

**PACTS  
Transit Committee  
Meeting Notice  
Thursday, November 8, 2007, 9:30 a.m.  
Saco City Hall, 300 Main Street  
Agenda**

- 1. Call to order**
- 2. Approval of Minutes from the last meeting (attached)**
- 3. Committee Reports**
- 4. Review Timeline/Work Plan (attached) – 5 min.**
- 5. Allocation Formulas for Future (FY 2008/2009) 5307 and STIC Funding – 5 min.**
- 6. PACTS 2009 High Priority Projects Candidates List (Attachment) – 20 min.**  
Presentation and discussion of the list of candidates. **Action Item**
- 7. Surface Transportation Program (STP) Application Process – 10 min.**
- 8. PACTS Transit Study Implementation Status Reports – 30 min.**
  - a. Regional Map and Timetable**
  - b. Regional Route Study, Draft Scope (Attachment)**
  - c. Transit Planning in Comprehensive Planning Process**
  - d. Regional Pass System**
  - e. Other – in order of priority**
- 9. Information Sharing/Round Table Discussion/Check-In/What's Up**
  - a. Saco Bay Transit Study Presentation – 15 min.**
- 10. Other Business**
  - a. PACTS Offsite Retreat #2 November 14<sup>th</sup>, 8:30 AM, Val Halla, Cumberland**
  - b. Transit Summit**
    - i. Joint Resolution Signing Ceremony**
- 11. Next Meeting Date (December 13 @ 9:30 a.m., at GPCOG), Agenda**
- 12. Adjourn**

Attachments: October 11 PTC minutes, Status Reports, Timeline/Work Plan, High Priority Projects List and detailed descriptions, **Draft Regional Route Study Scope**, Committee Roster

## PACTS Transit Committee Minutes

October 11, 2007

9:30 a.m. at GPCOG

**Members Present:** Connie Garber, Vice-Chair, YCCAC; Sara Behr, MaineDOT; Ed Clifford, ShuttleBus/Zoom; Jonathan LaBonte, MTA; Jon McNulty, RTP; Ray Penfold, VIP, Private Operator; David Redlefsen, METRO

**Members Absent:** John Bubier, Biddeford; Catherine Debo, CBITD; Tom Gorrill, Gorrill-Palmer; Tom Meyers, South Portland Bus Service; Patricia Quinn, NNEPRA

**Staff and Guests:** Maddy Adams, GPCOG; Mike Bobinsky, Policy Com. Chair; John Duncan, PACTS; Matti Gurney, GPCOG; Judy Harris, PDOT; Steve Linnell, GPCOG; Paul Niehoff, PACTS; Tom Reinauer, SMRPC; Robert Wagner; David Willauer, GPCOG

- 1. Call to Order.** Connie Garber opened the meeting at 9:40 a.m., but a quorum was not yet present. Introductions were made around the table.
- 2. Approval of minutes from September 13, 2007 meeting.** Sara Behr made the following amendments to the minutes: *In the last paragraph, on Item 5, clarify that The Federal Register comes out at the end of December or after. Under Other Business – Barbara Donovan is away for two weeks, not two months.* Since a quorum was not yet present, the minutes could not be approved at this time.

Mike Bobinsky asked where the Regional Transit Coordination Study stood at this point, as it didn't appear in the minutes. Connie explained that it is omnipresent even though it didn't show up in the most recent minutes. The Transit Committee is working on a regional route map which is a priority of the study.

- 3. Committee Reports.** Steve reported that at the last Planning Committee meeting, there was a discussion on impact fees specific to transit, such as TDM, park 'n rides and using it to reduce parking. There will be more discussion on this and Steve encouraged a transit presence at the meetings. The next Planning Committee meeting is scheduled for November 1.

David W. reported that the Technical Committee heard a presentation from MaineDOT's environmental office and the role of that office. The collector roads process was also discussed.

Mike Bobinsky, Policy Committee Chair, said that he was in attendance today because he wants to connect the various PACTS Committees so that we are all on the same page. At the last Policy Committee meeting, high priority projects were discussed. They will be looking at the priority list in November. There will not be an October Policy Committee meeting because of the Retreat scheduled for October 19<sup>th</sup>. David W. mentioned that a report of the Portland Explorer was also presented to the Policy Committee. David thanked Ray for his service with the Explorer.

- 4. Revised Timeline/Work Plan.** Development of study proposals should be added to the timeline. Sara mentioned that after the FTA budget announcement comes out, a public comment period will be necessary; these two items need to be synchronized. The timeline should be included with the meeting packet each month.

Since a quorum was now present, the meeting was formally called to order. *Jon McNulty made a motion to approve the September 13<sup>th</sup> minutes, with the amendments noted above. Ed Clifford seconded the motion and all were in favor.*

- 5. Allocation Formulas for Future (FY 2008/2009) 5307 and STIC Funding.** As decided at last month's meeting, NNEPRA will be compensated with \$12,000 of 5307 funds (80%) of operating money for their

payment of Explorer service for a five-week period from September to October. Staff requested 2006 and 2007 boardings and revenue vehicle miles for the fiscal years from 10/1/05 to 9/30/06 and 10/1/06 to 9/30/07. In order to make the calculation equitable, only services that rely on urban funding will be eligible. Services that are funded with rural, JARC, CMAQ or other federal sources should not be included. The data should be submitted to Steve by November 15, 2007, or sooner if possible. We will need to notify Tom M., Patricia and Catherine of the deadline.

6. **PACTS 2009 High Priority Projects Candidates List.** David noted that the only change on the list is that the second item added a ferry and the budgeted amount is now \$15,000,000 instead of \$10,000,000. This list was developed by the High Priority Projects Committee. The intent is that the Planning, Transit and Technical Committees comment on the list before it goes back to the High Priority Projects Committee. The list is a work in progress; it might get trimmed down to two or three projects. Over the next six months or so, we will be looking for support from Councils and MaineDOT. Strong endorsements are also necessary to make this effort more competitive when it's presented to the Delegation.

Connie mentioned that she has learned that it will be 2010 before earmark funds for capital will be available. This causes a high level of concern for us and for the Regional Coordination Study. David R. mentioned that he has spoken with Barbara Donovan about the new emissions requirements that will be in effect in 2010. It could cost each vehicle \$15,000-\$20,000 to comply. These are additional costs that will need to be taken into consideration. Ray mentioned that he recently ordered new buses and already there are engine changes that need to be made with costs ranging from \$10,000-\$15,000; private carriers will be needing help also.

Judy asked how public support is measured as it relates to the High Priority Projects list. John explained that this is a new venture for all of us. We want to go to the Congressional Delegation with projects that don't have too many snags in the future. It is somewhat subjective. The list is still a draft list. Judy felt it was inappropriate to say that a project has public support because we do not have a quantitative measure of support. Jonathan added that this is a public document and there are already blogs out on it. David W. explained that there is background on the projects. Judy suggested that there be a note on the document about the background material. John added that there is a one-page report on each of the items on the High Priority Projects list. Connie suggested that the header be changed from "Enough public support" to "public support". Mike B. added that they are working closely with MaineDOT to have similar priorities. The process of disseminating information to the public will be a multi-faceted approach of educating the public through public meetings, presentations to our boards, etc.

Connie asked the Committee if we should be looking at the Regional Coordination Study recommendations regarding improved customer service, etc. to determine if more money should be put towards this. Also, in light of the increased emission costs, we probably should increase the dollar amount that we are requesting. John D. said that we should revisit the \$15,000,000 number if the situation regarding earmarks has changed. Connie mentioned that it would take at least two years after the Census is completed before the data is determined and the FTA is able to make earmark changes. Tom R. also noted that after the Census there are usually 15 to 40 urban areas that request a delay due to the fact that the area cannot use their 5303 and 5307 funds – it is a transition time. Mike B. mentioned that the topic of PACTS becoming a TMA will be discussed at the PACTS Retreat.

In order to prepare for any changes, we should get more information from MaineDOT regarding the current inventory. We need to determine what will need to be replaced. This item will be on next month's agenda and in the meantime staff can ascertain from MaineDOT what the inventory is by area. John D. mentioned that no action on the HPP list was taken by any of the other PACTS committees. He will report to the Policy Committee that the Transit Committee is still deliberating this issue.

7. **Update on UPWP priorities.** David explained that only the Route Study was funded in the UPWP for \$30,000. He is looking for direction on when to start this. Should it be starting while the Saco Bay Transit

Study is still going on to have the benefit of the consultant's findings? Tom R. informed the Committee that the current study is looking at alternatives for route changes. Public meetings will be held in December. David R. said he would like to know if this study has any tie in with the peninsulas as there is a peninsula study that will be starting. Are there any end points to the Peninsula or Maine Mall, etc.? David W. suggested that a presentation on the Saco Bay Transit Study be provided at the next meeting. Tom R. said that could be done.

*NOTE: At 11:00, Connie had to leave to take a conference call, so Ed took over as Chair for the remainder of the meeting.*

Mike B. informed the committee that a Transit Summit Event is being planned for November or December. PACTS will be participating in that effort. The Metro Regional Coalition has come up with the idea and Jim Cohen is spearheading the event, along with Jeff Monroe. The theme is still being developed. Mike would like the Transit Committee's involvement in the planning of the event.

Status of the Joint Resolution Signing: METRO will make a decision next week on the Resolution; it's on an upcoming RTP agenda. It would be nice to turn this Transit Summit Event into a celebration with all transit providers signing the Resolution. Mike B. also suggested a listing of things that show where coordination and collaboration have occurred.

## **8. Information Sharing**

Sara mentioned that she attended a meeting on the New Freedom program and that committee members may be getting calls regarding the program. She will e-mail the information to committee members. She mentioned that the transit providers could get together briefly at the MTA meeting if necessary.

- a. **Passenger Behavior & Standards of Conduct.** Steve provided a few handouts. We can digest this information and keep it on the agenda for next month.
- b. **ITS Needs Assessment.** David explained that rather than conduct a survey, it was suggested that an inventory be done on who has what regarding ITS. David asked the committee what their interests are regarding ITS and how staff can help with the next steps. Ed and Jon both expressed interest in AVL technology. RTP currently has on-board cameras. There are many building blocks with ITS. For example, you need AVL before you can do fare technology. Ray said that he would be more than happy to share information regarding how AVL operates. If you have a PC you can find where the buses are. David mentioned that Larry Harmon is continuing a pilot program; he will keep the web site open and we can continue to use it. We currently have two phones. Ed said he would be interested in six phones as that would serve his needs for quite awhile. Jon is also interested and METRO would be interested in 32 phones. David stated that we would have to enter into an agreement with Bridgewater. The monthly fee for the phone service would be \$8.95/phone, and the cost for each phone is one dollar. Radio communications are more robust but there are more upfront costs for infrastructure. Staff can do a needs study; there appears to be a lot of interest in AVL. We have \$549,381 of STP funds available for ITS technology. Jon thought it would be very helpful for all of the providers to see each other's buses as well (on the web site). David W. explained that there could be layers for each provider, with one layer showing all of the providers. RTP is also interested in mobile data terminals, but in doing the research for it, they learned that an interface was necessary. The interface was going to cost \$60,000. With the cell phone system, we don't need an interface with the dispatch system.
- c. Saco Bay Transit Study – a presentation on this study will be provided at next month's meeting.

## **9. Other Business.**

- a. PACTS Retreat. David W. and Neal Allen will be doing a presentation on the TMA. If any of you would like to see this presentation at an upcoming meeting, let David know.
- b. Joint Resolution Signing Ceremony. This may now occur in conjunction with the Transit Summit that is being planned for November or December. Jon mentioned that he brought the Resolution up before his

board and they thought it looked like a binding document and they were considering preparing their own document.

**10. Next Meeting Date.** The next meeting was scheduled for November 8 at 9:30 a.m. at Saco City Hall.

**11. Adjourn.** The meeting adjourned at 11:40 a.m.

### **Agenda Item #3**

#### **Status Reports**

The Policy Committee held a retreat last month. Tom Meyers attended for the Transit Committee. The focus was on possible new PACTS organizational frameworks. Twenty nine people attended. They will reconvene for a follow-up retreat on November 14<sup>th</sup>.

The Technical Committee reviewed the draft High Priority Projects list, discussed collector paving funding, and heard a presentation on the Maine Historic Preservation process from the MaineDOT Environmental Office.

The TIP Process Committee held their second meeting in October. David Redlefsen represents the Transit Committee on it.

PACTS staff is participating in the Turnpike's toll rate equity study process.

GPCOG staff is working with Lakes Region Managers to raise the local funds for the proposed Lakes Region Transit Service.

GPCOG installed TIDS screens at the Courtyard Marriott (Oct 26) and the Eastland Park Hotel (Oct 31), bringing the total number of installed screens to 16. The next installation will be the DTC screen which was replaced after being vandalized earlier this fall.

MaineDOT is looking for obligation authority to finance the local studies per the PACTS August 16<sup>th</sup> proposal.

GPCOG and PACTS are helping the MaineDOT with three public meetings regarding the final draft of their I-295 Corridor Study and Portland North Alternative Transportation Study.

**Yarmouth**            November 13, 2007 (7-9 p.m.)  
Log Cabin 196 Main Street (next to Key Bank) Yarmouth  
I-295 Corridor Study Report *and Portland North Alternative Transportation Study presentations*

**Brunswick**           November 20, 2007 (7-9 p.m.)  
Old High School Library (corner of Spring and McKeen St) Brunswick  
I-295 Corridor Study Report presentation

**Portland** December 11, 2007 (7-9 p.m.)  
State of Maine Room Portland City Hall, 389 Congress St. Portland  
I-295 Corridor Study Report presentation

**Agenda Item #4**

**Draft Timeline/Work Plan for the PACTS Transit Committee**

<b>DRAFT</b> 11/6/2007
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**Fiscal Year 2007:**

May *Approve New Work Plan /UPWP*  
*Begin development of Allocation Formula for 5307 and STIC Funds*  
June *Adoption of Regional Transit Coordination Study*  
*Evaluation of the Committee (year 3)*

**Fiscal Year 2008:**

July 2007 *Continue development of Allocation Formulas for 5307 and STIC, '08/'09*  
*Complete Regional Transit Map*  
*Participate in PACTS High Priority Projects list development*  
August *Provide input to PACTS Process Review*  
September *Participate in PACTS TIP Process Review, including JARC*  
October *Adopt an Allocation Formula for 5307 and STIC*

**November** **Public comment period for Section 5303 and 5307 funds, '08/'09**

**FTA Budget announced (tentative)**

**Develop Study Proposals for 5303 and 5307 Planning funds**

December *Provider information (ridership, miles, etc.) due*  
January 2008 *Submit recommendation to Policy Committee for FTA Section 5307 funds*  
February *Submit STP proposals to staff for ratings*  
March  
April *Appoint Nominating Committee for new Officers*  
*Adopt STP proposals for submission to Policy Committee*  
May  
June *Annual evaluation of Committee (year 4)*  
*Elect New Committee Officers*

**Fiscal Year 2009:**

July 2008 *Review criteria for submitting proposals for 2010/2011 STP Capital*  
August  
September

<i>October</i>	
<i>November</i>	FTA Budget announced (tentative)
<i>December</i>	Provider information (ridership, miles, etc.) due
<i>January 2009</i>	Operators submit requests for planning functions and funding
<i>February</i>	Draft Unified Planning Work Program (UPWP) submitted and first review
<i>March</i>	Review UPWP
<i>April</i>	Complete recommendations to Policy Committee re: UPWP
<i>May</i>	
<i>June 2009</i>	Annual evaluation of Committee (year 5)

Other tasks:

- Execute the Implementation Schedule for the ***Regional Transit Coordination Study***.
- Provide assistance and coordination for implementing ***Destination Tomorrow*** and associated studies and plans
- Determine level of involvement of the Committee wishes to have in ongoing studies such as:
  - Peninsula Transit Study
  - Passenger Rail to Brunswick
  - Transit Oriented Zoning
  - Maine Narrow Gauge RR Extension Study
  - Other future studies
- Begin orientation of what it will mean to be a part of a Transportation Management Area
- Respond to Policy Committee requests for action, information or recommendations as needed

Glossary of Terms

BOP	Biennial Operations Plan (MDOT)
BTIP	Biennial Transportation Improvement Program (MDOT)
CMAQ	Congestion Mitigation Air Quality Program (Federal Funds)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
JARC	Job Access & Reverse Commute
MDOT	Maine Department of Transportation
MPO	Metropolitan Planning Organization (PACTS, KACTS, ATRC, BACTS)
NNEPRA	Northern New England Passenger Rail Authority (Downeaster, contracts with Amtrak)
OPT	Office of Passenger Transportation (MDOT)
PACTS	Portland Area Comprehensive Transportation Study (Portland Area MPO)
SAFETEA-LU	Safe, Affordable, Flexible, Efficient, Transportation Act –Legacy for Users
STIC	Small Transit Intensive Cities
STIP	Statewide Transportation Improvement Program
STPA	Sensible Transportation Policy Act
STP	Surface Transportation Program (Federal Funds)
TE	Transportation Enhancement Program (Federal Funds)

TEA-21            Transportation Equity Act for the 21<sup>st</sup> Century  
TIP                Transportation Improvement Program (PACTS)  
UPWP             Unified Planning Work Program  
5303              FTA Planning Program  
5307              FTA Urbanized Assistance

## **Agenda Item 6 – PACTS 2009 High Priority Projects Candidates List**

On September 5<sup>th</sup> the High Priority Projects Committee endorsed a *preliminary draft* list of candidate projects from which the Policy Committee will adopt a short list of two or three projects. Our goal is to submit the list of two or three projects to our Congressional Delegation for consideration for “High Priority” funding in the 2009 reauthorization of federal transportation funding for the next several years. MaineDOT is actively involved with staff and the HPP Committee on this.

The HPP Committee has asked staff to share the *preliminary draft* list with the Transit, Planning and Technical Committees during October and November. **The PTC needs to make its recommendations to the HPP at our meeting today.** The HPP Committee will review comments received, and prepare a short list for consideration by the Policy Committee on December 4<sup>th</sup>. The Policy Committee will review recommendations and select the top three at their meeting on December 20<sup>th</sup>. We will seek public and municipal support for the short list during 2008.

At the September PTC meeting it was decided to combine the transit and ferry requests into one and adjust the project description accordingly. The Committee also requested more detail on the other HPP descriptions. The descriptions from the September 5 HPP Committee meeting are included below. Only the transit description has been updated.

It was also suggested that the PTC might want to increase the transit request beyond replacement to include expansion of service and Intelligent Transportation Systems (ITS). In the mean time, PACTS staff has received about a dozen unsolicited e-mail responses to the HPP list of projects. Each one has a specific emphasis but in summary all indicate the following:

1. In favor of transit replacement/improvement
2. In favor of rebuilding Veteran’s Bridge – and please make it bike/ped accessible
3. Oppose projects that would add highway capacity.

Staff will update the PTC on this feedback at your meeting.

Feel free to contact Julia Dawson or John Duncan before the meeting.

Members of the HPP Committee are:

- Rick Michaud, Saco (Chair)
- John Bubier, Biddeford
- Donna Larson, Freeport (Planning Committee)
- Gary Williams, MaineDOT
- Dale Doughty, MaineDOT

- Dan Jellis, Yarmouth (Technical Committee)
- Mike McGovern, Cape Elizabeth
- Dave Cole, Gorham
- Tom Meyers, South Portland (Transit Committee)

### **Purchase of replacement vehicles, including buses, vans, and passenger ferryboat**

**Problem:** The Federal Transit Administration (FTA) defines a replacement cycle for each type of transit vehicle. For example, full-size transit busses are on a twelve-year/500K mile replacement cycle; small medium-duty transit busses are on a 7 year/200,000 replacement cycle. MaineDOT tracks vehicle inventories and replacement requirements statewide, and has projected that by the time federal funds become available in the next several years, at least **37** vehicles within the PACTS area will have exceeded their programmed service life and need replacement.

**Project Scope:** To replace 19 transit busses, 17 paratransit vans or busses, **and one passenger ferryboat** throughout the region to provide efficient, convenient, and economical public transportation services.

**Cost Estimate:** \$15,000,000

**Source:** PACTS Transit Committee

**Regional Benefit:** This project will retain the current level of service provided by the Shuttlebus/Zoom, South Portland Bus Service, Greater Portland Transit District (METRO), Regional Transportation Program (RTP), York County Community Action Corporation (YCCAC), **and Casco Bay Island Transit District**. In a recent year these **six** public transportation agencies provided over **3** million passenger trips service to people living in or visiting the communities of Saco, Old Orchard Beach, Biddeford, South Portland, Westbrook, Portland – **including Portland island neighborhoods of Peaks Island, Little Diamond Island, Great Diamond Island, and Cliff Island; the Town of Long Island, the Town of Chebeague Island**, and **small** areas of Falmouth and Scarborough. The passengers' trips include work, shopping, school, medical appointments, recreation, and tourist sites, mirroring almost every purpose of those who travel by automobile.

**Recognition of public support:** PACTS leadership and the municipalities they represent recognize that investment in maintaining the existing level of service with modest extensions of transit routes, and replacing the existing fleets in a timely matter, is a wise policy. This project is consistent with the guiding policies of Destination Tomorrow and the MaineDOT's Strategic Transportation Plan.

#### MaineDOT Seeking Earmarks

The MaineDOT submitted a funding request for buses for the METRO in both the 2007 and 2008 discretionary application processes. They were unsuccessful. They will re-submit the project for consideration in the 2009 annual process and the 2009 multi-year reauthorization.

## **Rebuild Veterans Bridge**

**Problem:** Veterans Memorial Bridge has been identified by the MaineDOT as needing rehabilitation. A detailed scope of work is not available at this time. We are waiting to hear back from the Department on the condition of the bridge along with other related details.

The Bridge Review Team has recommended the bridge be funded over three biennia, starting in 2011 for a total of \$30M. It is not clear if the funding will be secured. This raises the question of whether or not PACTS should be pursuing funds for a project that may already have funding.

## **Build Phase II of the Gorham Bypass**

**Problem:** Route 25 is a major east-west commuter corridor. It connects towns west of Gorham to the region's main urban areas to the east. It also serves as Gorham's main street, running directly through the center of Gorham Village. Consequently, Rte 25 experiences high traffic volumes, extensive congestion, and prolonged delays during peak travel periods. Truck traffic is of particular concern in Gorham Village. The existing narrow lanes with limited turning radius lead to bottlenecks and delays as trucks try to maneuver through downtown.

Currently Phase I of the Gorham Bypass is underway; however, it is only the beginning in solving Gorham's traffic problems. To realize the full, benefit to cost ratio of one, as outlined in the Gorham Bypass Study, Environmental Assessment, both phases of the bypass should be built. Construction of Phase II is critical if safety, traffic congestion and improved levels of service are to be achieved.

A survey conducted by PACTS in 2000 revealed Gorham village traffic congestion was the worst in the region

**Project Scope:** To build a limited access two-lane bypass north of Gorham Village connecting Rte 25 near West Gorham to Rte 25 at Mosher Corner. The total length will be just over four miles. The typical cross section will consist of two 12ft travel lanes and two 8ft paved shoulders for a total pavement width of 40ft. In areas warranted, an additional 12ft. truck climbing lane with 4ft. paved shoulder will be constructed. At-grade, signalized intersections would be installed where the bypass interconnects Rte 25 at Mosher Corner, Rte 114 north of Gorham Village and Rte 4/202 northeast of Gorham Village; however roundabouts similar to those in Phase I might be an alternative. Roundabouts are designed to keep traffic flowing as opposed to an intersection with stoplights.

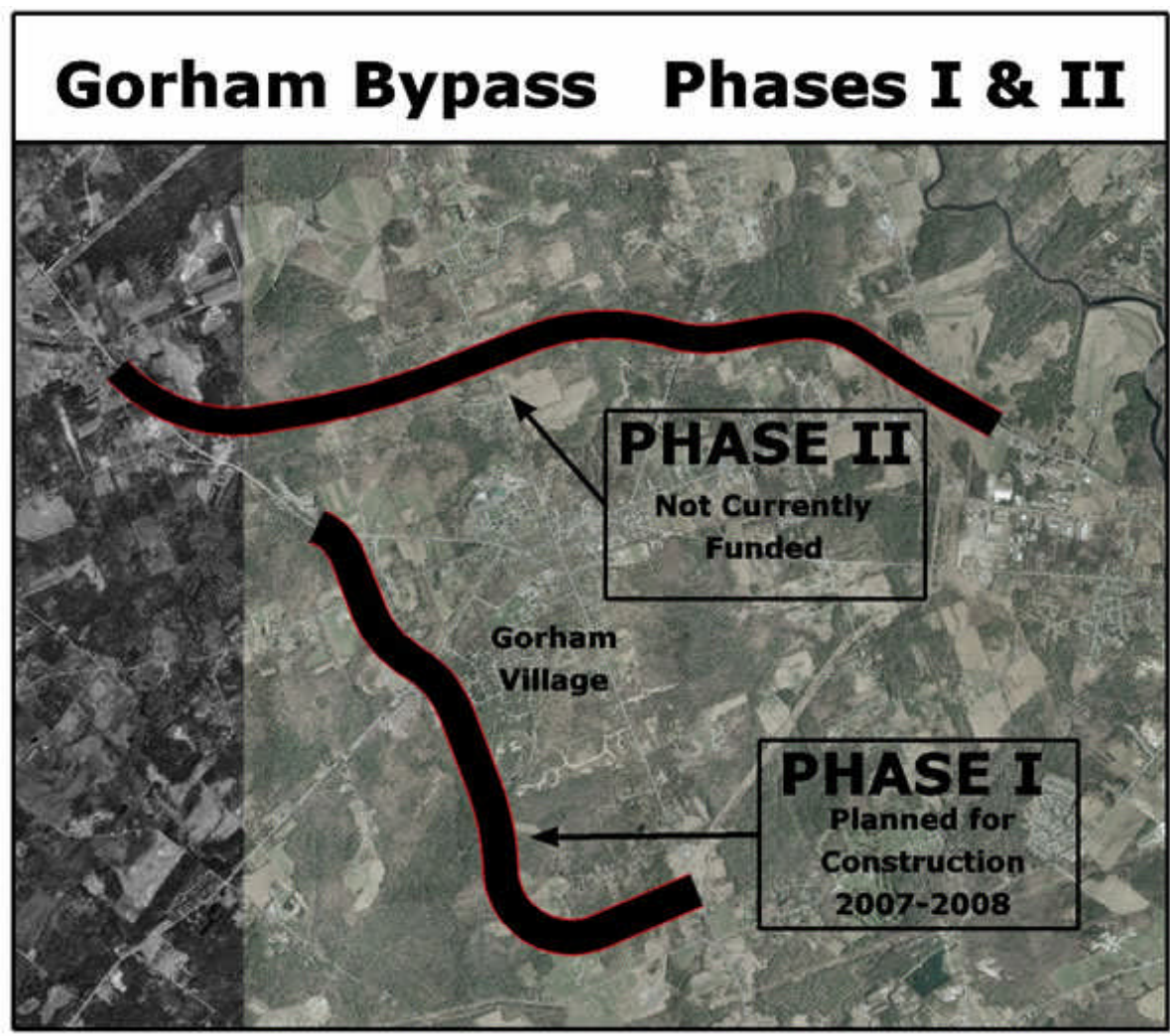
A 200ft. wide highway right of way will be acquired for the bypass. Additionally, some right of way acquisitions might be required along some intersecting cross roads.

**Cost Estimate:** \$35,000,000

**Source:** MaineDOT (\$30,000,000) plus inflation.

**Regional Benefit:** The 1997 Gorham/Portland Corridor Alternative Analysis calls the corridor an integral part of the region's freight transportation route. It is also an important route for employees who work in the greater Portland area. The Gorham Bypass is a major component of the Gorham/Portland Corridor.

**Public Support:** This project has already completed an Environmental Assessment, and received a FONSI from the Federal Highway Administration on October 21, 2005. It has received unanimous public support from the Gorham Town Council and strong public support during public hearings, support from surrounding municipalities and strong support from the MaineDOT and from the State's existing Congressional Delegation.



## **Widen I- 295 in Portland** (Added through lanes between Exits 5, 6, and 7)

**Problem:** Exit 6 at Forest Avenue has chronically poor level-of-service performance along the I-295 mainline. The compact cloverleaf design of this interchange creates short high-volume weaving areas where through traffic, on-ramp traffic, and off-ramp traffic conflict. This conflict will result in higher levels of congestion at this interchange and greater likelihood of crashes as traffic volumes increase in the future.

The proposed new lanes will help shift through traffic on I-295 away from the on- and off-ramp areas of Exit 6 where conflicts with ramp traffic currently exist. The result will be improved levels of service at the weaving areas and less traffic congestion.

Levels of service will also be improved on mainline segments between Exits 5, 6, and 7 and at ramp junctions of these interchanges.

**Project Scope:** Increase the number of travel lanes on I-295 between Exits 5, 6, and 7 from four lanes to six lanes by converting space in the median to an additional lane in each direction.

No right of way will have to be purchased. It is anticipated that the widening will stay within the existing foot print of I-295 (see sketch).

**Cost Estimate:** \$30,000,000

**Source:** MaineDOT's 2006 Corridor Study

**Regional Benefit:** The I-295 corridor extends from Scarborough to Brunswick, and serves a mix of local and through travelers. The interstate is essential to the economy of the region, and the mobility of freight, services and individual drivers.

**Public Support:** The MaineDOT conducted a survey as part of their I-295 Corridor Study. Participants were asked what problems they had experienced along the I-295 corridor during the prior 12 months. Sixteen percent of participants agreed that problems at entrance and exit ramps were a problem. This issue ranked 7<sup>th</sup> out of 8 possible scenarios. However, when asked what types of improvements should be considered, 57% answered improve existing entrance and exits and 39% answered with add more through lanes. These ranked 1<sup>st</sup> and 3<sup>rd</sup> respectively.

Several years ago the City Council of Portland expressed their concern with the potential of increasing I-295 capacity, but wanted to make sure exits 6 and 7 provide good access to Portland

## **Make I-295 Corridor and Interchange Improvements along the Falmouth, Yarmouth, and Freeport Corridor**

- a. Auxiliary Lanes and On/Off-Ramps
- b. Exit 15 Interchange Improvements (Yarmouth)
- c. Exit 11 Interchange Improvements (Falmouth)

**Cost Estimate:** \$50,000,000

**Source:** MaineDOT's 2006 Corridor Study (includes inflation)

**Regional Benefit:** The I-295 corridor extends from Scarborough to Brunswick, and serves a mix of local and through travelers. The interstate is essential to the economy of the region, and the mobility of freight, services and individual drivers.

#### Auxiliary Lanes and On/Off-Ramps

**Problem:** Many on-ramps and off-ramps along I-295 have inadequate acceleration and deceleration lanes for existing and future traffic volumes. These lanes are too short to adequately allow vehicles to comfortably accelerate or decelerate between mainline speeds on I-295 and low speeds on the ramps. In the rural areas north of Portland, this results in on-ramps and off-ramps with a reduced level of service and reduced safety.

Extending the auxiliary lanes will improve the level of service at on-ramps and off-ramps. Vehicular movements at the improved ramps will also be safer and merge movements at the on-ramps and diverge movements at the off-ramps will be accomplished more smoothly.

**Project Scope:** Upgrade on-ramps and off-ramps from Falmouth to Freeport to provide adequate acceleration and deceleration lengths between the 65-mph mainline of I-295 and the low-speed ramps. The added length of auxiliary lanes should be parallel to the mainline through lanes in these high-volume locations.

**Public Support:** To date there has been no explicit vocal support or opposition for this project.

#### Exit 15 Interchange Improvements (Yarmouth)

**Problem:** The southbound on-ramp at Exit 15 in Yarmouth adds an AADT of 4,000 vehicles per day to the 23,000 AADT on I-295 southbound. The straight alignment of on-ramp and its tangent approach to the downstream mainline of I-295 invites high-speed entry onto I-295 with little consideration for upstream I-295 traffic, which enters the ramp junction area on a curve. The on-ramp lacks a parallel acceleration lane. The result of these deficiencies is a High Crash Location at the ramp junction. This location currently operates at level of service D in the AM peak hour.

Another deficiency in the Exit 15 is the lack of a northbound on-ramp, which would allow Exit 15 to be a full-service interchange with four interchange ramps. The lack of this on-ramp adds a traffic burden to Exit 17 where a full-service interchange exists.

**Project Scope:** Reconstruct the southbound on-ramp to provide a curved lower-speed alignment and a parallel acceleration lane approximately 1000 feet in length along I-295. For the northbound, design and construct a new northbound off-ramp and convert the existing off-ramp to a northbound on-ramp (see attached aerial).

The realigned southbound on-ramp will address the High Crash Location at the ramp junction with I-295 and will create an opportunity for a park-and-ride lot along the St. Lawrence & Atlantic railroad line for potential commuter bus and rail service. It is expected that the 2025 level of service in the AM peak hour will improve from E to D after the southbound on-ramp has been realigned.

The creation of a fourth ramp (northbound on-ramp) at Exit 15 will create a full-service interchange, reduce travel time and distance for some I-295 trips, and relieve safety and congestion issues at Exit 17. The existence of a full-service interchange will enhance Exit 15's ability to serve a park-and-ride location.

**Public Support:** Currently there is no official support or opposition to this project.

#### Exit 11 Interchange Improvements (Falmouth)

**Problem:** Exit 11 is a partial-service interchange that does not have the capability to serve on-and-off traffic in both the northbound and southbound directions. This deficiency limits the effectiveness of these interchanges in allowing traffic to use I-295 to avoid congested arterial streets near the I-295 Corridor.

**Project Scope:** Improve Exits 11 by adding new ramps to serve interchange movements not currently served. At Exit 11, add a southbound on-ramp from the Falmouth Spur and a northbound off-ramp to the Falmouth Spur. As a part of this action, Exit 10 southbound ramps would be relocated to the south side of Bucknam Road.

Exit 11 improvements will improve access between I-295 and the Maine Turnpike and provide new opportunities for using both facilities to reduce traffic on congested arterial streets in Portland and Falmouth.

The relocation of Exit 10 southbound ramps would provide space for park-and-ride lot on Bucknam Road with convenient access to I-295 and the St. Lawrence & Atlantic railroad.

**Public Support:** John Duncan and David Willauer gave a presentation to the Falmouth Council regarding this project. The Council received the project favorably.

#### **Build Philbrook Road area Improvements in South Portland**

**Problem:** The Maine Mall in South Portland is home to the largest retail center in Maine including a sizeable number of industrial and office complexes. Existing roadways support major commercial and industrial development in the South Portland and Scarborough areas, and often operate at or above capacity. Philbrook Road provides access from Maine Mall Road to the retail/commercial/office/light industrial facilities along Gorham Road and John Roberts Road, as well as functioning as a principal service road for the Mall. A nearby Turnpike access road,

known at MaineDOT as Route 703, runs parallel to Philbrook Road as it approaches Maine Mall Road.

This project was a recommendation of a study completed by MaineDOT and PACTS in 2000 that was intended to address safety, congestion and related issues in the Mall area. Following the study, MaineDOT agreed to implement the Philbrook Connector and proceeded with it through the preliminary design stage. However additional funding was needed for the replacement of the nearby Payne Road bridges, and the Philbrook Connector project lost its funding. This project also scored well in the PACTS 2008/2009 TIP process but could not be funded due to the considerable cost estimate that exceeded the MPO Allocation.

**Project Scope:** The proposed project consists of two parts. The first is to combine Philbrook Road with the Rt. 703 westbound on- and off-ramps, and to merge the two signalized intersections on Maine Mall Road into one. The second is to build a bridge over Rt. 703 to enable eastbound traffic to access Rt. 703 from the Mall and Philbrook Road.

The Philbrook Connector cross section will include 12ft. travel lanes, 2ft. curb offsets and 12ft. turn lanes, with a median width of 10ft on SR703. The proposed scope of work includes full-depth reconstruction, box widening and overlays. Curbing is proposed where profile grades exceed 3%, and adjacent to proposed sidewalks. Work includes drainage, lighting, signing and guardrail improvements throughout.

**Cost Estimate:** \$10,000,000

**Source:** City of South Portland

**Public Support:** This project has been vetted by the South Portland City Council as part of its PACTS TIP submission. It was reviewed and approved by the South Portland business people, residents, and City officials that participated in the City Manager's ad hoc oversight committee for the 2000 Mall Area Transportation Plan. In addition, three public meetings were held as part of that transportation planning process. The Philbrook Road/Rt. 703 improvements emerged as the top priority of that process.

## **Make Capital Investments for "Portland North" Passenger Rail to Brunswick**

**Purpose:** To provide intercity and commuter rail services from Portland to Brunswick \*

**Project scope:** To make track upgrades, build stations and purchase rolling stock.

**Capital Cost Estimate:** \$100,000,000 (based on \$70,000,000 for track upgrade to Brunswick and construction of five stations, and \$30,000,000 for ten diesel units)

**Source:** MaineDOT

**Operating Subsidy:** It appears that the Legislature and Governor Baldacci will formally decide during the next session to support the future operating costs of the Portland-to-Boston Downeaster service with General Fund dollars. (The federal CMAQ operations funds may no

longer be used after September 2009.) MaineDOT advises that this Legislative action will not include funding for operations for the “Portland North” service.

**FTA Small Starts Study:**

MaineDOT has just started a two-year “Small Starts” planning process in the Portland-Brunswick and Portland-Auburn corridors. This \$1,700,000 planning process is required by the Federal Transit Administration (FTA) to be eligible for capital rail funding. . MaineDOT’s past analyses for the corridor have shown enough potential benefit that the FTA has funded the Small Starts study. When the MaineDOT and FTA complete the study then MaineDOT will apply for the Small Starts capital funding. The Small Starts program is very competitive.

MaineDOT and GPCOG staff recently gave an overview of the Small Starts study purpose and process to the PACTS Planning Committee. MaineDOT has hired a rail planning consultant for the study, and GPCOG and AVCOG to help with outreach meetings and to serve as liaisons with corridor municipalities. MaineDOT also advises that the study will look carefully at bus rapid transit options.

**MaineDOT Priority:** If the Small Starts Study is far enough along by 2009, then MaineDOT will seek full funding for the project in the reauthorization process.

**Public Support:** Based on past experience, the public supports public investments in passenger rail service.

\* Please note that the MaineDOT is examining opportunities for passenger rail service to Auburn. The MaineDOT’s current estimate for track upgrade work (\$31,000,000) and stations construction (\$2,000,000) is an additional \$33,000,000 for this additional section.

## **Build new Turnpike Interchange in Northern Saco**

**Problem:** In recent years southern Maine has experienced significant growth, and the current growth pattern is expected to continue. Consequently, excessive traffic demands are being placed on local roads. Mobility along Routes 1, 5 and 112 is affected as congestion increase. As the region has grown, access to the interstate has not. With limited access to the Turnpike, traffic from Old Orchard Beach, Saco and Scarborough are forced to use Route 1, which runs parallel to the interstate, as an alternative major travel way. As capacity on these local roads increases, mobility, congestion, and safety become more of an issue. The question of improved access from the Turnpike to the west and the possibility of a new interchange in the Flag Pond Road area have been suggested several times over the years.

**Project Scope:** The proposed interchange would connect the Maine Turnpike with Route 1 north, or at Route 1 and Cascade Road intersection. The approximate length of the project would be 4,300 feet, not including ramps. The specific improvements would include: north and south bound ramps on the Maine Turnpike and a new connector road linking Route 1; construction of a toll plaza; right of way for the construction of ramps, and intersection with Route 1, and the connector road; the installation and relocation of traffic signals at the intersection of the

connector road and Route 1; and new pavement markings for the intersection. The project would link the Maine Turnpike in close proximity to Old Orchard Beach, Scarborough and Saco town lines.

**Cost Estimate:** \$17,000,000

**Source:** Municipal Proposal

**Regional Benefit:** This interchange would create some clear regional transportation benefits by: more directly linking growing portions of Saco, Old Orchard Beach and Scarborough to the Turnpike enabling more efficient travel to Portland, other points north and points south; and reducing regional through travel on Route 1 and other local roads.

Further, an interchange can foster additional economic growth and development in portions of Saco, Old Orchard Beach and Scarborough by: providing convenient highway access to the northern end of Saco and southern end of Scarborough.

**Public Support:** The City of Saco and the Town of Scarborough have both demonstrated their support for this initiative by endorsing and committing to help pay for an initial feasibility study of the interchange.

### **Build Two Interchanges and a Connector Roadway in Biddeford**

**Problem:** Mobility, congestion and safety are major concerns for the local residents living and commuting along the Route 1 and Route 111 corridors in and around Biddeford. Also Turnpike access is limited for motorists traveling from Sanford, Alfred and areas west of Biddeford. The proposed improvements will not only increase safety, mobility and reduce congestion in both the Biddeford and Saco areas but will also increase mobility within and through the region, by addressing and relieving the impacts of traffic which emanates from areas south and west of the City.

**Project Scope:** One component of the proposal would provide a roadway connection from South Street to Route 111. The road would run west of the Maine Turnpike and would begin on South Street west of the turnpike overpass in the vicinity of the Biddeford Saco Water Company treatment facility and end on Andrews Road/ Route 111 southwesterly of the current exit 32.

A second component of the proposed project, the Exit 32 South interchange, would provide an interchange to the turnpike south of the current Exit 32 with a connector road to Route 111 (from the interchange) that would begin/end at the Route 111/Andrews Road intersection.

A third component of the project would be to provide a turnpike interchange and associated roadway improvements at South Street as well as additional improvements to South Street and Route 1 that would be required in order to accommodate traffic from these areas that would be expected to utilize this interchange.

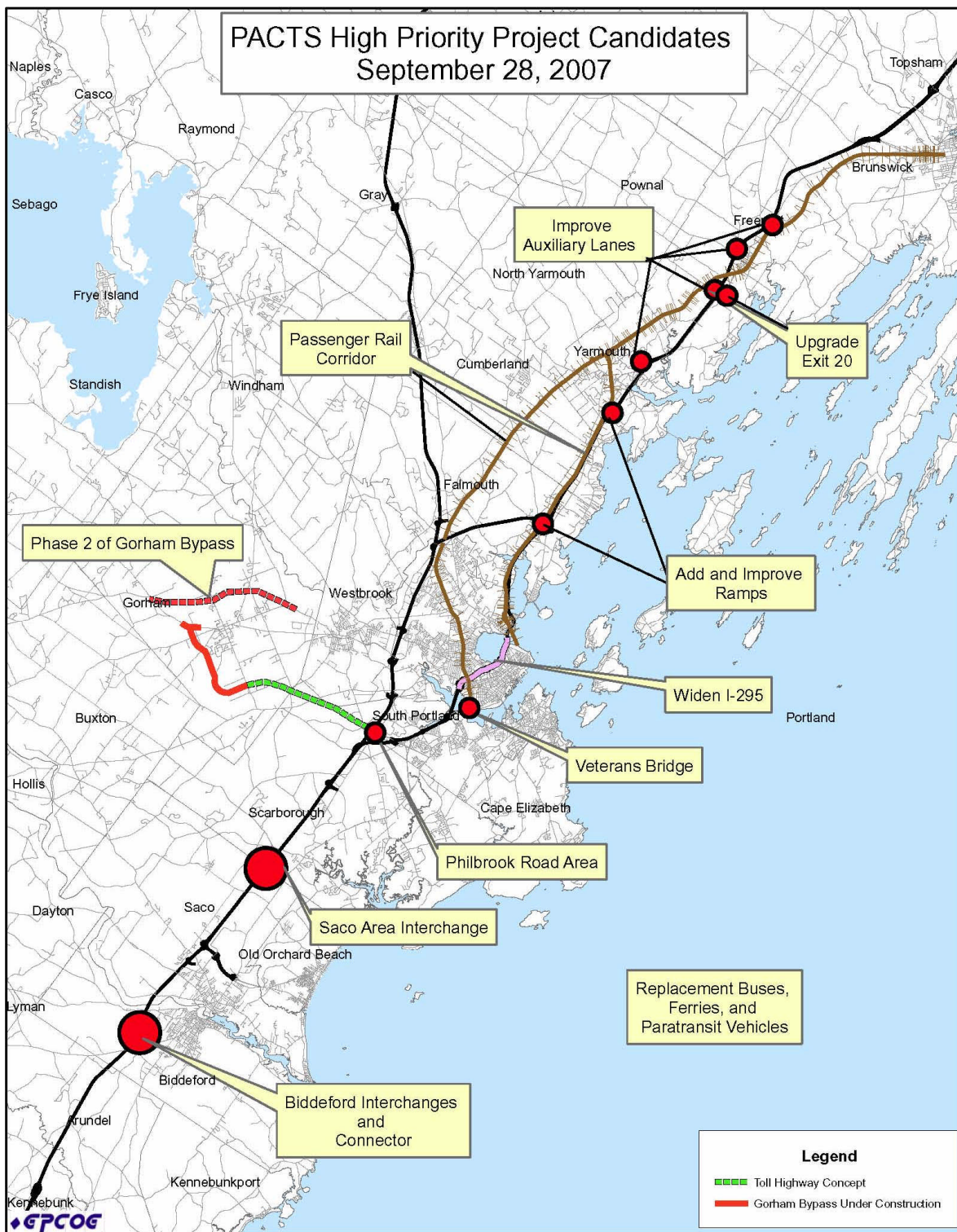
Cost Estimate: \$30,000,000

Source: Tom Milligan, Biddeford City Engineer

**Regional Benefit:** A new interchange would provide motorists traveling to and from the Sanford/Alfred area a convenient access point to the Turnpike and relieve the current congestion at Exit 32 and on Route 111. Furthermore, the project has the potential to relieve traffic volume and congestion along the Route 1 Corridor by diverting traffic that currently uses South Street and Main Street onto the Turnpike. The South Street interchange should reduce impacts both to Saco and to the Downtown Biddeford area especially on Main Street and also has the potential to relieve traffic at the Saco Exit of the turnpike.

**Public Support:** This concept was developed by Biddeford officials and a feasibility study has not been done. Biddeford officials generally advise that the public supports solutions that reduce traffic and congestion within residential neighborhoods as well as solutions that will increase mobility.

# PACTS High Priority Project Candidates September 28, 2007



Produced by: The Greater Portland Council of Governments - 2007

## **September 28th Preliminary Draft List of 2009 High Priority Project Candidates**

*For review by the PACTS Planning, Transit and Technical Committees*

*Listed in order of suggested priority*

<u>Project</u>	<u>Cost Estimate</u>	<u>Studied Enough</u>	<u>Enough Public Support</u>	<u>Issues/Questions</u>
Rebuild Veterans Bridge	\$30,000,000	Yes	Yes	Need clarification on scope and bridge funding options from MaineDOT.
Buses, ferries and paratransit vehicles	\$15,000,000	Yes	Yes	MaineDOT will continue annually to pursue FTA earmark for \$5,000,000 of this.
Phase II of the Gorham Bypass	\$35,000,000	Yes	Yes	Does the upcoming study of potential spur from Turnpike (and possibility of Turnpike financing) undermine the momentum for this bypass?
Widen I-295 in Portland	\$30,000,000	Yes	No	Is there enough public support to satisfy Congressional Delegation?
I-295 in Falmouth, Yarmouth and Freeport	\$50,000,000	?	Yes	Need to do an Envir. Assessment on the three new ramps at Falmouth Spur? Predetermines perception of support for Tpk widening in Portland area?
Upgrade Exit 20 in Freeport	\$11,000,000	?	Yes	MaineDOT's priority is for bridges that are structurally deficient rather than functionally obsolete.
Philbrook Road area	\$10,000,000	?	Yes	Wait to see impact of widened Payne Rd bridge. MaineDOT completed Prelim Design Report in 200x.
Passenger rail to Brunswick	\$100,000,000	No	Yes	Need operating subsidy source, and MaineDOT has just begun 2-year study.
Saco area Interchange etc	\$20,000,000	No	No	Build mostly with Turnpike funds. Needs Tpk study.
Biddeford interchanges and connector	\$30,000,000	No	No	Build mostly with Turnpike funds. Needs Tpk study.

## Agenda Item # 8.b.

### PACTS Regional Route Study Scope of Work Draft 30 October 07

#### Purpose

To recommend changes to the METRO fixed route bus system that would improve connections with the South Portland and Shuttlebus systems, improve customer service, increase ridership and optimize the number and alignment of the bus routes. [Are the only changes you're looking at for METRO, or should it be re-phrased to talk about possible changes to any of these interconnected services? \(colored text reflects comments from Connie Garber\)](#)

#### Background

This study was identified as the #1 recommendation from the *PACTS Regional Transit Study* (GPCOG/SMRPC June 2007). The three existing fixed route bus services include the METRO, South Portland Bus Service and Shuttlebus/ZOOM. Together these systems provide bus service to eight municipalities in the PACTS urbanized area.

While there is currently a large quantity of bus service available with transfers available between systems, there are significant scheduling barriers for people traveling between systems. The three primary issues identified in the study include the location of bus stops, connecting schedule times, and limited traveler information. The solution “will likely require a comprehensive redesign of local transit routes in the region.”<sup>1</sup>

This effort to redesign some of these routes has already been started as SMRPC and Jacob, Edwards and Kelsey are conducting the *Saco Bay Transit Study* (started in May 2007). This study will result in recommendations to improve efficiencies, service and routes between the two fixed route bus systems, [the South Portland Bus Service and the B/S/OOB Transit \(not sure which parts? Intercity? Tri-town?\)](#).

#### Timeline

December 1, 2007 to June 15, 2008

#### Relevant Studies

- *Portland Peninsula Transit Study* (Consultant Selection in progress)
- *Saco Bay Transit Study* (SMRPC, Jacobs, Edwards & Kelsey - in progress)
- *PACTS Regional Transit Study* (GPCOG/SMRPC et al, 2007)
- PACTS Long Range Plan *Destination Tomorrow* (WSA/GPCOG, 2006)
- *Bus Rapid Transit/Light Rail Transit Technical Memorandum* (GPCOG/SMRPC Jan 2005)
- *METRO Fixed Route Study* (GPCOG, 1999)
- *METRO & SPBS On/Off Surveys* (GPCOG, 2006)
- *Falmouth Flyer Surveys* (GPCOG, 2005)
- *Windham Commuter Bus Study* (GPCOG, 2001)

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<sup>1</sup> Tom Crikelair, June 2006.

- *Gorham/Portland Passenger Transportation Study* (GPCOG 1998)
- *USM Commuter Bus Study* (GPCOG, 2007)

## Study Elements

1. Study Committee – the Consultant will meet regularly with and work with representatives of each of the three fixed route bus transit providers.
2. Advisory Committee – the PACTS Transit Committee will hear presentations from the Consultant during the beginning, middle and end of the study at the discretion of the Committee chairman.
3. Existing Systems – GPCOG and SMRPC will assist the Consultant with relevant studies, inventory of existing transit routes, fares, capital assets and budgets.
4. Analysis
  - a. Analysis of current routes: which routes have the most ridership/revenue? Which routes need to be **re-visited**? Which activity centers and key destinations are the most important for transit ridership? How can the system best serve customers? **How are you defining “best serve customers”?** Which routes have trouble with on-time performance?
  - b. How should the three systems interface? At the Portland Transportation Center? At the Maine Mall? On the Peninsula?
  - c. Where are the opportunities for additional park and ride lots?
  - d. Do the current headways allow for convenient transfers and easy and timely access to destinations?
5. Falmouth Flyer – Work with GPCOG and the METRO/Falmouth Task Force to identify appropriate bus service to the Town of Falmouth.
6. Cruise Ships Shuttles. Work with **City Officials** **This should not be a direct task, but done thru either the Transit Committee or the Study Committee** on the best use of public transit to serve cruise ships on cruise ship days in season, if appropriate.
7. School Transportation. Work with GPCOG, METRO and School Officials on how the fixed route bus system can serve area Middle and High schools. **See note on task 6**
8. Opportunities for increased frequency and expansion of service (including the Lakes Region)
9. Develop route design alternatives
10. Develop proposed schedules for new and altered routes
11. Financial Analysis. Working within the existing and proposed funding scenarios for the PACTS area transit providers, recommend funding strategies to support study recommendations.
12. Capital Improvements. Identify a prioritized list of capital assets to support the study recommendations. How many new buses are needed? Shelters?
13. Public Outreach. GPCOG and SMRPC will conduct outreach during the study, including regular updates to municipal officials and other stakeholders and public meetings in January and May, 2008.

## Deliverables

- Maps, charts and route schedules to describe proposed route changes
- Draft Report in April 2008

- Final Report in May 2008

**Budget**

Transit Consultant	\$27,000
<u>GPCOG/SMRPC (outreach)</u>	<u>\$3,000</u>
Total	\$30,000

## PACTS Transit Committee Roster

<b>Members</b>	<b>Affiliation</b>	<b>Phone</b>	<b>Email</b>
John Bubier	City of Biddeford	284-9313	<a href="mailto:jbubier@biddefordmaine.org">jbubier@biddefordmaine.org</a>
Ed Clifford	ShuttleBus/ZOOM	282-5408	<a href="mailto:director@shuttlebus-zoom.com">director@shuttlebus-zoom.com</a>
Catherine Debo	CBITD	774-7871 x103	<a href="mailto:cdebo@cascoabaylines.com">cdebo@cascoabaylines.com</a>
Barbara Donovan	MaineDOT	624-3245	<a href="mailto:barbara.donovan@maine.gov">barbara.donovan@maine.gov</a>
Connie Garber - Vice-Chair	YCCAC	324-5762 x 2930	<a href="mailto:cgarber@yccac.org">cgarber@yccac.org</a>
Tom Gorrill	Gorrill-Palmer	657-6910	<a href="mailto:tgorrill@gorrillpalmer.com">tgorrill@gorrillpalmer.com</a>
Jonathan LaBonte	MTA	871-7771 x111	<a href="mailto:JLaBonte@maineturnpike.com">JLaBonte@maineturnpike.com</a>
Jon McNulty	RTP	774-2666 x12	<a href="mailto:jmcnulty@rtprides.org">jmcnulty@rtprides.org</a>
Tom Meyers - Chair	SPBS	767-5556	<a href="mailto:tmeyers@southportland.org">tmeyers@southportland.org</a>
Patricia Quinn	NNEPRA	780-1000 x105	<a href="mailto:patricia@nnepra.com">patricia@nnepra.com</a>
David Redlefsen	METRO	774-0351 x17	<a href="mailto:dredlef@gpmetrobus.com">dredlef@gpmetrobus.com</a>
Private Optr Seat	See below		
<b>Staff</b>			
Maddy Adams	GPCOG	774-9891	<a href="mailto:madams@gpcog.org">madams@gpcog.org</a>
Steven Linnell	GPCOG	774-9891	<a href="mailto:slinnell@gpcog.org">slinnell@gpcog.org</a>
Tom Reinauer	SMRPC	324-2952	<a href="mailto:treinauer@smrpc.org">treinauer@smrpc.org</a>
David Willauer	GPCOG	774-9891	<a href="mailto:dwillauer@gpcog.org">dwillauer@gpcog.org</a>
<b>Others and Alternates</b>			
Sara Behr	MaineDOT	624-3255	<a href="mailto:sara.behr@maine.gov">sara.behr@maine.gov</a>
Kevin Donoghue	Portland City Councilor		<a href="mailto:kjdonoghue@yahoo.com">kjdonoghue@yahoo.com</a>
John Duncan	PACTS	774-9891	<a href="mailto:jduncan@gpcog.org">jduncan@gpcog.org</a>
Art Handman	Transportation Consultant	332-8300	<a href="mailto:alhandman@hotmail.com">alhandman@hotmail.com</a>
Judy Harris	City of Portland	541-6923	<a href="mailto:jh@portlandmaine.gov">jh@portlandmaine.gov</a>
Josh Mack	SMRPC	324-2952	<a href="mailto:jmack@smrpc.org">jmack@smrpc.org</a>
Judi Molloy	FTA	(617) 494-3488	<a href="mailto:judi.molloy@fta.dot.gov">judi.molloy@fta.dot.gov</a>
John Perry	FHWA		<a href="mailto:JohnA.Perry@fhwa.dot.gov">JohnA.Perry@fhwa.dot.gov</a>
Robert Wagner	Portland bus rider		<a href="mailto:robertwagner@alum.mit.edu">robertwagner@alum.mit.edu</a>
Conrad Welzel	MTA	871-7771 x126	<a href="mailto:cwelzel@maineturnpike.com">cwelzel@maineturnpike.com</a>
<b>Private Operators</b>			
Don Cormier	Bay Ferries "The CAT"	(902) 626-2543	<a href="mailto:dcormier@nfi-bay.com">dcormier@nfi-bay.com</a>
Mike Cyr	Cyr Bus Lines	799-8527	<a href="mailto:mike@cyrbustours.com">mike@cyrbustours.com</a>
Susan Davis	Maine Narrow Gauge RR	828-0814	<a href="mailto:director@mngrr.org">director@mngrr.org</a>
Steve Klein	Mermaid Transportation	885-5630	<a href="mailto:gomermaid@aol.com">gomermaid@aol.com</a>
Dana Knapp	Concord Trailways	828-3939 x303	<a href="mailto:yconcord@maine.rr.com">yconcord@maine.rr.com</a>
Greg Isherwood	Custom Coach & Limousine	797-9100	<a href="mailto:gisherwood@customcoachandlimo.com">gisherwood@customcoachandlimo.com</a>
Allen Malony	Chebeague Transportation	846-9613	<a href="mailto:ctc@nlis.net">ctc@nlis.net</a>
Ray Penfold	VIP Tour & Charter Company	772-4457	<a href="mailto:rpenfold@maine.rr.com">rpenfold@maine.rr.com</a>
Kenneth Wyman	Vermont Transit	782-0311	