵	6:15 PM
Gagne	---	---	---	---	---	---	---	4:50 PM	---
Hospital	R	---	---	R	R	---	---	---	R
Walmart	6:59 AM	7:40 AM ¹	8:44 AM ¹	11:44 AM ¹	2:44 PM ¹	---	---	---	6:29 PM
Cook's Corner Plaza/Rusty Lantern	7:05 AM	7:46 AM ²	8:50 AM ²	11:50 AM ²	2:50 PM ²	---	---	5:03 PM ²	6:35 PM
Brunswick Station	7:15 AM ¹⁰	7:56 AM ¹⁰	9:00 AM ¹⁰	12:00 PM ¹⁰	3:00 PM ¹⁰	---	---	5:09 PM ¹⁰	6:45 PM ¹⁰
Topsham Fair Mall	7:29 AM	---	9:15 AM	12:15 PM	---	---	---	5:24 PM	6:59 PM
Lisbon Falls P&R	7:41 AM	---	9:27 AM	12:27 PM	---	2:40 PM	4:05 PM	R	7:11 PM
Midtown Shopping Plaza	✓	---	✓	✓	---	✓	✓	✓	✓
Woodside Apartments	✓	---	✓	✓	---	✓	✓	✓	✓
Farewell Mill	✓	---	✓	✓	---	✓	✓	✓	✓
Dingley Press	✓	---	✓	✓	---	✓	✓	✓	✓
Lisbon Kelly Park (Champagne & Premier)	---	---	---	---	---	---	---	5:44 PM	---
Lisbon St Park & Ride	R	---	R	R	---	R	4:25 PM	R	R
Lewiston Birch & Bates	---	---	---	---	---	---	---	5:59 PM	---
Lewiston Oak St Bus Station	8:03 AM ⁴	---	9:53 AM	12:53 PM	---	3:10 PM ⁷	4:35 PM	6:03 PM	7:35 PM
Auburn Transportation Center	R	---	---	---	---	---	---	R	---
VEHICLE	A	B	B	B	B	C	B	C	B
Trip Length	1:18	0:30	1:23	1:23	0:30	0:30	1:00	1:19	1:20

Transfer Opportunities

- To Brunswick Link
- From Brunswick Link
- To & from Brunswick Link
- To Bath City Bus South loop
- From Bath City Bus North Loop
- From citylink
- To citylink
- To Metro Breeze
- From Metro Breeze
- To and From Metro Breeze

All transfers are within 15 mins

Figure 15. BlueLine & Lisbon Connection Proposed Outbound Schedule and Transfer Opportunities

Field Code Changed

--- Does not serve
 R Request deviation stop
 ✓ Stops on road if someone is waiting or requests off

Stop	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9
Auburn Transportation Center	---	R	---	---	---	R	---	---	---
Lewiston Oak St Bus Station	5:45 AM	6:11 AM	---	9:55 AM	1:00 PM	2:05 PM ¹⁰	---	3:20 PM	4:45 PM
Lewiston Birch & Bates	---	6:14 AM	---	---	---	---	---	---	---
Lisbon St Park & Ride	5:53 AM	✓	---	✓	✓	✓	---	✓	✓
Lisbon Kelly Park (champagne & Premier)	---	6:30 AM	---	---	---	---	---	---	---
Dingley Press	---	✓	---	✓	✓	✓	---	✓	✓
Old Post Office	---	✓	---	✓	✓	✓	---	✓	✓
Woodside Apartments	---	✓	---	✓	✓	✓	---	✓	✓
Midtown Shopping Plaza	---	✓	---	✓	✓	✓	---	✓	✓
Lisbon Falls P&R	6:10 AM	R	---	10:20 AM	1:25 PM	2:35 PM	---	3:45 PM	5:10 PM
Topsham Fair Mall	---	6:50 AM	---	10:33 AM	1:38 PM	---	---	3:57 PM	5:23 PM
Brunswick Station	---	7:04 AM ⁴	8:00 AM ⁴	10:49 AM ⁴	1:55 PM ⁴	---	3:04 PM ⁴	4:12 PM ⁴	5:39 PM ⁴
Cook's Corner Plaza/Rusty Lantern	---	R	8:07 AM ³	10:56 AM ³	2:02 PM ³	---	3:11 PM ³	4:20 PM ³	5:46 PM ³
Walmart	---	---	8:13 AM	11:02 AM ²	2:08 PM	---	3:17 PM	4:26 PM	5:52 PM ²
Hospital	---	---	---	R	R	---	---	---	R
Gagne	---	7:19 AM	---	---	---	---	---	---	---
BIW South Gate/ West Gate /Union Hall	6:40 AM	---	---	---	---	---	3:35 PM	---	---
Front St	6:45 AM	7:26 AM	8:25 AM ⁴	11:20 AM ⁴	2:25 PM ⁴	---	3:38 PM	4:40 PM	6:10 PM
VEHICLE	A	B	B	B	B	C	B	C	B
Trip Length	1:00	1:15	0:25	1:25	1:25	0:30	0:34	1:20	1:25

Transfer Opportunities

- To Brunswick Link
- From Brunswick Link
- To & from Brunswick Link
- To Bath City Bus South loop
- From Bath City Bus North Loop
- From citylink
- To citylink
- To Metro Breeze
- From Metro Breeze
- To and From Metro Breeze

All transfers are within 15 mins

In compliance with Americans with Disabilities Act (ADA) requirements, complimentary ADA service must be available. ADA-eligible passengers may request service up to ¼ miles from each stop along the Lisbon section of the redesigned BlueLine corridor, the remaining stops would be covered by existing

services. This ADA paratransit service is currently provided in Lewiston-Auburn by citylink ADA door-to-door service, in Brunswick by Brunswick Link ADA curb-to-curb service, and in Bath by Bath City Bus deviated fixed route service.

Recommended improvements to BlueLine ADA service include expanding Brunswick Link ADA to service Topsham Fair Mall. Due to its available capacity, adding a vehicle to support the already growing ADA demand and anticipated increase in BlueLine demand would be required. Figure 16 depicts how each stop would meet ADA paratransit requirements. The combination of these services in each of the corridor communities enables passengers to travel both within and between zones, as required under ADA. Table 15 details the ADA service in each zone and the transfer opportunities for traveling between zones. One additional vehicle will need to be procured to support the existing Brunswick Link ADA service.

Figure 16. Redesigned BlueLine ADA Service Coverage

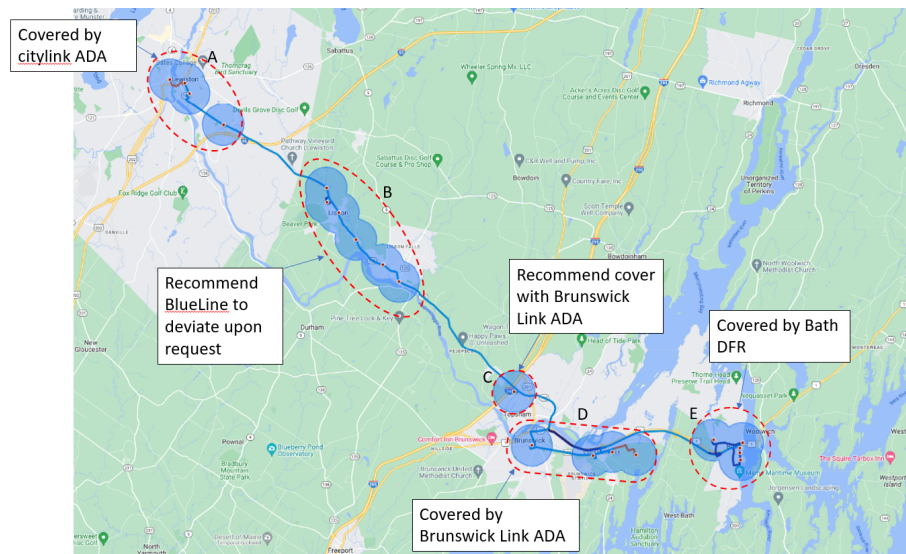


Table 15. ADA Connections Between Zones

		Destination				
		A	B	C	D	E
Orig	A	citylink ADA	citylink ADA to Lewiston station transfer to	citylink ADA to Lewiston station transfer to	citylink ADA to Lewiston station transfer to	citylink ADA to Lewiston station transfer to
	B					
C						
D						
E						

		BlueLine, BlueLine deviates in zone B on request	BlueLine. In zone C they can get off at the one stop and transfer to Brunswick Link ADA	BlueLine. In zone D they can get off any stop and transfer to the Brunswick link ADA	BlueLine. In zone E depart any stop on schedule/run and transfer to the Bath Bus which will deviate upon request
B	BlueLine deviates in zone B on request for pickup, then can transfer at Oak St to citylink ADA	BlueLine DFR	BlueLine deviates in zone B on request for pickup, they can transfer at the mall stop to Brunswick Link ADA	BlueLine deviates in zone B on request for pickup, they can transfer at any stop to Brunswick Link ADA	BlueLine deviates in zone B on request for pickup. In zone E depart any stop on schedule/run and transfer to the Bath Bus which will deviate upon request
C	Brunswick Link ADA brings them to the mall, transfer to the BlueLine, transfer at Oak St to citylink ADA	Brunswick Link ADA brings them to the mall, transfer to the BlueLine, BlueLine deviates in zone B on request	Brunswick Link ADA	Brunswick Link ADA	Brunswick Link ADA brings them to the mall, transfer to the BlueLine. In zone E depart any stop on schedule/run and transfer to the Bath Bus which will deviate upon request
D	Brunswick Link ADA brings them to any stop Zone D to transfer to the BlueLine, transfer at Oak St to citylink ADA	Brunswick Link ADA brings them to any stop Zone D to transfer to the BlueLine, BlueLine deviates in zone B on request	Brunswick Link ADA	Brunswick Link ADA	Brunswick Link ADA brings them to any stop Zone D to transfer to the BlueLine. In zone E depart any stop on schedule/run and transfer to the Bath Bus which will deviate upon request
E	Bath city bus via deviation to Front St. Transfer to BlueLine, transfer at Oak St to citylink ADA	Bath city bus via deviation to Front St. Transfer to BlueLine, BlueLine deviates in zone B on request	Bath city bus via deviation to Front St. Transfer to BlueLine, they can transfer at the mall stop to Brunswick Link ADA	Bath city bus via deviation to Front St. Transfer to BlueLine, they can transfer at any stop to Brunswick Link ADA	Bath City Bus DFR

The Sugarloaf Express service would increase from the existing one round trip daily to one daily round trip in each peak, for a total of two daily round trips. The service is seasonal and would continue to

operate in the winter season (December through mid-April for 2024). The new schedule is presented in Table 16. This service-level improvement would not require an additional vehicle.

Table 16. Expanded Sugarloaf Express Proposed Schedule

Farmington	Sugarloaf	Farmington
6:15 AM	7:20 AM	8:25 AM
3:20 PM	4:25 PM	5:30 PM

The MaineDOT commuter bus pilot connecting Lewiston-Auburn (including Bates College) and Portland would operate 12 weekday round trips and nine weekend round trips. Weekday service frequency would be either an hour and 20 minutes or an hour and 40 minutes. Weekend service frequency would be similar to weekdays, but with a longer headway of two hours and 40 minutes in the midday/early afternoon. The sample weekday and weekend schedules are presented in Figure 17 and Figure 18. As MaineDOT did not select WMTS to be the service provider for this pilot, WMTS will not incur any costs for the service.

Figure 17. New Lewiston-Auburn to Portland Route Sample Weekday Schedule

Field Code Changed

Headway	Bates College	Lewiston	Auburn	Exit 75	Monument Square	PTC	PTC	Monument Square	Exit 75	Auburn	Lewiston	Bates College
-	-	-	-	-	-	-	5:00 AM	5:10 AM	5:47 AM	5:59 AM	6:05 AM	6:09 AM
-	5:00 AM	5:05 AM	5:12 AM	5:23 AM	6:02 AM	6:09 AM	6:20 AM	6:30 AM	7:07 AM	7:19 AM	7:25 AM	7:29 AM
1:20	6:20 AM	6:25 AM	6:32 AM	6:43 AM	7:22 AM	7:29 AM	7:40 AM	7:50 AM	8:27 AM	8:39 AM	8:45 AM	8:49 AM
1:20	7:40 AM	7:45 AM	7:52 AM	8:03 AM	8:42 AM	8:49 AM	9:20 AM	9:30 AM	10:07 AM	10:19 AM	10:25 AM	10:29 AM
1:40	9:20 AM	9:25 AM	9:32 AM	9:43 AM	10:22 AM	10:29 AM	10:40 AM	10:50 AM	11:27 AM	11:39 AM	11:45 AM	11:49 AM
1:20	10:40 AM	10:45 AM	10:52 AM	11:03 AM	11:42 AM	11:49 AM	12:00 PM	12:10 PM	12:47 PM	12:59 PM	1:05 PM	1:09 PM
1:20	12:00 PM	12:05 PM	12:12 PM	12:23 PM	1:02 PM	1:09 PM	1:20 PM	1:30 PM	2:07 PM	2:19 PM	2:25 PM	2:29 PM
1:20	1:20 PM	1:25 PM	1:32 PM	1:43 PM	2:22 PM	2:29 PM	3:00 PM	3:10 PM	3:47 PM	3:59 PM	4:05 PM	4:09 PM
1:40	3:00 PM	3:05 PM	3:12 PM	3:23 PM	4:02 PM	4:09 PM	4:20 PM	4:30 PM	5:07 PM	5:19 PM	5:25 PM	5:29 PM
1:20	4:20 PM	4:25 PM	4:32 PM	4:43 PM	5:22 PM	5:29 PM	5:40 PM	5:50 PM	6:27 PM	6:39 PM	6:45 PM	6:49 PM
1:20	5:40 PM	5:45 PM	5:52 PM	6:03 PM	6:42 PM	6:49 PM	7:00 PM	7:10 PM	7:47 PM	7:59 PM	8:05 PM	8:09 PM
1:20	7:00 PM	7:05 PM	7:12 PM	7:23 PM	8:02 PM	8:09 PM	8:40 PM	8:50 PM	9:27 PM	9:39 PM	9:45 PM	9:49 PM
1:40	8:40 PM	8:45 PM	8:52 PM	9:03 PM	9:42 PM	9:49 PM	10:00 PM	10:10 PM	10:47 PM	10:59 PM	11:05 PM	11:09 PM
1:20	10:00 PM	10:05 PM	10:12 PM	10:23 PM	11:02 PM	11:09 PM	-	-	-	-	-	-

Figure 18. New Lewiston-Auburn to Portland Route Sample Weekend Schedule

Headway	Bates College	Lewiston	Auburn	Exit 75	Monument Square	PTC	PTC	Monument Square	Exit 75	Auburn	Lewiston	Bates College
-	-	-	-	-	-	-	6:00 AM	6:10 AM	6:47 AM	6:59 AM	7:05 AM	7:09 AM
-	8:00 AM	6:05 AM	6:12 AM	6:23 AM	7:02 AM	7:09 AM	7:20 AM	7:30 AM	8:07 AM	8:19 AM	8:25 AM	8:29 AM
1:20	7:20 AM	7:25 AM	7:32 AM	7:43 AM	8:22 AM	8:29 AM	8:40 AM	8:50 AM	9:27 AM	9:39 AM	9:45 AM	9:49 AM
1:20	8:40 AM	8:45 AM	8:52 AM	9:03 AM	9:42 AM	9:49 AM	10:20 AM	10:30 AM	11:07 AM	11:19 AM	11:25 AM	11:29 AM
1:40	10:20 AM	10:25 AM	10:32 AM	10:43 AM	11:22 AM	11:29 AM	-	-	-	-	-	-
1:20	11:40 AM	11:45 AM	11:52 AM	12:03 PM	12:42 PM	12:49 PM	1:00 PM	1:10 PM	1:47 PM	1:59 PM	2:05 PM	2:09 PM
2:40	2:20 PM	2:25 PM	2:32 PM	2:43 PM	3:22 PM	3:29 PM	4:00 PM	4:10 PM	4:47 PM	4:59 PM	5:05 PM	5:09 PM
1:40	4:00 PM	4:05 PM	4:12 PM	4:23 PM	5:02 PM	5:09 PM	5:20 PM	5:30 PM	6:07 PM	6:19 PM	6:25 PM	6:29 PM
1:20	5:20 PM	5:25 PM	5:32 PM	5:43 PM	6:22 PM	6:29 PM	6:40 PM	6:50 PM	7:27 PM	7:39 PM	7:45 PM	7:49 PM
1:20	6:40 PM	6:45 PM	6:52 PM	7:03 PM	7:42 PM	7:49 PM	8:20 PM	8:30 PM	9:07 PM	9:19 PM	9:25 PM	9:29 PM

Field Code Changed

The GreenLine Commuter expansion would have two additional round trips daily, seven days a week year-round to serve Procter & Gamble (P&G) in the early morning and evening. Both additional trips would depart the Farmington Park & Ride (P&R) and connect to Livermore Falls and P&G, before returning to Farmington P&R. All stops in between, including the Exit 75 P&R, would be on request only. The schedule for these added trips is presented in Table 17. No vehicle procurement is necessary for this implemented recommendation.

Table 17. GreenLine Commuter to P&G Proposed Schedule

Farmington P&R	Livermore Falls	P&G Arrive	P&G Depart	Livermore Falls	Farmington P&R
4:10 AM	4:40 AM	5:30 AM	6:30 AM	7:24 AM	7:55 AM
4:05 PM	4:10 PM	5:30 PM	6:30 PM	6:50 PM	7:50 PM

In total, one ADA vehicle would need to be procured for the Phase 1 service implementation. One vehicle is saved as a result of the discontinued Mountain Express and Explorer routes, and the additional vehicle would be needed to support growing demand on the Brunswick Link ADA service. All other service improvements in this phase can be achieved with the current fleet size. One additional vehicle would incur an estimated capital cost of \$200,000.

Phase 2

Existing Brunswick Link service will provide the ability for riders to request additional stops at Maplewood Manor and Bay Bridge Road on certain trips. Stops at these two locations will be available on request during certain times of day. The addition will neither impact the existing Brunswick Link schedule, nor require an additional vehicle.

The new early morning service from Brunswick to BIW will provide one daily connection five days a week (Table 18). No additional vehicle is required to implement this additional trip, as the service will utilize the existing Brunswick Link vehicle.

Table 18. Early Morning Brunswick-BIW Proposed Schedule

Brunswick	BIW
6:15 AM	6:40 AM

The new monthly service between Farmington and Rangeley would provide one round trip per month between the two communities. The route would depart Rangeley in the late morning, layover in Farmington for two to three hours for passengers to conduct their business, before returning to Rangeley in the mid-afternoon. The schedule for this new service is presented in Table 19. No additional vehicle is required to implement this route, as vehicle assets can be managed to accommodate the once-monthly service.

Table 19. Farmington-Rangeley Proposed Schedule

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

No capital costs for new vehicle procurement would be incurred for the Phase 2 service implementation. Other capital equipment as part of this phase would include implementing new CAD/AVL software complete with a passenger facing app for live vehicle tracking. New and/or additional passenger amenities, such as shelters and benches at selected stops, would also be implemented, and a detailed fare analysis would be conducted to create cohesive fare levels and pass types between the various WMTS services. These elements would have an estimated capital cost of \$250,000.

Phase 3

The Sugarloaf Express extension to Stratton would connect Farmington, Sugarloaf, and Stratton twice daily, with one round trip during each peak. This service is seasonal and would continue to operate only during the designated winter season period (December through mid-April for 2024). The schedule for this expanded service is presented in Table 20. No additional vehicles would be needed. The schedule for new Saturday service on the Bath City Bus north and south loops is presented in Table 21. Service would operate hourly from 9:00 AM to 5:00 PM using one vehicle. No additional vehicles would need to be purchased for this service extension as the existing weekday vehicle could be used.

Table 20. Sugarloaf Express with Stratton Extension Proposed Schedule

Farmington	Sugarloaf	Stratton	Sugarloaf	Farmington
6:15 AM	7:20 AM	7:40 AM	8:00 AM	9:05 AM
2:40 PM	3:45 PM	4:05 PM	4:25 PM	5:30 PM

Field Code Changed

Table 21. Saturday Bath Proposed Schedule

North Loop				South Loop		
City Hall	Maritime Apts	City Hall		City Hall	Concord Coach	City Hall
9:00 AM	9:17 AM	9:30 AM		9:30 AM	9:39 AM	9:50 AM
10:00 AM	10:17 AM	10:30 AM		10:30 AM	10:39 AM	10:50 AM
11:00 AM	11:17 AM	11:30 AM		11:30 AM	11:39 AM	11:50 AM
12:00 PM	12:17 PM	12:30 PM		12:30 PM	12:39 PM	12:50 PM
1:00 PM	1:17 PM	1:30 PM		1:30 PM	1:39 PM	1:50 PM
2:00 PM	2:17 PM	2:30 PM		2:30 PM	2:39 PM	2:50 PM
3:00 PM	3:17 PM	3:30 PM		3:30 PM	3:39 PM	3:50 PM
4:00 PM	4:17 PM	4:30 PM		4:30 PM	4:39 PM	4:50 PM

The new route connecting Bethel and Lewiston-Auburn would provide one daily round trip in each peak, with transfer opportunities to and from the commuter route between Lewiston-Auburn and Portland. The schedule for the new route is presented in Table 22. One additional vehicle would need to be purchased to implement this service.

Table 22. New Bethel to Lewiston-Auburn Proposed Schedule

Bethel	Lewiston-Auburn	Bethel
6:10 AM	7:35 AM	8:50 AM
5:05 PM	6:30 PM	7:45 PM

The schedule for new Saturday service on the route connecting Lewiston-Auburn, Brunswick, and Bath is presented in Table 23. The routing would be the same as for the Run 4 inbound and outbound BlueLine weekday trips implemented in Phase 1. Topsham Mall and Walmart would be scheduled stops for each trip, and the Mid-Coast Hospital would be accessible by request only. No additional vehicles would be required, as weekday BlueLine vehicles could operate this service.

Table 23. Lewiston-Auburn, Brunswick, Bath Route Proposed Saturday Service

L/A	Brunswick	Bath	Brunswick	L/A
8:00 AM	9:00 AM	9:30 AM	10:00 AM	11:00 AM
10:00 AM	11:00 AM	11:30 AM	12:00 PM	1:00 PM
1:00 PM	2:00 PM	2:30 PM	3:00 PM	4:00 PM
3:00 PM	4:00 PM	4:30 PM	5:00 PM	6:00 PM

In total, one additional vehicle would need to be procured to implement the Phase 3 service. This would have a capital cost of \$225,000. No other capital equipment is incorporated into this implementation phase.

Phase 4

The schedule for new Sunday service on the Bath City Bus north and south loops is presented in Table 24. Just as for Saturday service implemented in Phase 3, Sunday service would operate hourly from 9:00 am to 5:00 pm using one vehicle. No additional vehicles would need to be purchased for this service extension, as the existing weekday and Saturday vehicle could be used.

Table 24. Sunday Bath Proposed Schedule

North Loop				South Loop		
City Hall	Maritime Apts	City Hall		City Hall	Concord Coach	City Hall
9:00 AM	9:17 AM	9:30 AM		9:30 AM	9:39 AM	9:50 AM
10:00 AM	10:17 AM	10:30 AM		10:30 AM	10:39 AM	10:50 AM
11:00 AM	11:17 AM	11:30 AM		11:30 AM	11:39 AM	11:50 AM
12:00 PM	12:17 PM	12:30 PM		12:30 PM	12:39 PM	12:50 PM
1:00 PM	1:17 PM	1:30 PM		1:30 PM	1:39 PM	1:50 PM
2:00 PM	2:17 PM	2:30 PM		2:30 PM	2:39 PM	2:50 PM
3:00 PM	3:17 PM	3:30 PM		3:30 PM	3:39 PM	3:50 PM
4:00 PM	4:17 PM	4:30 PM		4:30 PM	4:39 PM	4:50 PM

The schedule for new Sunday service on the route connecting Lewiston-Auburn, Brunswick, and Bath is presented in Table 25. Just as for Saturday service implemented in Phase 3, the Sunday service routing would be the same as for the Run 4 inbound and outbound BlueLine weekday trips implemented in Phase 1. Topsham Fair Mall and Walmart would be scheduled stops for each trip, and the Mid-Coast Hospital would be accessible by request only. No additional vehicles would be required as weekday and Saturday BlueLine vehicles could operate this service.

Table 25. Lewiston-Auburn, Brunswick, Bath Route Proposed Sunday Service

L/A	Brunswick	Bath	Brunswick	L/A
8:00 AM	9:00 AM	9:30 AM	10:00 AM	11:00 AM
10:00 AM	11:00 AM	11:30 AM	12:00 PM	1:00 PM
1:00 PM	2:00 PM	2:30 PM	3:00 PM	4:00 PM
3:00 PM	4:00 PM	4:30 PM	5:00 PM	6:00 PM

The Phase 4 service implementation would not incur any capital costs, as no additional vehicles would be required, and there are no other capital equipment needs incorporated into this phase.

Phase 5

Weekday service extension on the Bath City Bus would involve adding two weekday evening trips, extending the service to 7:00 pm. The schedule for the two additional weekday evening trips is presented in Table 26. No additional vehicles would need to be purchased for this service extension as the existing weekday vehicle could be used.

Table 26. Bath City Bus Proposed Weekday Evening Extended Service

North Loop			South Loop		
City Hall	Maritime Apts	City Hall	City Hall	Concord Coach	City Hall
5:00 PM	5:17 PM	5:30 PM	5:30 PM	5:39 PM	5:50 PM
6:00 PM	6:17 PM	6:30 PM	6:30 PM	6:39 PM	6:50 PM

New service connecting Lewiston-Auburn and Augusta would provide one round trip in each peak daily to supplement the existing Greyhound intercity bus service. The schedule for the new route is presented in Table 27, with trips complementing and not duplicating Greyhound trips. One additional vehicle would be required to implement this service.

Table 27. New Lewiston-Auburn to Augusta Proposed Schedule

Lewiston (Oak St)	Augusta Arrive	Augusta Depart	Lewiston (Oak St)
7:00 AM	8:00 AM	8:10 AM	9:10 AM
5:00 PM	6:00 PM	6:10 PM	7:10 PM

The new route connecting Farmington and Bethel would provide one round trip in each peak daily. The schedule for the new route connecting Farmington and Bethel is presented in Table 28. One additional vehicle would be required to implement this service.

Table 28. New Farmington to Bethel Via Route 2 Proposed Schedule

Farmington	Bethel	Farmington
6:00 AM	7:30 AM	9:00 AM
4:00 PM	5:30 PM	7:00 PM

The route expansion connecting Bethel and Lewiston-Auburn would increase service from two to three round trips daily. The schedule for the expanded route connecting Bethel and Lewiston-Auburn is presented in Table 29. No additional vehicles would need to be purchased for this service extension as the existing vehicle could be used.

Table 29. Expanded Bethel to Lewiston-Auburn Proposed Schedule

Bethel	Lewiston-Auburn	Bethel
6:10 AM	7:35 AM	8:50 AM
10:07 AM	10:31 AM	11:45 AM
5:05 PM	6:30 PM	7:45 PM

Weekend service on Brunswick Link would provide four round trips on Saturdays and Sundays every two hours. Routing would follow the weekday Brunswick Link route and include all stops. The weekend schedule would be the same as those for Run 3, Run 5, Run 7, and Run 9 operated on weekdays. The

detailed schedule is indicated in the red boxes in Figure 19. No additional vehicles would be required for this service extension as the weekday Brunswick Link vehicle could be used.

Figure 19. Weekend Brunswick Link Proposed Schedule

Field Code Changed

Monday-Friday Public Bus Route Serving Brunswick, Maine 207-721-9600 www.brunswicklink.org
 Schedule Effective October 16, 2023 Subject to change without notice. NOTE: Please check connecting services' schedules. **BlueLine** **BREEZ** **Dalysse**
FREE FARES: Brunswick Link, as well as Brunswick ADA service, will be free to ride through March 2024.

Brunswick Link

OUTBOUND		Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10	Run 11
1	Brunswick Station BlueLine BREEZ Dalysse	6:49 AM	7:49 AM	8:49 AM	9:49 AM	10:49 AM	11:49 AM	12:49 PM	1:49 PM	2:49 PM	3:49 PM	4:49 PM
2 Cedar St Park & Ride												
3	Mallard Pond & Pheasant Run Apts	6:53 AM	7:53 AM	8:53 AM	9:53 AM	10:53 AM	11:53 AM	12:53 PM	1:53 PM	2:53 PM	3:53 PM	4:53 PM
4 Creekside Apts 5 Oasis Free Clinic 6 Parkview Main Entrance												
1	Brunswick Station BlueLine BREEZ Dalysse	7:04 AM	8:04 AM	9:04 AM	10:04 AM	11:04 AM	12:04 PM	1:04 PM	2:04 PM	3:04 PM	4:04 PM	5:04 PM
7 Hannaford Downtown 8 Curtis Memorial Library 9 People Plus												
10	Woodlawn Towers	7:14 AM	8:14 AM	9:14 AM	10:14 AM	11:14 AM	12:14 PM	1:14 PM	2:14 PM	3:14 PM	4:14 PM	5:14 PM
11 Federal St & Center St 12 Jordan Ave & Wadsworth Rd												
13	Pejepscot Terrace	7:19 AM	8:19 AM	9:19 AM	10:19 AM	11:19 AM	12:19 PM	1:19 PM	2:19 PM	3:19 PM	4:19 PM	5:19 PM
14 Martin's Point ON-REQUEST ONLY / OUTBOUND ONLY...PLEASE CALL 207-721-9600 FOR ADDITIONAL INFORMATION												
15	Rusty Lantern BlueLine	7:28 AM	8:28 AM	9:28 AM	10:28 AM	11:28 AM	12:28 PM	1:28 PM	2:28 PM	3:28 PM	4:28 PM	5:28 PM
16 Apts at Brunswick Landing 17 Brunswick Landing Venture 18 Coastal Landing												
19	Pegasus Apts	7:31 AM	8:31 AM	9:31 AM	10:31 AM	11:31 AM	12:31 PM	1:31 PM	2:31 PM	3:31 PM	4:31 PM	5:31 PM
20 Rec Center 21 Neptune Dr & Orion St 22 Burbank & Venture 23 Sewall St & Edm Fitch Ave 16 Apts at Brunswick Landing												
15	Rusty Lantern BlueLine	7:35 AM	8:35 AM	9:35 AM	10:35 AM	11:35 AM	12:35 PM	1:35 PM	2:35 PM	3:35 PM	4:35 PM	5:35 PM
24 Merrymeeting Plaza/Shaw's												
25	Cook's Corner Plaza/Hannaford	7:42 AM	8:42 AM	9:42 AM	10:42 AM	11:42 AM	12:42 PM	1:42 PM	2:42 PM	3:42 PM	4:42 PM	5:42 PM
26 Landing Dr												
27	Walmart	7:48 AM	8:48 AM	9:48 AM	10:48 AM	11:48 AM	12:48 PM	1:48 PM	2:48 PM	3:48 PM	4:48 PM	5:48 PM
28	Mid Coast Hospital	7:52 AM	8:52 AM	9:52 AM	10:52 AM	11:52 AM	12:52 PM	1:52 PM	2:52 PM	3:52 PM	4:52 PM	5:52 PM
INBOUND		Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10	Run 11
28	Mid Coast Hospital	7:52 AM	8:52 AM	9:52 AM	10:52 AM	11:52 AM	12:52 PM	1:52 PM	2:52 PM	3:52 PM	4:52 PM	5:52 PM
29 81-Medical Center Dr 30 Concentra Urgent Care 26 Landing Dr												
16	Apts at Brunswick Landing	7:59 AM	8:59 AM	9:59 AM	10:59 AM	11:59 AM	12:59 PM	1:59 PM	2:59 PM	3:59 PM	4:59 PM	5:59 PM
17 Brunswick Landing Venture 18 Coastal Landing												
19	Pegasus Apts	8:03 AM	9:03 AM	10:03 AM	11:03 AM	12:03 PM	1:03 PM	2:03 PM	3:03 PM	4:03 PM	5:03 PM	6:03 PM
20 Rec Center 21 Neptune Dr & Orion St 22 Burbank & Venture 23 Sewall St & Edm Fitch Ave 16 Apts at Brunswick Landing												
15	Rusty Lantern BlueLine	8:07 AM	9:07 AM	10:07 AM	11:07 AM	12:07 PM	1:07 PM	2:07 PM	3:07 PM	4:07 PM	5:07 PM	6:07 PM
13	Pejepscot Terrace	8:13 AM	9:13 AM	10:13 AM	11:13 AM	12:13 PM	1:13 PM	2:13 PM	3:13 PM	4:13 PM	5:13 PM	6:13 PM
12 Jordan Ave & Wadsworth Rd 11 Federal St & Center St												
10	Woodlawn Towers	8:19 AM	9:19 AM	10:19 AM	11:19 AM	12:19 PM	1:19 PM	2:19 PM	3:19 PM	4:19 PM	5:19 PM	6:19 PM
11 Federal St & Center St 32 School St & Park Row 9 People Plus 8 Curtis Memorial Library 7 Hannaford Downtown												
1	Brunswick Station BlueLine BREEZ Dalysse	8:27 AM	9:27 AM	10:27 AM	11:27 AM	12:27 PM	1:27 PM	2:27 PM	3:27 PM	4:27 PM	5:27 PM	6:27 PM

NOTE: Use timed stops as the reference for untimed stops listed below them

The total estimated capital cost to implement the Phase 5 service would be \$450,000 for the two additional vehicles required. No other capital equipment is incorporated into this implementation phase.