

Public Transit Advisory Council
Meeting Agenda
Wednesday, January 8th, 2025
9:00am – 12:00pm
Location: Zoom

<https://mainestate.zoom.us/j/87392031083>

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Agenda Item	Responsibility	Action or Information
1.) Call to Order (9:00)	Chad Heid, Chair	Action
2.) Ascertain Quorum (9:00-9:05)	Chad Heid, Chair	Action
3.) Approval of Previous Minutes (9:05-9:10) <ul style="list-style-type: none">• December 2024	Chad Heid, Chair	Action
4.) Survey Response Review (9:10-10:10) <ul style="list-style-type: none">• Presentation of data collected• Solicit member feedback• Attempt to prioritize recommendation themes	Chad Heid, Chair	Information
5.) Draft Recommendation Review (10:10-11:10)	Josh Caldwell, Vice Chair	Information
6.) Remaining Schedule (11:10-11:20) <ul style="list-style-type: none">• Council Meetings: 2/12, 9am; 2/19, 1pm• Committee Meetings:<ul style="list-style-type: none">○ Research & Policy – 1/9• MaineDOT Coordination: TBD	Chad Heid, Chair	Information
7.) Public Comment (11:20-11:30)	Chad Heid, Chair	Information
8.) New Business (11:30-11:40)	Chad Heid, Chair	Information
9.) Adjournment (11:40)	Chad Heid, Chair	Action

Public Transit Advisory Council

Meeting Minutes of December 11, 2024 – Held via Zoom

PTAC Members in attendance: Omolola Achuba, Larry Allen, Kirk Bellavance, Josh Caldwell (vice chair), Stephanie Carver, Representative Lydia Crafts, Catherine Davidson Kruglak, Amanda Dioszeghy, Senator Brad Farrin, Katherine Freund, Rebecca Grover, Chad Heid (chair), Maddie Jensen, Jay Kamm, Dana Knapp, David Landry, Ryan Neale, Megan Salvin (for Kim Moody), Duane Scott.

Others in attendance: Lori Brann, William Gayle, Bill Geary, Jennifer Grant, MaineDOT; Emily Becker, Matt Cannon, Kate Reilly deLutio, Zoe Miller, Tom Reinauer, Tim Sturtevant, Luke van Denend.

1. **Call to Order.** The meeting was called to order by Chad Heid at 9:05 am.
2. **Ascertain Quorum.** It was determined that the quorum was met.
3. **Approval of October Minutes.** The minutes were approved unanimously with no discussion.
4. **Updates from the Chair.** Chad Heid noted that Jonathan Labonte, Chris Hall, and Mike Tremblay have resigned from the Council. Chad's replacing Mike as Metro's representative leaves a vacancy for an urban transit provider. Members may share ideas for new members with Chad, Lori, or Ryan.

Chad suggested keeping the scheduled meeting on February 12 and adding meetings on January 8 and February 19 to finalize recommendations for the report to the legislature. The February 19 meeting will be in the afternoon to avoid conflict with the Maine Transit Association meeting that morning.

The PTAC member survey has been delayed with Chad's transition. The intent is to share that in the coming days and review feedback at the upcoming meetings.

Jonathan chaired the Equity Committee and a new chair is needed. The committee was focused on incorporating the equity work done by the Moving Maine Network and others into the Council's recommendations. Chad asked members to let him know if they are interested in chairing the committee.

5. **Maine State Ferry Service (MSFS) Presentation.** See attached slideshow. Bill Geary has been the director of the MSFS for 18 months. State law requires MSFS to provide service to several islands, gives the option of providing service to Frenchboro, and sets minimum service requirements for Matinicus Isle. There is interest in requiring service to Frenchboro and increasing the minimum number of trips to Matinicus.

Ferries in the MSFS fleet include the Margaret Chase Smith servicing Isleboro out of Lincolnville, the Captain Henry Lee servicing Swan's Island and Frenchboro out of Bass Harbor, the Captain Neal Burgess servicing North Haven out of Rockland, the Captain Charles Philbrook which serves as a spare, the Captain E. Frank Thompson "day boat" from Rockland to Vinalhaven, the Richard Spear servicing Vinalhaven and Rockland, and the Charles Norman Shay servicing Matinicus and future expanded services. The Captain Almer Dinsmore hybrid electric ferry is currently under construction with delivery expected in spring 2025. The George Mitchell double-ended electric ferry is currently out

to bid with completion anticipated in 2028. The double-ended design eliminates the need for the vessel to turn around and reduces travel time. Vessels typically start and end their days on the islands. Ferries provide emergency services as needed. MSFS carries more vehicles than passengers.

MSFS vessel crews include a master, engineer, able bodied seaman, ordinary seaman (all licensed), and deckhand (unlicensed). Transportation worker identification cards (TWICs) are required by Coast Guard regulations. Coast Guard regulations require that vessels be fully crewed; one crew members' absence means that the ferry cannot sail. MSFS has full-time relief personnel to cover permanent crew absences. MSFS employees are deemed essential personnel and service continues during state closures if weather allows. MSFS entered into an agreement with Seaward Services in June 2024 to assist with staffing.

The MSFS Advisory Board includes nine members, one from each island and three appointed by the MaineDOT Commissioner.

Casco Bay Lines (CBL) carries more passengers and only the captain must be licensed. CBL's twelve-member board of directors includes ten members from the islands, one from the City of Portland, and MaineDOT Commissioner appointee (currently Bill). State law requires MSFS to take over CBL's those services if CBL is not able to perform its role.

Amanda Dioszeghy asked about the relationship with Seaward Services staffing. Bill responded that Seaward Services has helped improve reliability to approximately 98% after many runs were cancelled due to staffing challenges earlier in 2024. Service to Vinalhaven in particular has improved. Senator Farrin asked about the life expectancy of a ferry. Bill said that it is approximately 30 years. Representative Crafts asked about efforts to improve transit connections and reduce the need for island residents to bring vehicles to the mainland. Bill said that MaineDOT is interested in exploring this. MSFS is looking at adding another deck to the parking garage in Rockland to make zip cars available to passengers so they do not need to bring their own vehicles to the mainland.

Chad asked about challenges and potential areas of improvement that should be highlighted in the PTAC's report to the legislature. Bill noted that MSFS has a comparatively modern and reliable fleet funded through the state and grants (capital costs are not borne by the islands). The state funds half of operating costs with tolls (ticket prices) providing the other half. Tolls were increased this past year. Competing with other employers for the limited pool of qualified mariners is the most significant challenge. The relationship with Seaward Services has helped to address the lack of relief staff. Chad noted that bus operators face similar challenges when drivers or other personnel are not available.

- 6. State of Transit Committee Update.** Chad said transit operators have been asked to provide information on funding sources (direct, local, state, and federal funds), capital projects, and operating expenses. The committee has compiled and analyzed National Transit Database data. The committee intends to update Table 1 from the 2019 PTAC report on the trips gap assessment. Members of the public have been working with the committee to update the assessment of trips needed versus trips provided using 2022 data. The committee is updating table 3 from the 2019 report, which includes data on the Northern New England Passenger Rail Authority, MSFS, and bus operators, and including

local contributions. This will provide the basis for the PTAC's request for additional funding. The committee is also assessing fleet condition and need. The committee is working with the MTA executive committee on priorities and recommendations.

Katherine Freund noted that fares account for 50% of MSFS' operating budget and suggested that the committee consider cost per trip or revenue per trip. Chad commented that the committee is looking at these metrics as well as ridership, expenses, and revenue per trip and vehicle revenue hour. Katherine said she is looking at analyzing cost per trip for volunteer transportation but the lack of record keeping makes this very challenging. Tom recommended caution on cost per trip as the level of expense varies widely by mode. Chad noted that this is being considered and the intent is to make the case for additional funding across modes. It was confirmed that the updated table 3 does not include the increased state transit funding for state fiscal year 2025.

7. Research and Policy Committee Update. Josh Caldwell reiterated that Council members should respond to the survey, which includes potential recommendations informed by the presentations to the Council, previous PTAC reports, and discussions with MaineDOT and GO MAINE. There may be overlap in the draft recommendations from the various committees and the final recommendations will need to be woven together. Previous PTAC reports include recommendations which may be brought forward again. Recommendations being considered include:

- Establishing a permanent and long-term dedicated source of transit funding. The PTAC report may not recommend a particular source but this should be highlighted.
- Increasing state operating funding to \$6.3M with a 2% escalator over five years and continuing the \$2M for innovative projects
- Reducing local match via a MaineDOT rulemaking to update formulas for distributing transit funding, particularly for rural areas
- Increasing transit ridership by 5% annually, consistent with Climate Action Plan recommendations, to reach pre-pandemic levels by 2029
- Incorporate GTFS, GTFS Flex, and automated fare payment in the GO MAINE trip planner to improve its capacity as a one-call one-click resource
- Improve education and outreach related to public transportation
- Expand and provide additional funding for the workforce transportation pilot
- Support volunteer driver networks, with specifics to be developed by the Mobility Alternatives committee
- Ensure transparency in MaineDOT decision-making and funding allocations, including publication of annual distributions and the criteria and formulas used to make decisions

Josh said the committee is looking to Council members for any thoughts on the proposed recommendations and any areas that may be missing. The Moving Maine Network has been mentioned in previous reports and highlighting its work in the upcoming report would show continuity with past reports. The intent is to update the graphics and visuals from the 2019 report.

The Council discussed whether the report to the legislature should focus on general themes or include specific policy recommendations. Senator Farrin commented that requests for additional funding may

be challenging given expected budgetary shortfalls. The report should include recommendations to improve efficiency as well. Josh said the committee understands this is a resource-constrained environment and that the discussion around increased funding for public transportation is part of the conversation around increased funding for transportation in general. Chad said the PTAC had decided not to include specific recommendations but that this may be reconsidered. Representative Crafts noted that recommendations for additional transit funding should be considered in a larger funding discussion and the Transportation Committee should identify specific solutions. Identifying specific solutions should be the role of the Transportation Committee. The group generally agreed that comparisons to and examples from other similar states is an appropriate approach.

- 8. Mobility Alternatives Committee Update.** Katherine shared a list of draft recommendations prepared by the committee. Recommendations come from committee members with interest in a particular topic. The committee will meet again to finalize recommendations. Areas of focus include transportation to jobs for new Americans, public funding for volunteer transportation, increased coordination among agencies, and intersection with the work of the Departments of Health and Human Services, Labor, and Economic and Community Development. The committee's work is informed by and includes recommendations from the Age Friendly State Plan and the Moving Maine Network. Katherine said she was not sure whether the PTAC can or should work with a private non-profit like the Moving Maine Network and said Josh's idea about referencing the work of the Moving Maine Network might be preferable to including specific recommendations from the Network.

Katherine noted the mobility and environmental benefits of providing credits for volunteer drivers towards the purchase of electric vehicles. All three organizations focused on aging issues should be involved in discussions on transportation issues.

Josh noted that the Moving Maine Network emerged out of a recommendation from the PTAC's 2019 report.

- 9. GO MAINE Presentation.** See attached presentation. Ryan said that GO MAINE is a partnership between MaineDOT and the Maine Turnpike Authority (MTA). GO MAINE has existed for several years in several iterations. Outreach is about communicating both what GO MAINE is and what it is not.

Luke van Denend provided a summary of the GO MAINE program. GO MAINE relaunched in 2022 and is administered by AECOM for MaineDOT and MTA. The AECOM team handles many transportation-related inquiries and connects people to transportation resources. GO MAINE is included in Maine's Climate Action Plan as a strategy for reducing vehicle miles traveled. GO MAINE engages with a variety of stakeholders. Program goals include: serving as a transportation resource for all Mainers regardless of trip type; engaging Mainers to use non-single occupancy vehicle modes to get to work, school, and other destinations; and contributing to goals identified in Maine's Climate Action Plan related to VMT, CO₂, and trip reduction.

The support of employers and organizations helps improve program impact and engagement. GO MAINE can customize web pages for participating organizations. Automated fare payment and GTFS and GTFS Flex can be integrated into the GO MAINE platform when offered/integrated by transit operators. The GO MAINE trip planner allows users to see all options available to connect from origins

and destinations anywhere in Maine, including carpooling, public transit, bike/ped, and volunteer driver networks. GO MAINE has engaged in pilot projects with volunteer driver networks to ensure they can be found through the trip planner. GO MAINE's strategic plan focuses on engaging employers and stakeholder and community partners.

GO MAINE's emergency ride home program is available to members of organizational partners. This is an incentive for employers and employees to participate in the program.

Amanda noted that GO MAINE and the emergency ride home program has been a great partner with Jackson Labs and helps support the relationship with Downeast Transportation.

- 10. Scheduling Additional Meetings.** The upcoming meetings are January 8 morning, February 12 morning, and February 19 afternoon. Senator Farrin noted that January 8 is a legislative day for himself and Representative Crafts. Josh will share meeting requests and an agenda and Zoom invite will be shared ahead of these meetings.
- 11. Discussion Items.** Chad reiterated the call for continued committee engagement. Members should reach out to committee chairs or the steering committee to volunteer.
- 12. Public Comment.** There was no public comment.
- 13. New Business.** There was no new business.
- 14. Adjournment.** The meeting adjourned at 11:02 a.m.

Maine State Ferry Service



16May2024



Maine State Ferry Service

- Maine Statute:
- **§4401. Ferry service for North Haven, Vinalhaven, Islesboro, Matinicus Isle, Swan's Island and Frenchboro**

It is the duty of the Department of Transportation to operate a ferry route or routes between the mainland and the towns of North Haven, Vinalhaven, Islesboro, Matinicus Isle and Swan's Island for the purpose of transporting vehicles, freight and passengers to and from these towns, and the department may operate the ferry route or routes to and from Frenchboro. Ferry service to Matinicus Isle must be at least 12 times per year and may be up to 36 times per year and may be provided by state-owned or privately contracted vessels. These ferry routes are designated as the "Maine State Ferry Service."



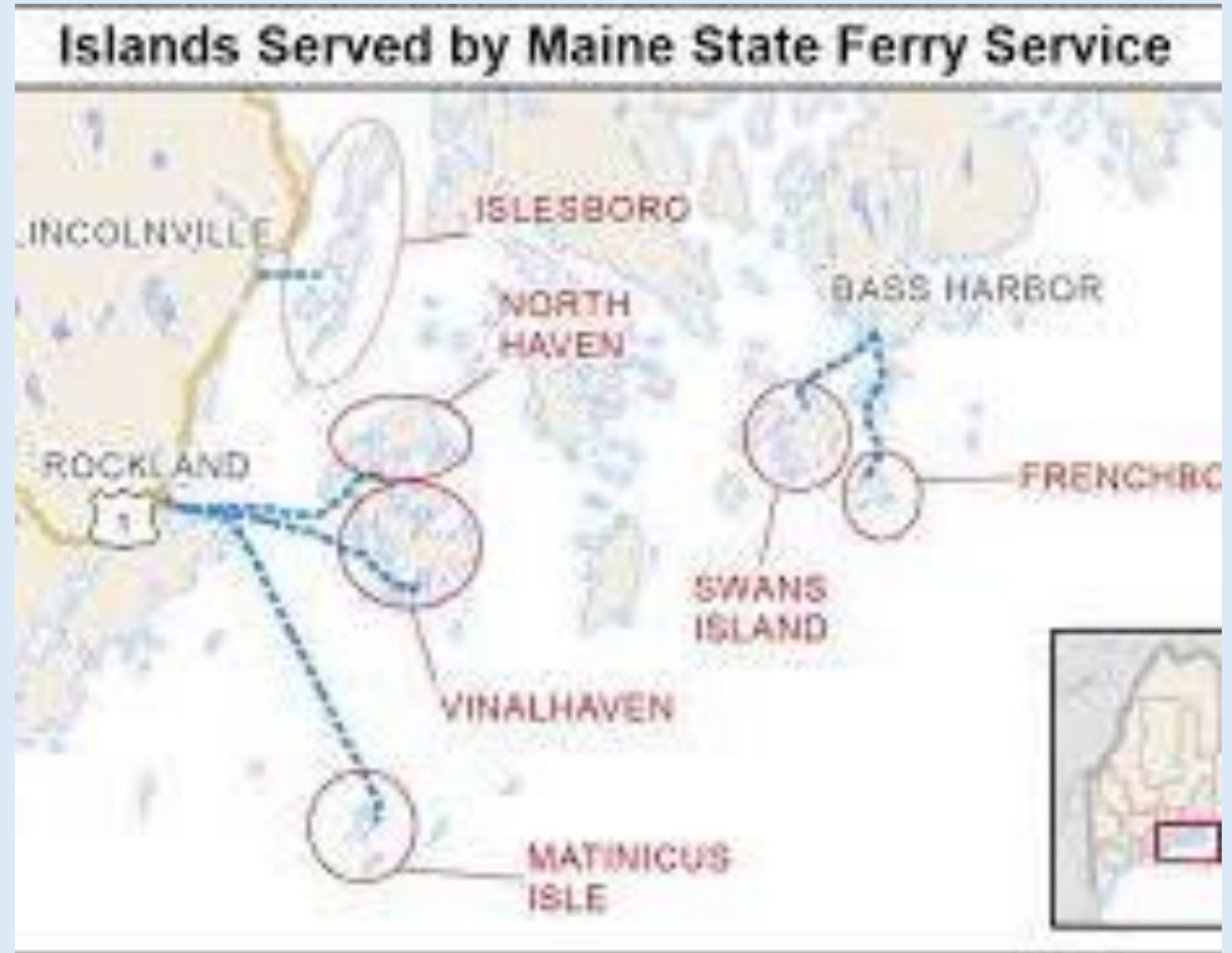
Maine State Ferry Service

Islands serviced out of Rockland (MSFS HQ):

Matinicus: Up to 36 per year – not a dedicated crew. Crossing is 23 miles and takes about 2 hours and 15 minutes. Approximately 53 year-round residents. Currently no school children.

Vinalhaven: 2 ferries for this island. 6 round trips per day per ferry for total of 12 round trips per day. Crossing is 15 miles and takes about 1 hour and 10 mins. Approximately 1,200 year-round residents. K-12 school.

North Haven: 1 ferry with 3 round trips per day. Crossing is 12.5 miles and takes about 1 hour and 10 mins. Approximately 400 year-round residents. K-12 school.





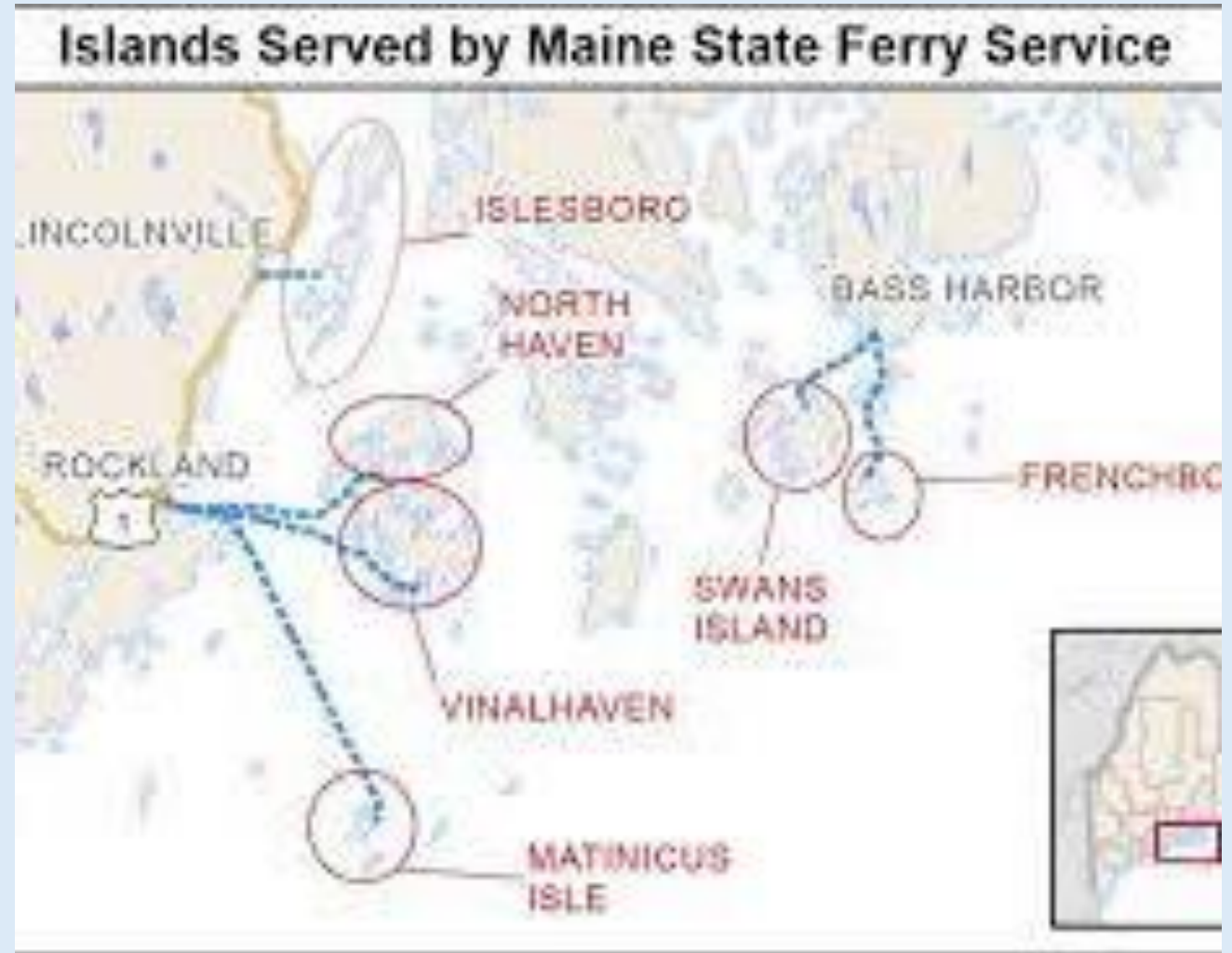
Maine State Ferry Service

Islands serviced from other locations:

Islesboro: Serviced from Lincolnville. 1 ferry for this island. 9 round trips per day. Crossing is 3 miles and takes about 20 minutes. Approximately 550 year-round residents. K-12 school.

Swan's Island: Serviced from Bass Harbor. 1 ferry for this island. Most complicated schedule as it shares the same ferry with Frenchboro. Roughly 6 round trips per day. Crossing is 6 miles and takes about 40 mins. Approximately 300 year-round residents. K-8 school. High school need to take ferry to mainland.

Frenchboro: Serviced from Bass Harbor. 1 ferry (shared with Swan's) only trips on Weds, Thurs and Sun. Crossing is 8 miles and takes about 50 mins. Approximately 37 year-round residents. K-8 school (currently none).





Maine State Ferry Service

M/V Margaret Chase Smith

Built: 1987

Length: 166 feet

HP: 1200

Passenger seating: 164

Vehicle capacity: 30

Services Islesboro out of
Lincolnville.





Maine State Ferry Service

M/V Captain Henry Lee

Built: 1992

Length: 130 feet

HP: 804

Passenger seating: 60

Vehicle capacity: 17

Services Swan's Island and
Frenchboro out of Bass Harbor.





Maine State Ferry Service

M/V Captain Neal Burgess

Built: 1993

Length: 130 feet

HP: 804

Passenger seating: 60

Vehicle capacity: 17

Services North Haven out of
Rockland





Maine State Ferry Service

M/V Captain Charles Philbrook

Built: 1993

Length: 130 feet

HP: 804

Passenger seating: 60

Vehicle capacity: 17

Spare ferry used as needed.



The Captain Charles Philbrook



Maine State Ferry Service

M/V Captain E. Frank Thompson

Built: 2012

Length: 154 feet

HP: 1700

Passenger seating: 168

Vehicle capacity: 23

The “Day Boat” from Rockland to
Vinalhaven.





Maine State Ferry Service

M/V Richard Spear

Built: 2020

Length: 154 feet

HP: 1500

Passenger seating: 135

Vehicle capacity: 23



Services Vinalhaven and
Rockland.



Maine State Ferry Service

M/V Charles Norman Shay

Built: 2024

Length: 104 feet

HP: 1200

Passenger seating: 60

Vehicle capacity: 7

Services Matinicus and future expanded services.





Maine State Ferry Service

M/V Captain Almer Dinsmore

Built: 2024

Length: 154 feet

HP: 1500 (hybrid)

Passenger seating: 137

Vehicle capacity: 23

In construction at Senseco
Shipyard in Rhode Island.
Anticipated delivery spring 2025.





Maine State Ferry Service

M/V George Mitchell

Built: Design Stage

Length: 207 feet

HP: 1750 (hybrid – capability to be fully electric)

Passenger seating: 185

Vehicle capacity: 35

Double ended ferry – no need to turn around. Currently out to bid for shipyards. Anticipated completion in 2028.





Maine State Ferry Service

Crew Competency



USCG Licensing & Merchant Mariner Documents

- Master 500 GT (Inland Waters)
- Designated Duty Engineer (5,000 HP)
- Able Bodied Seaman
- Ordinary Seaman
- Deckhand
- TWIC





Maine State Ferry Service

Scheduling

- 80 hours each pay period
- 7 days on / 7 days off (~12 hours / day)
- “A” & “B” Crews
- Full Time Relief Personnel
- Essential Personnel
- Intermittent Crews
- Temp Agency Crews

Sunday 12	Mon 13	Tues 14	Wed 15	Thur 16	Fri 17
Capt Richard G. Spear	Vinalhaven-RK	Vinalhaven-RK	Vinalhaven-RK	Vinalhaven-RK	Vinalhaven-RK
Captain	Sheridan/Hopkins	Kevin Hopkins	Kevin Hopkins	Kevin Hopkins	Kevin Hopkins
Engineer	Jack Olson	Olson/Hopkins	Todd Hopkins	Todd Hopkins	Todd Hopkins
Able Seaman	Legere/Cavalieri	Mike Cavalieri	Mike Cavalieri	Mike Cavalieri	Mike Cavalieri
Able Seaman	Warren/Rudman	Kris Rudman	Kris Rudman	Kris Rudman	Kris Rudman
Deck Hand	Foster/Main	Glen Main	Glen Main	Glen Main	Glen Main
Extra					
Capt E. Frank Thompson	Rockland-VH	Rockland-VH	Rockland-VH	Rockland-VH	Rockland-VH
Captain	Dan McNichol	Dan McNichol	David Weferling	David Weferling	David Weferling
Engineer	Allen Duke	Allen Duke	John Earl	Mike Fossett	Mike Fossett
Able Seaman	Szostak/Legere	Matt Szostak	John Kehoe	John Kehoe	John Kehoe
Able Seaman	Josh Morehouse	Sean O'Connor	Sean O'Connor	Sean O'Connor	Sean O'Connor
Able Seaman (Optional)					
Ordinary Seaman	Abby Baker	Abby Baker	Abby Baker	Abby Baker	John Earl
Extra					
Captain Neal Burgess	North Haven-RK	North Haven-RK	North Haven-RK	North Haven-RK	North Haven-RK
Captain	Henning/Turner	Larry Turner	Larry Turner	Larry Turner	Larry Turner
Engineer	Gosselin/Payne	Fred Payne	Fred Payne	Fred Payne	Fred Payne
Able Seaman	Lever/Hall	Jason Hall	Jason Hall	Jason Hall	Hall/Hopkins
Able Seaman	Spangler/Barber	Russ Barber	Russ Barber	Russ Barber	Russ Barber
Extra					
Captain Henry Lee	Bass Hbr-Swans-Frb	Bass Hbr-Swans-Frb	Bass Hbr-Swans-Frb	Bass Hbr-Swans-Frb	Bass Hbr-Swans-Frb
Captain	Justin Bernhart	Bernhart/Turner	Harland Turner	Harland Turner	Harland Turner
Engineer	Wodan Vanderlaan	Vanderlaan/Bubar	Jim Bubar	Jim Bubar	Jim Bubar
Able Seaman	Higgins/Edwards	Edwards/Haller	Karl Haller	Karl Haller	Karl Haller
Able Seaman	Marcio Munch	Munch/Edwards	Will Edwards	Will Edwards	Will Edwards
Extra					
Margarett Chase Smith	Linconville-IS	Linconville-IS	Linconville-IS	Linconville-IS	Linconville-IS
Captain	Yarnell/Bouvier	Nick Bouvier	Nick Bouvier	Nick Bouvier	Bouvier/Johnston
Engineer	Cylkowski/Shand	Donald Shand	Donald Shand	Donald Shand	Donald Shand
Able Seaman	Fernald/Warren	Corey Warren	Corey Warren	Corey Warren	Corey Warren
Able Seaman	Grant/Gilbert	Bayard Gilbert	Bayard Gilbert	Gilbert/Kelley	Ava Kelley
Deck Hand	Harding/Darnell	Chris Darnell	Chris Darnell	Chris Darnell	Chris Darnell
Extra			Brandon Dehlinger	Brandon Dehlinger	Brandon Dehlinger





Maine State Ferry Service

Maine State Ferry Advisory Board:

Total of 9 Members. One from each island(6) with an alternate. 3 appointed by the Commissioner. Island Members are selected by town select board and have a 2-year term.

Meet every 2 month in Rockland and via Zoom meeting. Open to the public.

- The Advisory Board is committed to ensuring the Ferry Service provides safe, dependable efficient and equitable transportation to all customers. The Board shall advise the DOT on matters relating to the MSFS, shall submit relative comments and recommendations to its Commissioner, and shall ensure effective communication between the MSFS and the island communities it serves.
- The Board, in consultation with the Commissioner, shall name ferry terminals and ferries constructed for and maintained by the DOT to operate as part of the MSFS.



Maine State Ferry Service

Casco Bay Lines:

Qazi-Government Organization – Public Utilities Commission

Passenger, vehicle and freight services to 6 islands in Casco Bay.

12 Member Board of Directors – 10 from the islands, 1 appointed by city of Portland and 1 appointed by Commissioner of DOT.

Meet monthly on various topics from financial, operations, to new ferries.

Vested interest in the success of CBL.

- **4403. Ferry service between mainland and islands in Casco Bay**
- Whenever it is determined by the Public Utilities Commission that ferry transportation for persons and property between the mainland and the islands in Casco Bay located within the limits of the City of Portland and the Town of Cumberland can no longer feasibly be provided by private operators at rates established by the Public Utilities Commission, the Department of Transportation shall take such means as necessary to provide the service, either through contract with private operators or by acquiring and operating the necessary facilities as provided in this section. [PL 1981, c. 456, Pt. A, §88 (NEW) .]



Maine State Ferry Service

12/09/2024



MaineDOT

What is GO MAINE?

- Program relaunched late April 2022
- Administered by AECOM on behalf of MaineDOT and Maine Turnpike Authority
- Funded by MaineDOT (75%) and MTA (25%)
- Budget of \$335,895 for Year 4 (9/30/24 to 9/30/25)
- Statewide Transportation Demand Management Program
- Commuter Services, Mobility Options, Environmental Impact/Climate Resilience
- A primary VMT reduction strategy in Maine Climate Action Plan
- Works with all businesses and organizations regardless of size

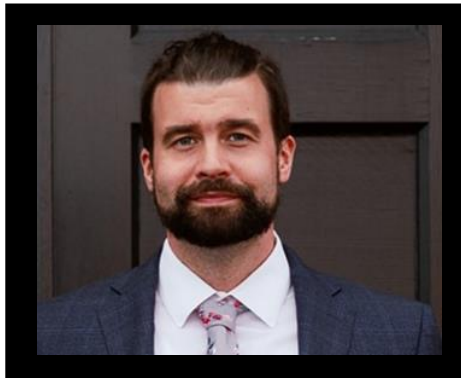


Meet the GO MAINE Team

- Emily Becker - Program Manager



- Luke Van Denend - Outreach Coordinator



- Izaak Onos - Outreach Coordinator



Maine Won't Wait Climate Action Plan

- 10% light duty VMT reduction by 2025, 20% by 2030
- 4% heavy duty VMT reduction by 2030
- Increase broadband access
- Increase public transportation funding
- Strengthen land-use policies and use state grant programs to encourage development that supports the reduction of VMT



Program Goals



Serve as a **transportation resource** for all Mainers regardless of trip type.



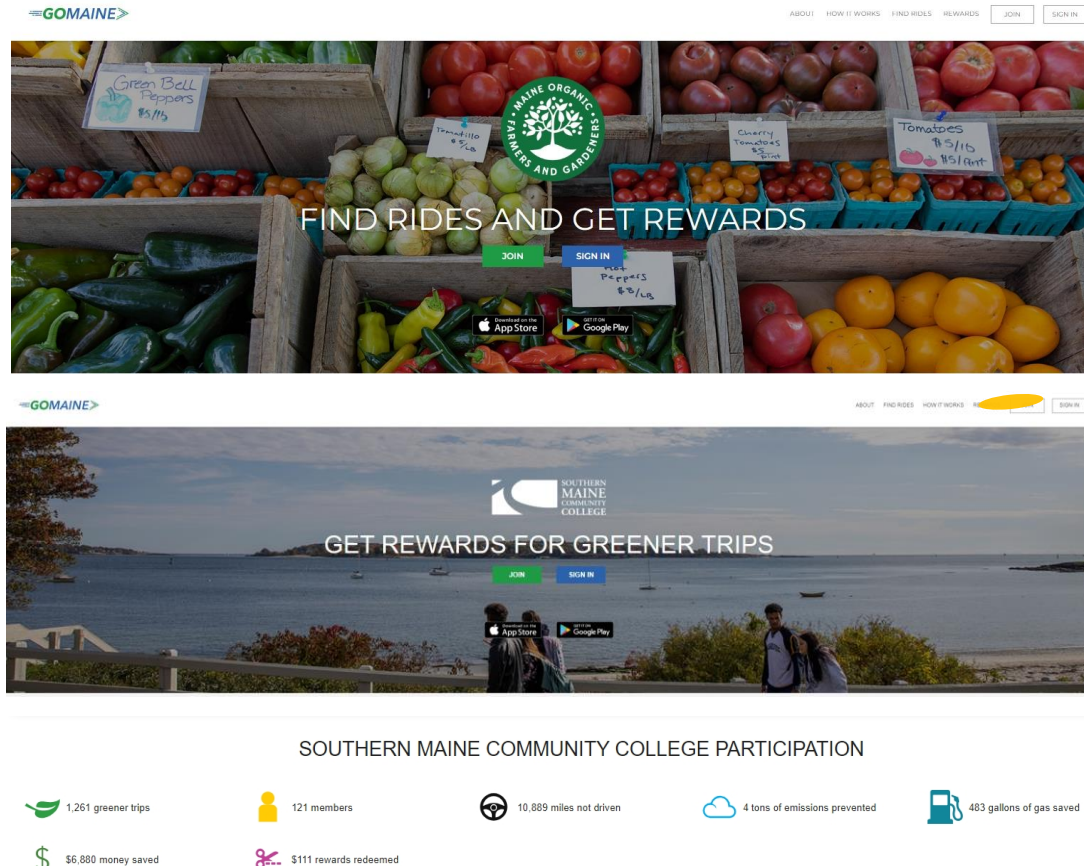
Engage Mainers to use non-SOV modes to get to work, school, and other destinations.



Contribute to goals identified in Maine Climate Action Plan related to **VMT, CO2, and trip reduction**.

GO MAINE App/Website

- Co-Branded website/app with environmental impact dashboard and customizable sections
- Security features
- Integrated fare payment (When offered/integrated by transit operators)
- GTFS and GTS Flex (When offered/integrated by transit operators)
- Trip Planner
- Rewards
- Drawings
- Commuter Challenges (Way 2 GO MAINE)



Trip Planner

One of the ways users can find a route/schedule is on the trip planner. This is how the trip planner can support transit operators, their schedules and digital fare purchasing if it is an option.

This is also how they find carpool/vanpool matches

The number of carpools/vanpools and transit routes available from the identified locations are listed for further information. Shown here is how the Western Maine Transportation Blue Line from Lewiston to Bath can be discovered, and how passes can be purchased.

×

Buy Passes

Agency: Western Maine Transportation Ser...>

Rider: Regular>

Service: BlueLine Commuter>

Origin: Lewiston Oak St Bus Station>

Destination: Bath Front St>

Pass: 1 Ride>

Cost: \$5.00>

Payment: select>

×

Buy Passes

Agency: Western Maine Transportation Ser...>

Rider: Regular>

Service: BlueLine Express>

Origin: All>

Destination: All>

Pass: 2 Ride>

Cost: \$10.00>

Payment: select>

Find rides for my commute

Lewiston, ME, USA

Bath, ME, USA

510411

Transit

Depart at12/9 @ 5:40 AM

12/9 @ 5:40 am · 1 hr 7 mins

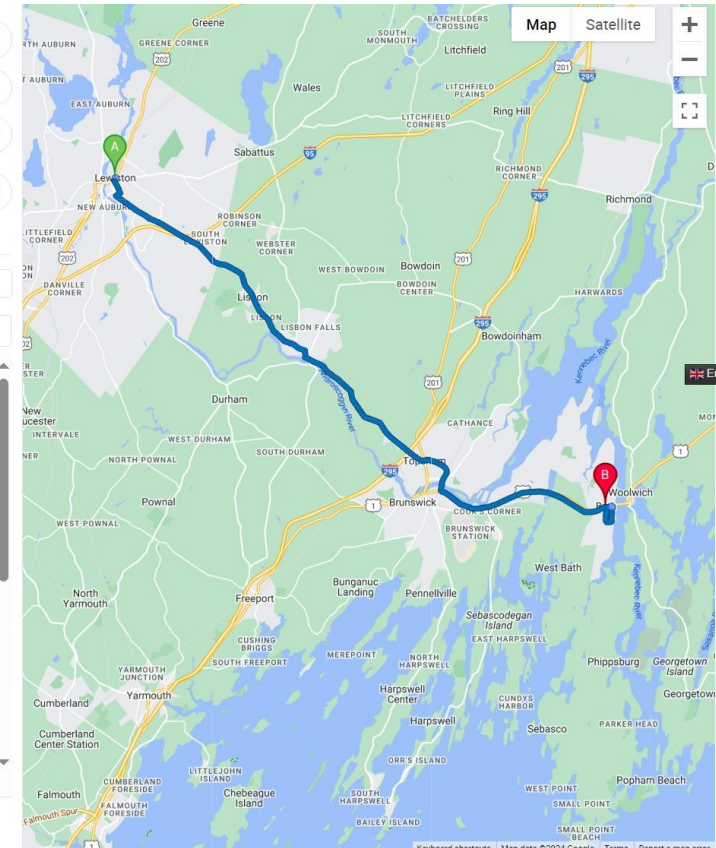
Buy Passes

5:40 am Walk to Oak Street Bus Station
About 4 mins, 0.2 mi

5:45 am Take WMTS
BLEAM - BlueLine Express AM
bus towards Blue Line Express
AM for 5 stops.

6:40 am Walk to 80 US-1, Bath, ME 04530,
USA
About 7 mins, 0.3 mi

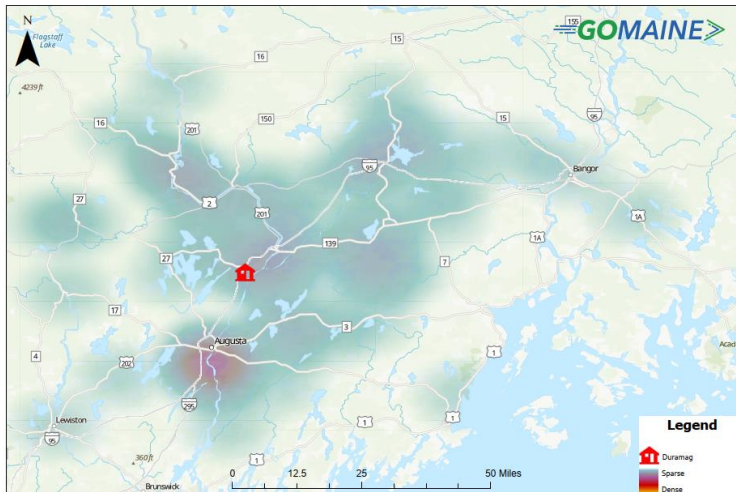
6:47 am Arrive at 80 US-1, Bath, ME



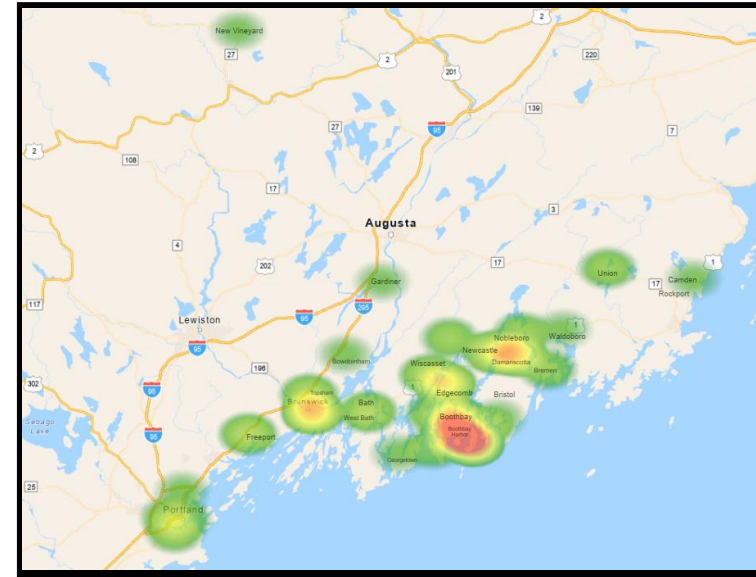
Other GO MAINE Program Offerings

- Environmental reporting
- TDM Plans
- ESG Scope 3 assistance
- Employer surveys
- Trip planning
- Volunteer Driver Program Support – Local/Statewide

Duramag Employment Density



The Jackson Laboratory



- New Hire Support
- GIS mapping
- Tabling
- Meet your match
- Preferential Parking
- Lunch & Learns
- Try it days

Focus on Employer Partners

- Aerotek
- AGC Maine
- Alford Youth and Community Center
- Allagash Brewing Company
- Androscoggin Council of Governments
- Athenahealth
- Bangor Savings Bank
- Bank of America
- Bates College
- Better Life Partners
- Bicycle Coalition of Maine
- Bigelow Laboratory for Ocean Sciences
- Bowdoin College
- Catholic Charities
- Central Maine Community College
- City of Auburn
- City of Biddeford
- City of Freeport
- City of Portland
- City of Scarborough
- City of South Portland
- City of Springvale/Sanford
- City of Waterboro
- City of Westbrook
- Coastal Enterprises, Inc
- Coastal Maine Botanical Gardens
- Diversified Communications
- Duramag
- Eastern Maine Healthcare Systems
- ESRI
- Garmin
- GearHub
- General Dynamics Bath Iron Works
- Goodwill Northern New England
- Greater Portland Council of Governments
- Greater Portland Immigrant Welcome Center
- Greenbacker Capital
- Gulf of Maine Research Institute
- Hannaford
- IDEXX
- International Paper
- Kennebec Behavioral Health
- Kennebec Valley Community College
- L.L. Bean
- Living Well Madison
- Maine Adaptive
- Maine Adult Education
- Maine College of Art
- Maine Department of Labor & Career Center
- Maine Public
- Maine Tourism Association
- Maine Turnpike Authority
- Maine VA and Affiliated VA Groups
- MaineHealth
- MOFGA
- Oakhurst
- Panolam Surface Systems
- People's Inclusive Welding (Sopo)
- Pepsico (Kenco)
- Piper Shores
- Point Sebago
- Portland Downtown
- Portland Public Library
- Portland Sea Dogs
- Portsmouth Naval Shipyard
- Pratt & Whitney
- Proctor & Gamble
- Project Staffing Inc
- Ready Seafood
- Running Tide Technologies
- Saint Joseph's College
- Southern Maine Community College
- Spectrum
- State of Maine (All Agencies)
- Stratton Lumber
- Strengthen LA
- Sunday River
- TD Bank
- The Jackson Laboratory
- The Opportunity Alliance
- Thompson's Point
- Togus VA
- Tyler Technologies
- U.S. Department of Defense
- U.S. Department of Veterans Affairs
- Unum
- University of Maine (Augusta)
- University of Maine (Farmington)
- University of Maine (Orono)
- University of New England
- University of Southern Maine
- VETRO FiberMap®
- Walgreens
- WEX
- York County Community College

Stakeholder and Community Partners

- ACT
- Age Friendly Communities
- BACTS
- BSOOB Transit
- Center for Ecology Based Economy (CEBE)
- Central Western Maine Workforce Development
- Commute with Enterprise
- FedCap Program
- Franklin County Maine Military & Community Network
- Grater Portland Metro
- HOPE Network
- ITNAmerica
- Knox Workforce Development
- Lewiston Chamber of Commerce
- Maine AFL/CIO
- Maine Council on Aging
- Maine Recovery Council
- Maine State Housing Authority
- MDOT
- Midcoast Maine Community Action
- PACTS
- Penobscot Climate Action
- Portland Housing Authority
- Somerset Community Health
- Transportation and Community Network
- Tree Street Youth
- Waldocap
- Wells Energy Advisory Committee
- Western Maine Transit
- Boys & Girls Clubs
- Workforce Solutions
- Spurwink





Questions?