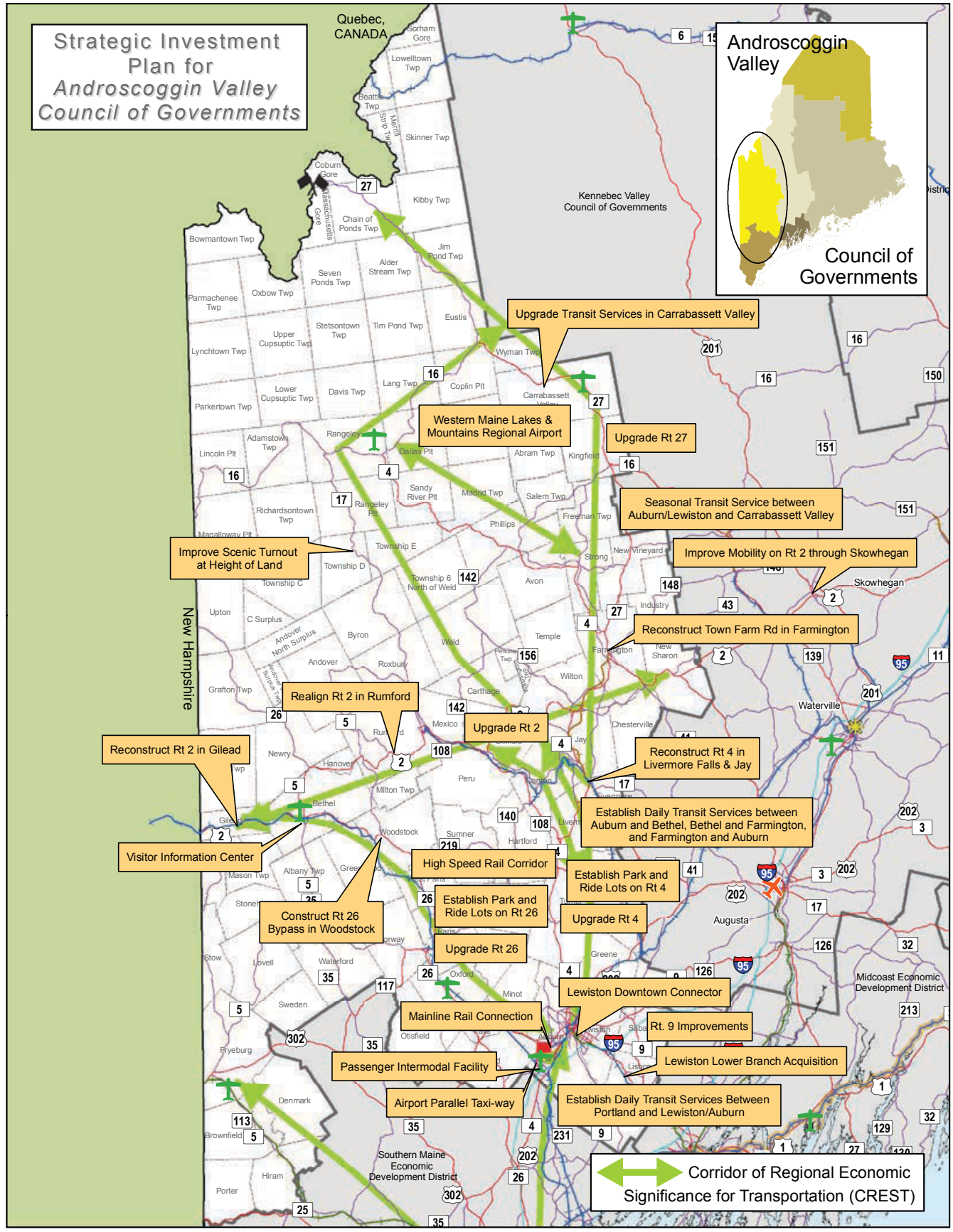
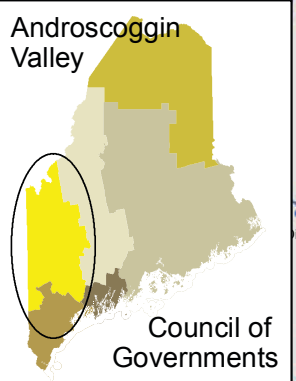


**Androscoggin Valley  
Council of Governments**

**Strategic Investment Plan for Androscoggin Valley Council of Governments**

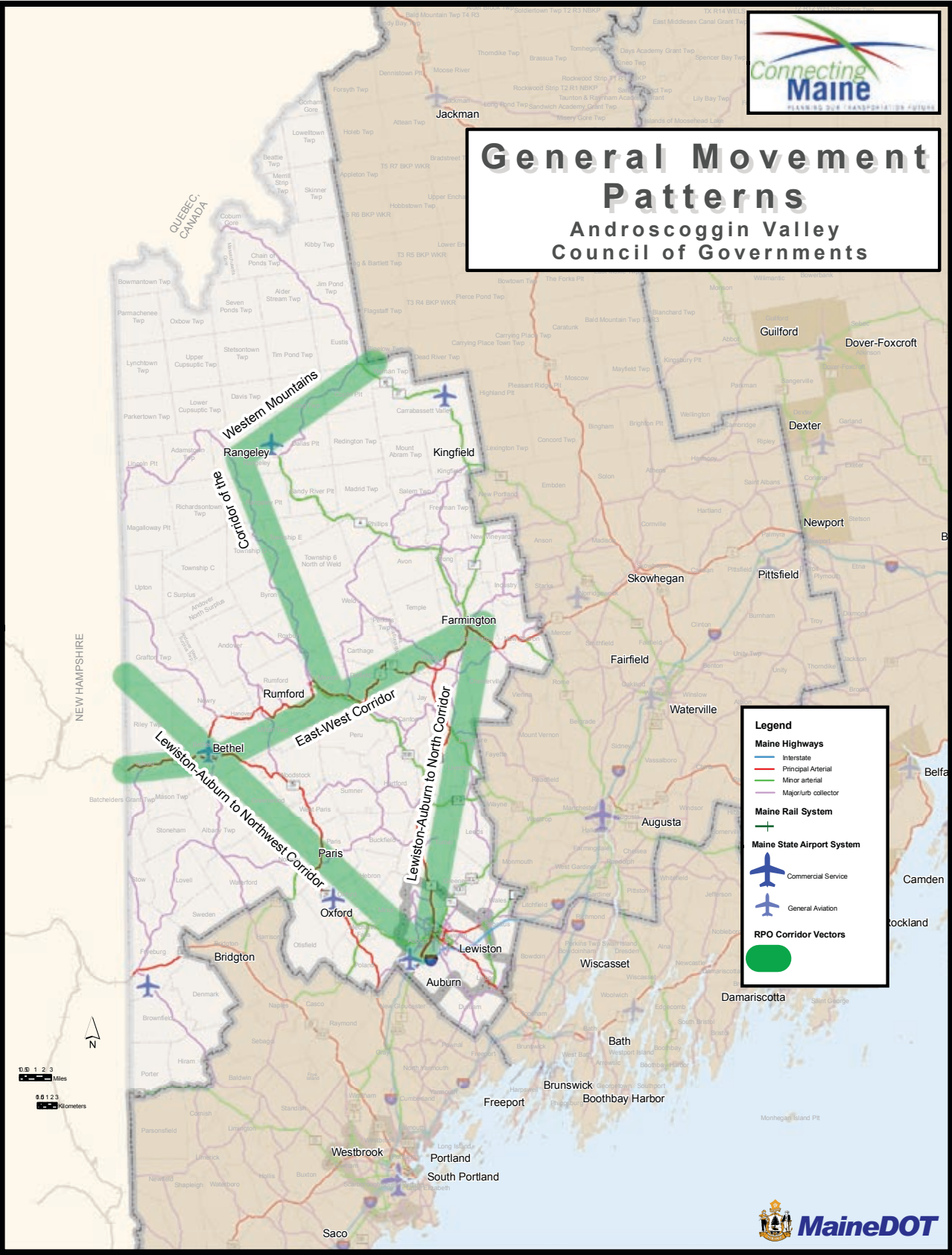


←→ Corridor of Regional Economic Significance for Transportation (CREST)



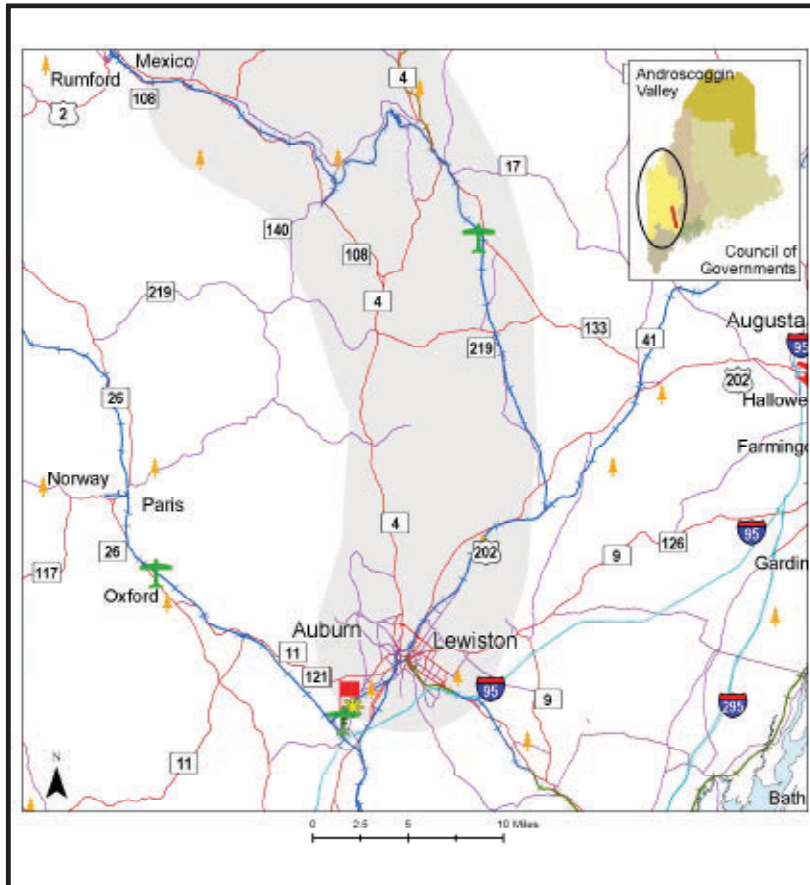
# General Movement Patterns

## Androscoggin Valley Council of Governments



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**Androscoggin Valley Council of Governments**  
**Corridor: Lewiston-Auburn North**  
**Regional Priority Rank: 1**



Description: Connects greater Lewiston-Auburn area to the East-West Transportation Corridor. Primary transportation components are Rts. 4, 108, 202, Maine Turnpike, Guilford Rail System, *citylink* fixed-route bus service in Lewiston and Auburn, paratransit services and Vermont Transit's intercity bus service.

**Transportation Objectives**

- Eliminate rural arterial backlog in 10 years, major collector backlog in 20 years.
- Continue safety improvements on Rt. 4 (between Auburn and Livermore Falls) and consider safety improvements on Rt. 2/4 in Farmington.
- Expand daily transit services between Lewiston-Auburn and Farmington.
- Establish Park & Ride lots along Rt. 4, between Auburn and Farmington.
- Establish local fixed-route or para-transit services between Farmington, Wilton, Jay, Livermore Falls and Livermore.

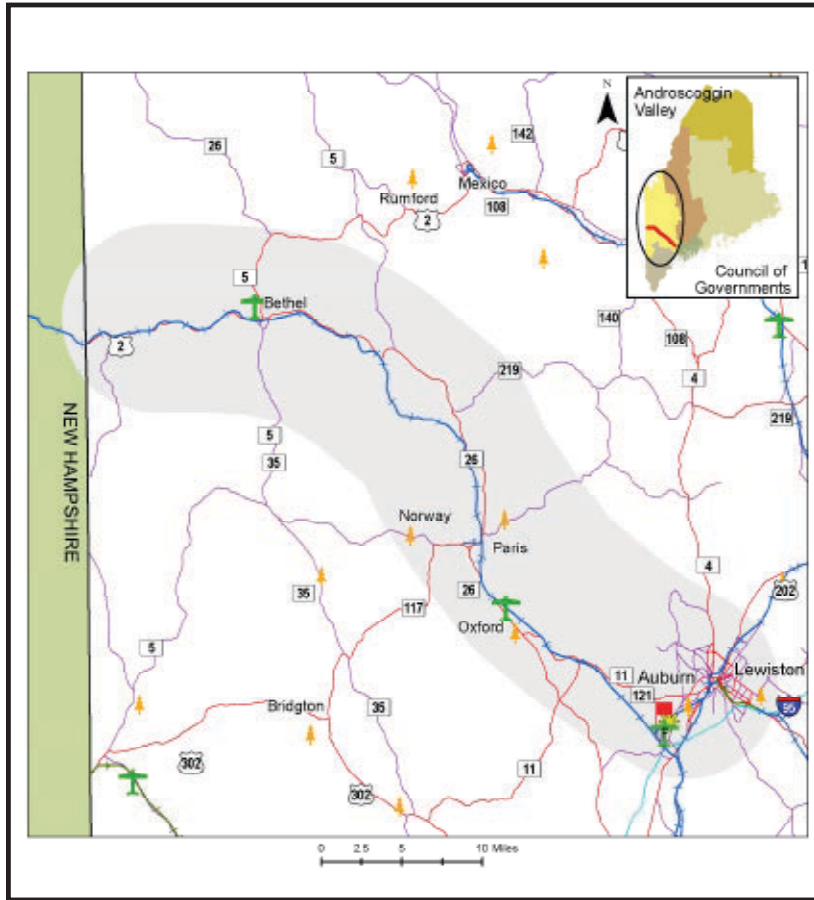
**Land Use Objectives**

- Context-sensitive design on highway reconstruction projects through villages and downtowns.
- Technical assistance for towns to develop access management plans for urban compact areas.
- Amend Traffic Movement Permit rules to apply to private roads to ensure corridor safety and mobility.
- Develop corridor access management concept designs.
- Educate local officials on access management.
- Develop consolidated access plans for contiguous parcels.
- Develop and institute design standards that ensure multimodal options and connectivity to existing systems.
- Encourage capacity preservation.
- Establish service roads and expanded rights-of-way for service roads.
- Identify opportunities for driveway/entrance consolidation. Acquire land where growth and corridor mobility conflict.

**Economic Objectives**

- Balance downtown economic development goals with heavy truck through traffic.
- Invest in portions of trail systems that will help facilitate recreational tourism.
- Evaluate transportation capacity to meet the needs of traditional industries, such as pulp, paper, wood products.
- Identify economic development initiatives (e.g. foreign trade zones, technology parks, etc.) and prioritize transportation system improvements to support them.

**Androscoggin Valley Council of Governments**  
**Corridor: Lewiston-Auburn Northwest**  
**Regional Priority Rank: 2**



Description: Connects greater Portland area and Lewiston/Auburn area with communities along the New Hampshire border. Corridor includes Rt. 11 west of Auburn, Rts. 26 and 121, the St. Lawrence & Atlantic/Genesee & Wyoming Railroad, paratransit services and the seasonal *Mountain Explorer* bus service between Bethel and Newry.

**Transportation Objectives**

- Eliminate rural arterial backlog in 10 years, major collector backlog in 20 years.
- Reconstruct the Gilead section of Rt. 2.
- Consider a new turnpike interchange in Poland.
- Implement the High-Speed Rail Corridor designation.
- Establish passenger intermodal facility in Auburn.
- Consider passenger intermodal facility in South Paris.
- Provide passenger rail service to Montreal, with stops in Auburn, South Paris and Bethel.
- Expand daily transit services between Lewiston-Auburn and Bethel, via the Oxford Hills area.
- Consider daily transit services between Rumford-Mexico and Lewiston-Auburn.
- Increase frequency and length of seasonal operation of *Mountain Explorer*; to serve Mount Abram Ski Area and Oxford Hills area.
- Establish Park & Ride lots along Rt. 26, north of Gray.

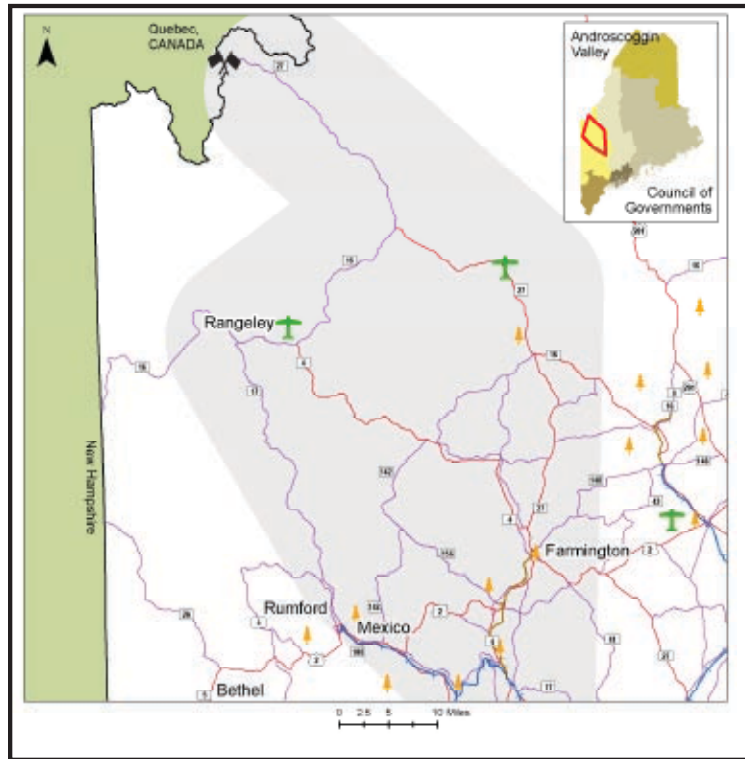
**Land Use Objectives**

- Utilize context-sensitive design on projects through villages and downtowns.
- Develop corridor access management concept designs.
- Educate local officials on access management.
- Develop consolidated access plans for contiguous parcels.
- Develop design standards that ensure multimodal options and connectivity.
- Encourage capacity preservation.
- Identify opportunities for driveway/entrance consolidation. Acquire land where growth and corridor mobility conflict.

**Economic Objectives**

- Balance downtown development goals with heavy truck through traffic.
- Invest in portions of trail systems that will help facilitate recreational tourism.
- Evaluate transportation systems capacity to meet the needs of traditional industries.
- Identify economic development initiatives and prioritize transportation system improvements to support them.

**Androscoggin Valley Council of Governments**  
**Corridor: Western Mountains**  
**Regional Priority Rank: 3**



Description: Connects the service centers of Bethel, Rumford and Farmington to the tourist destinations of Carrabassett Valley, Newry and Rangeley. Includes Rt. 4 (west of Farmington), Rt. 16, Rt. 17 (north of Rumford, Rt. 26 (west of Bethel) and Rt. 27 (north of Farmington). The Appalachian Trail traverses this corridor and crosses Rtes. 26, 17, 4 and 27. This corridor is connected to the rest of the region and the state by the East-West Transportation Corridor and includes paratransit services and the seasonal *Mountain Explorer* bus service between Bethel and Newry.

**Transportation Objectives**

- Eliminate rural arterial backlog in 10 years, major collector backlog in 20 years.
- Employ ITS and other strategies to reduce moose crashes.
- Provide daily transit services between Farmington and Carrabassett Valley with connections to daily transit services between Farmington and Auburn/Lewiston.
- Consider winter seasonal shuttle services in Rangeley.
- Expand *Mountain Explorer* service, increase trips, extend season, increase routes to Mount Abram Ski area, Rumford-Mexico, the Oxford Hills area and Gorham, NH.
- Support development of the Western Maine Lakes and Mountains Region airport.

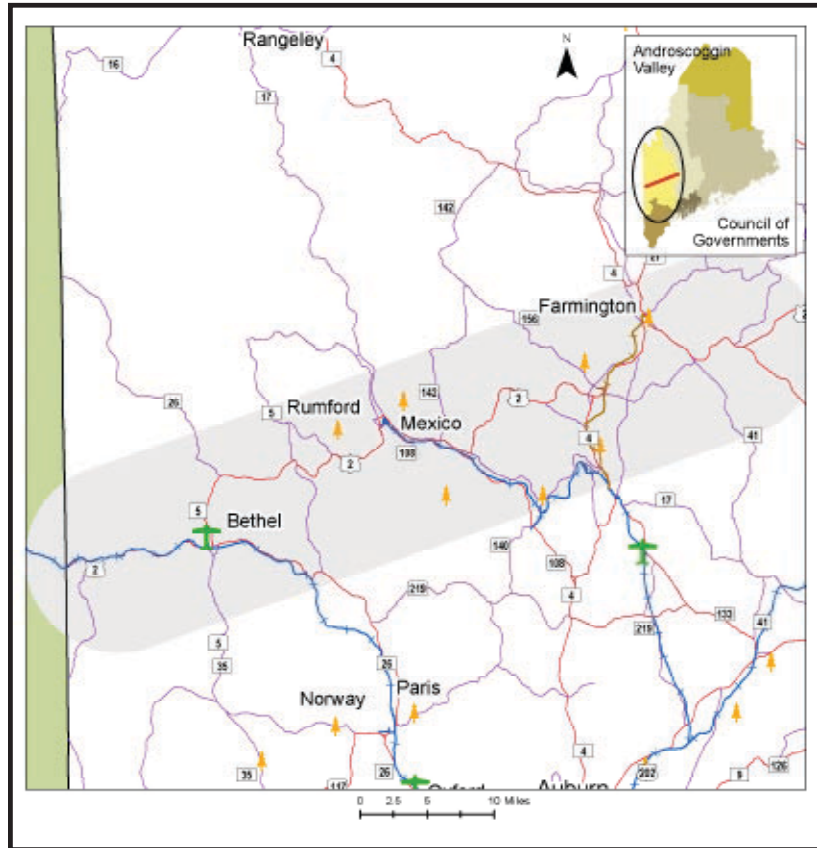
**Land Use Objectives**

- Use context-sensitive design on projects through villages and downtowns.
- Adopt municipal local access management standards.
- Develop corridor access management concept designs.
- Educate local officials on access management standards.
- Develop consolidated access plans for contiguous parcels.
- Develop design standards with multimodal options and connectivity.
- Encourage capacity preservation.
- Identify opportunities for driveway/entrance consolidation.
- Acquire land where growth and corridor mobility conflict.

**Economic Objectives**

- Balance downtown economic development goals with heavy truck through traffic.
- Balance the older byways and new program guidelines.
- Invest in portions of trail systems that will help facilitate recreational tourism.
- Support enhancements along the scenic byways that promote tourism.
- Evaluate transportation systems capacity to meet the needs of traditional industries.
- Identify economic development initiatives and prioritize transportation system improvements needed to support these ventures.

**Androscoggin Valley Council of Governments  
Corridor: East-West Transportation Corridor  
Regional Priority Rank: 4**



Description: This corridor is located in the heart of Western Maine and provides east-west mobility along U.S. Rte. 2, from New Hampshire to Somerset County. Paratransit services are available in this corridor. The East-West Transportation Corridor defined in this report is not intended to be an “east-west highway”. Rather, it is descriptive of the prevailing east-west movement of people, goods and products along the existing transportation network.

**Transportation Objectives**

- Improve, preserve and enhance the highway and bridge network by eliminating the rural arterial backlog in 10 years and the major collector backlog in 20 years.
- Reconstruct the Gilead section of Rt. 2.
- Consider daily transit services along Rt. 2, between Farmington and Bethel.

**Land Use Objectives**

- Develop consistent and effective access management plans for urban compact zones.
- Include context-sensitive design on projects through villages and downtowns.
- Develop corridor access management concept designs.
- Educate local officials about access management standards.
- Develop consolidated access plans to minimize corridor impacts.
- Develop and institute design standards that ensure multimodal options and connectivity to existing systems.
- Encourage capacity preservation.
- Identify opportunities for driveway/entrance consolidation.
- Acquire land where growth and corridor mobility conflict.

**Economic Objectives**

- Balance downtown economic development goals with heavy truck through traffic.
- Invest in portions of trail systems that are likely to help facilitate recreational tourism.
- Evaluate transportation systems capacity to meet the needs of traditional industries, such as pulp, paper, wood products.
- Identify economic development initiatives (e.g. foreign trade zones, technology parks, etc.) and prioritize transportation system improvements needed to support these ventures.

# Androscoggin Valley Council of Governments

## Recommended Policy and Planning Initiatives and Capital Investments

The Androscoggin Valley Council of Governments is comprised of one regional council and one metropolitan planning organization. The Regional Council is the Androscoggin Valley Council of Governments (AVCOG), and the Metropolitan Planning Organization is the Androscoggin Transportation Resource Center (ATRC). Regional transportation needs for policy and planning initiatives and capital investments are as noted below. They are listed in priority order as determined by the regional council based on the Modified TELUS scoring model provided by MaineDOT.

The following initiatives and investments were identified as being regionally significant and transcend all of the corridor-specific initiatives.

### Region Wide Investments

#### Policy Initiatives

1. Increase weight limits on Interstate 95 north of the terminus of the Maine Turnpike in Augusta. Working with local, state and federal groups, agencies, and the delegation, the region will work to increase the weight limits on Interstate 95 from 80,000 to 100,000 pounds.

#### Planning Initiatives

None Identified

#### Capital Investments

1. Downtown Connector to Maine Turnpike - Serves as a regional connector and coastal connector, provides for north/south movement around Auburn and Lewiston. This is the highest priority noted in ATRC's (Metropolitan Planning Area) Long-Range Plan.
2. Reconstruct Route 9 in Lisbon and Sabattus – This road serves as a critical link between Maine Turnpike Exit 86 and the eastern portion of the region. A letter of commitment was issued by previous MaineDOT Commissioner John Melrose to complete reconstruction of this arterial highway in PIN 10017. Addresses statewide or regional priorities including a 1999 legislative mandate to eliminate the arterial backlog in 10 years, and is a high priority project for ATRC.
3. Passenger Intermodal Facility (Kittyhawk Avenue, Auburn) - Increases passenger opportunities for connections between *citylink* (Lewiston-Auburn's intercity transit service), passenger rail service and the Auburn-Lewiston Municipal Airport in the vicinity of the Maine Turnpike. Addresses statewide or regional priorities including RTAC 7's 2002 *Regional Advisory Report* ("development of passenger rail use, including connections to public transit system"), ATRC's Long-Range Plan, and *Executive Order 22 FY 06/07 – An Order to Strengthen the Community and Economic Impact of Amtrak's Downeaster Service*, and to advance plans for passenger rail service north of Portland.
4. Establish daily transit services between Portland and Lewiston/Auburn - New residential growth in Western Maine is causing an increase in the number of commuters traveling between Portland and Lewiston/Auburn. Addresses statewide or regional policies including greenhouse gas emissions and smart growth.
5. Establish rail connection between the Portland train station and Yarmouth Junction - This connection will extend passenger rail along the St. Lawrence & Atlantic Railroad to Auburn and Montreal. A High-Speed Rail designation has been extended to Auburn, so this is a critical investment which supports the proposed Auburn Passenger Intermodal Facility and international passenger rail efforts. Supports statewide or regional policies including

- the RTAC 7 2002 *Regional Advisory Report* (“development of freight rail use” and “development of passenger rail use”), *Executive Order 22 FY 06/07 – An Order to Strengthen the Community and Economic Impact of Amtrak’s Downeaster Service*, and to advance plans for passenger rail service north of Portland.
6. Extend Designation of High-Speed Rail Corridor north of Auburn - In order to reduce both vehicle miles traveled and truck traffic on the region’s highways we need to have a rail line that is constructed to a standard which meets international weight limits. This designation allows for establishment of high-speed freight rail service and high-speed passenger rail service between Portland and Montreal. The SL&A rail line between Portland and Auburn is currently designated a highspeed rail corridor. Addresses statewide or regional policies including reducing vehicle miles traveled and truck traffic on highways, increasing modal choices for freight and passenger movement, RTAC 7’s 2002 *Regional Advisory Report* (“development of freight rail use” and “development of passenger rail use”), ATRC’s Long Range Plan, MaineDOT’s request to the Maine congressional delegation on March 18, 2003 for assistance in extending the high-speed rail designation on the St. Lawrence & Atlantic Line from Auburn to the Canadian border, *Executive Order 22 FY 06/07 – An Order to Strengthen the Community and Economic Impact of Amtrak’s Downeaster Service*, and to advance plans for passenger rail service north of Portland.
  7. Establish rail connection in Auburn, between St. Lawrence & Atlantic Railroad and Lewiston Auburn Railroad - The project involves laying one mile of track to connect the St. Lawrence and Atlantic Railroad to the Lewiston Auburn Railroad. This connection is necessary to avoid current and future operational conflicts and to accommodate the growth of the Port of Auburn and the Foreign Trade Zone. This project is essential to the improvement of the existing Freight Intermodal Facility in Auburn and to the eventual passenger rail service. Addresses statewide or regional policies including ATRC’s Long Range Plan, *Executive Order 22 FY 06/07 – An Order to Strengthen the Community and Economic Impact of Amtrak’s Downeaster Service*, and to advance plans for passenger rail service north of Portland.
  8. Lewiston Lower Branch Acquisition - The Lewiston Lower Branch runs between Brunswick and Lewiston. In 1992, MaineDOT purchased the track between Brunswick and Lisbon Falls. The former owner reserved the freight rights but has not provided service to potential customers. In 1998, MaineDOT announced it would devote \$6 million of a state bond issue to purchase the segment still owned by the owner and restart operation of the rail line from Brunswick to Lewiston. Due to unforeseen circumstances, the bond funds were obligated to another project and the remaining rail line was not acquired by MaineDOT. The Lewiston Lower Road creates a critical east-west link between the St. Lawrence & Atlantic and Guilford rail lines. Addresses statewide or regional priorities including RTAC 7’s 2002 *Regional Advisory Report* (“development of freight rail use” and “development of passenger rail use” – pg 3), ATRC’s Long-Range Plan, *Executive Order 22 FY 06/07 – An Order to Strengthen the Community and Economic Impact of Amtrak’s Downeaster Service*, and to advance plans for passenger rail service north of Portland.

The following policy and planning initiatives and capital investments are provided in priority order for each of the four *Corridors of Regional Economic Significance for Transportation* that have been defined by the AVCOG.

## **Priority Corridor No. 1: Lewiston/Auburn to the North**

### Policy Initiatives

None Identified

### Planning Initiatives

1. Establish New Daily Transit Services between Rumford/Mexico and Lewiston/Auburn - Provide transit options for commuters, students and medical patients between these service centers. Addresses statewide and regional policies regarding greenhouse gas emissions and smart growth.

### Capital Needs

1. Reconstruct Town Farm Road in Farmington to accommodate heavy truck traffic. This road serves as a bypass of downtown Farmington and the University of Maine Farmington campus and would be an ideal truck route if reconstructed to higher functional classification standards. Poland Spring Bottling Company has expressed an interest in using Town Farm Road, rather than traveling through downtown Farmington, to reach its proposed bottling facility in Kingfield.
2. Establish new daily transit services between Rumford-Mexico and Lewiston-Auburn.
3. Establish new daily transit services between Farmington and Lewiston-Auburn.
4. Establish seasonal transit services between Carrabassett Valley and Lewiston-Auburn. This service would connect to passenger rail in Auburn, to the Auburn Passenger Intermodal Facility and the Town of Carrabassett Valley's public transit system. Currently, this seasonal transit system is operated by Sugarloaf USA, with financial support from the Town of Carrabassett Valley. A 2006 feasibility study recommends that this service be transformed into a seasonal, public transit service. Commuter potential exists to Eustis, Farmington and Kingfield. Addresses statewide or regional policies including *Explore Maine*, greenhouse gas emissions and smart growth, and was originally identified for funding in 2006-2008, but was deferred due to insufficient funding.
5. Reconstruct Rte. 4 between Bridge Street in Livermore Falls and Riley Road in Jay - This arterial highway reconstruction project (PIN 10018 and PIN 26826) has been engineered by MaineDOT but construction continues to be delayed. This project is essential to the vitality of Rte. 4 because of the project area's proximity to a major employer (i.e., the Verso Paper Corporation mill) and the fact that Rte. 4 is a commuter route for students and workers. The condition of utilities in the right-of-way are extremely poor and timing and coordination of pipe replacement is essential to making this project cost-effective for the towns of Jay and Livermore Falls. Failure of this road (e.g., sink holes in Lisbon Street in Lewiston in June 2006) is anticipated due to the antiquated stormwater infrastructure in this project area. The towns of Jay and Livermore Falls have lost grant money to assist with replacement of underground utilities in conjunction with this highway project because of construction timing delays. Addresses the 1999 legislative mandate to eliminate the arterial backlog in 10 years.
6. Establish Park & Ride Lots on Rte. 4 between Auburn and Wilton - There are no MaineDOT Park & Ride lots on Rte. 4 between Auburn and Wilton, even though this is a commuter route for employees and students. The informal lots that currently exist in this corridor (in 2004, there were 6 known informal commuter lots on private property) indicates there is a regional demand not currently being met. Addresses statewide or regional policies including *Maine's Park & Ride Lots: Evaluation and Strengthening the System* report prepared for MaineDOT and the Maine Turnpike Authority in January 2004, which recommends "creating new park & ride lots on Route 4 between Auburn and Wilton".

## **Priority Corridor No. 2: Lewiston/Auburn to the Northwest**

### Policy Initiatives

1. Extend designation of high-speed rail corridor north of Auburn.

### Planning Initiatives

1. Eliminate Arterial and Major Collector Backlog on Rte. 26 between Poland and New Hampshire - This backlog arterial highway is part of the National Highway System and has sections that are in extremely poor condition. This highway provides a critical link between New Hampshire and the greater Portland area. Addresses statewide or regional policies including the 1999 legislative mandate to eliminate the arterial backlog in 10 years.
2. Extend designation of high-speed rail corridor north of Auburn.
3. Establish rail connection in Auburn between the St. Lawrence & Atlantic and the Lewiston-Auburn Railroad.
4. Reconstruct Route 2 in Gilead to National Highway System Standards - This six mile section of National Highway System highway, between Gilead and Bethel, is perched on a steep valley wall between two mountains and the Androscoggin River. Located adjacent to the St. Lawrence & Atlantic Railroad, the highway has deteriorating surface, sharp horizontal curves, northern exposure and is narrow. This reconstruction project (PIN 9184.20) was slated for construction by MaineDOT but was canceled in March 2005 due to the estimated \$20 million price tag. Addresses statewide or regional policies including the *Northeast Can-Am Corridor* and the 1999 legislative mandate to eliminate the arterial backlog in 10 years.
5. Establish new daily transit services between Bethel and Lewiston-Auburn - Provide transit option for commuters, students and medical patients between these Service Centers as well as to the Oxford Hills region. Addresses statewide or regional policies including greenhouse gas emissions and smart growth.
6. Construct Route 26 Bypass in Woodstock - A bypass of Rte. 26, beginning at the top of Merrifield Hill and around Bryant Pond Village, would allow for safer travel on this section of the National Highway System. Current concerns in Bryant Pond include a steep hill into the village from the south with a reduced speed limit at the bottom of the hill, a hairpin turn in the village center, setback encroachments by historic village buildings, unusually close proximity to the St. Lawrence & Atlantic Railroad mainline and overflow parking on Rte. 26 for the local baseball field. Addresses statewide or regional policies including a MaineDOT commitment to funding this study in 2005. This project (PIN 12801) is included in FY 2005-2008 for funding in 2008.
7. Establish Park & Ride Lots on Rte. 26 between Oxford and Bethel (Capital Improvement) There are no MaineDOT Park & Ride lots on Rte. 26 between Oxford and Bethel. This is a commuter route for employees and students. The informal lots that currently exist in this corridor (in 2004, there were 3 known informal commuter lots on private property) indicates there is a regional demand not currently being met. Addresses statewide or regional policies including a report entitled *Maine's Park & Ride Lots: Evaluation and Strengthening the System*, prepared for MaineDOT and the Maine Turnpike Authority in January 2004.
8. Establish Visitor Information Center/Full-Service Rest Area in Bethel (Capital Improvement) - This visitor information center would be a combined facility with the U.S. Forest Service. Bethel is the western gateway to Maine on Rte. 2, is a tourist destination and is in close proximity to the Rte. 26 Scenic Byway. Addresses statewide or regional policies including MaineDOT/DECD's 2002 *A Plan for Maine's State Visitor Information Centers, and per the FERMATA 2005 Strategic Plan for Implementing the Maine Nature Tourism Initiative*.

### **Priority Corridor No. 3: Western Mountains**

#### Policy Initiatives

None Identified

#### Planning Initiatives

None Identified

#### Capital Needs

1. Upgrade Transit Services in Carrabassett Valley - Currently, this seasonal transit system is operated by Sugarloaf USA, with financial support from the Town of Carrabassett Valley. A 2006 feasibility study recommends that this service be transformed into a seasonal, public transit service. Commuter potential exists to Eustis, Farmington and Kingfield. Addresses statewide or regional policies including *Explore Maine*, greenhouse gas emissions and smart growth.
2. Establish Western Maine Lakes & Mountains Regional Airport in Franklin County - Provides improvement to the region's air transportation system in Franklin County to become an appropriate and effective alternative to automobile transportation. Addresses statewide or regional policies including the *Maine Aviation Systems Plan*, RTAC 7's 2002 *Regional Advisory Report* ("support of general aviation as an important part of the region's air transportation system").
3. Reconstruct Route 2 in Gilead to National Highway System Standards - This six mile section of National Highway System highway, between Gilead and Bethel, is perched on a steep valley wall between two mountains and the Androscoggin River. Located adjacent to the St. Lawrence & Atlantic Railroad, the highway has a deteriorating surface, sharp horizontal curves, northern exposure and is narrow. This reconstruction project (PIN 9184.20) was slated for construction by MaineDOT but was canceled in March 2005 due to the estimated \$20 million price tag. Addresses statewide or regional policies including the *Northeast Can-Am Connections Corridor* and the 1999 legislative mandate to eliminate the arterial backlog in 10 years.
4. Establish Seasonal Transit Services between Carrabassett Valley and Lewiston/Auburn - Provide alternative mode of intercity travel for tourists destined for Carrabassett Valley. This service would connect to passenger rail in Auburn, to the Auburn Passenger Intermodal Facility and to the town of Carrabassett Valley's public transit system. Identified for funding in 2006-2008.
5. Establish New Daily Transit Services between Lewiston/Auburn and Farmington - Provide transit options for commuters, students and medical patients between these service centers. Addresses statewide or regional policies including greenhouse gas emissions and smart growth.
6. Eliminate Arterial Backlog on Rte. 4 between Farmington and Rangeley - This is a backlog arterial highway with sections that are in extremely poor condition where the state is promoting uses that conflict with the natural resource-based truck traffic through promotion of the Franklin Heritage Loop bicycle tour and the federally-designated Rangeley Lakes Scenic Byway. Addresses statewide or regional policies including a 1999 legislative mandate to eliminate the arterial backlog in 10 years.
7. Eliminate Arterial Backlog on Rte. 27 between Farmington and Eustis - This backlog arterial highway is a major tourist route with substandard sections and extremely high volumes of truck traffic (36% northbound in 2005) where the state is promoting tourism through the Franklin Heritage Loop Bicycle Loop and the Rte. 27 Scenic Byway. Addresses statewide or regional policies including a 1999 legislative mandate to eliminate

the arterial backlog in 10 years.

8. Improve Scenic Byway Turn-Out on Route 17 at Height of Lands in TWP D - This project, PIN 8607.20, was deferred by MaineDOT in 2006, but is a critical investment to the Rangeley Lakes Scenic Byway. Addresses statewide or regional policies including the FERMATA 2005 *Strategic Plan for Implementing the Maine Nature Tourism Initiative*.

### **Priority Corridor No. 4: East-West**

#### Policy Initiatives

None Identified

#### Planning Initiatives

1. Establish New Daily Transit Services between Bethel and Farmington - Provide transit options for commuters, students and medical patients between these Service Centers. Addresses statewide or regional policies including greenhouse gas emissions and smart growth.

#### Capital Needs

1. Eliminate Arterial Backlog on Route 2 - This highway serves as a lifeline to the region and state for both freight and passenger movement, yet there are substandard and dangerous conditions along this corridor. This highway provides access to the region's largest natural-resource-based employers: the NewPage paper mill in Rumford and the Verso Paper Corp. mill in Jay. The state is promoting the Grafton Notch Bicycle Loop which runs through Rumford on Rte. 2. Addresses statewide or regional policies including the *Northeast Can-Am Connections Corridor* and a 1999 legislative mandate to eliminate the arterial backlog in 10 years.
2. Realign Rte. 2 in Rumford to more efficiently move traffic through Rumford into downtown Mexico - Reroute heavy trucks and through traffic out of the residential neighborhoods on Hancock Street and improve roadway and traffic flow. Addresses statewide or regional policies including the *Northeast Can-Am Connections Corridor* and a 1999 legislative mandate to eliminate the arterial backlog in 10 years.
3. Establish New Daily Transit Services between Bethel and Farmington - Provide transit options for commuters, students and medical patients between these service centers. Addresses statewide or regional policies including greenhouse gas emissions and smart growth.
4. Improve Mobility on Route 2 through Skowhegan - The delays and obstacles created by the existing bridge and highway alignment create limitations and delays to the movement of products and people in western Maine. Addresses statewide or regional policies including the *Northeast Can-Am Connections Corridor* and a 1999 legislative mandate to eliminate the arterial backlog in 10 years.