

MAINE EAST-WEST HIGHWAY...

Economic Impact Analysis

PHASE III TECHNICAL REPORT Economic Impacts

MA PLANNING Office
MA DEPARTMENT of TRANSPORTATION

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**Maine East-West Highway:
Economic Impact Analysis**

**Phase III Technical Report:
Economic Impacts**

September, 1999

Prepared for **Maine State Planning Office
Maine Department of Transportation**

Prepared by RKG Associates, Inc.
277 Mast Road
Durham, NH, 03824

Other Offices in Alexandria, VA

Tel: (603) 868-5513

Fax: (603) 868-6463

In Cooperation With:

*Vanasse Hangen Brustlin, Inc.
Watertown, Massachusetts*

*Standard & Poor's DRI
Lexington, Massachusetts*

*Davidson Peterson Associates
Kennebunk, Maine*

*Charles S. Colgan, Ph.D.
University of Southern Maine*

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I Introduction

Overview

The following is the third in a series of four technical reports which constitute the entire economic impact analysis of the proposed Maine East-West Highway. This technical report summarizes the findings of the actual economic impact forecasts that were generated for the analysis. This phase of the study builds upon the market and survey research presented in the first two technical reports and provides insight into the implications of projected corridor traffic conditions on the Maine economy, measured in terms future job creation, output and income levels.

The economic impact analysis focuses on the broader direct, indirect and induced impacts of different corridor locations on the overall Maine economy. For each conceptual corridor, the implications of future transportation costs savings to businesses, including the competitive position of the State's major industrial sectors, were addressed using an economic model. In addition to measuring statewide economic impacts, the economic model used distributed these impacts among nine regions of the State. Measuring the geographic distribution of forecast economic impacts provides insight into whether impacts are concentrated in Central and Northern Maine, where the proposed conceptual corridors are physically located, or are dispersed more broadly throughout the State.

The following discussion outlines the types of impacts which are addressed in the economic analysis. In this case, the impacts are described as "benefits" which result from an investment in transportation infrastructure.

Direct Economic Impacts

Impacts on Shipping Costs and Industry Productivity

Transportation improvements can have broader impacts on local, regional and State economies. If a proposed improvement reduces the relative cost of shipping goods by truck, ship, rail or air, transportation costs for the sender, recipient and carrier are all reduced. Shortened travel times produce real dollar savings to businesses that either directly transport items or rely on commercial carriers to supply raw materials and ship finished products. For industries with relatively high transportation cost structures, a reduction in shipping costs may positively impact their competitiveness, sales and resulting employment.

To measure the direct economic impacts of the East-West Highway on Maine industries, annual mileage and time savings to commercial traffic were calculated for each of the conceptual corridors. These saved hours were translated into reduced transportation costs for Maine industries that shipped or received goods through the Study Area via truck. Total savings to commercial traffic were then allocated geographically and by major industry sector. Further discussion of this methodology is provided in Chapter II.

Tourism Impacts

Tourism-dependent businesses can also benefit from improved transportation access, particularly if the improvements make a given destination more accessible to metropolitan markets. In some cases, resulting changes in recreational travel patterns may benefit destinations that are located many miles away from the actual transportation investment. Tourism survey findings, reported in the Phase II report, were used to estimate the overall number of recreational trips that could be generated as a result of improvements to east-west travel into and through Maine. Specific assumptions used to estimate the composition of this induced recreational travel are also discussed in Chapter II.

Impacts on Business Attraction, Relocation and Retention

In some cases where a transportation improvement produces a major enhancement over existing conditions, the affected region itself may become more attractive for relocating or expanding companies. With increasing manufacturing reliance on outsourcing and just in time delivery, those communities or regions which offer reliable transportation access to commuters, remote suppliers or customers, tend to be relatively more successful in recruiting and retaining employers. Transportation investments are also widely perceived to have positive economic development or business attraction effects because the visible signs of economic expansion tend to cluster along highways. Within individual communities or regions, industrial or commercial development sites that offer convenient access to highways and other transportation infrastructure tend to be more marketable than sites which are less accessible.

Accepted methodologies to measure business relocation/retention effects of highways are limited and do not include conventional modeling techniques such as those used in this technical report. One reason is the difficulty in distinguishing between new development that can be specifically attributed to a highway's enhancement of productivity, versus development which results from "localized" real estate market forces, location preferences and land use patterns (i.e. sprawl).

For example, the observed tendency of industrial or office parks, shopping centers, hotels, etc., to locate along new or upgraded highway corridors does not necessarily mean that highways are responsible for creating all of the resulting growth in jobs and incomes. Some of the investment found along highway corridors may result from the general expansion of a region's population or economy (which creates demand for new sites and buildings) or the relocation of business investment away from nearby central business districts or other commercial corridors. In those cases, the highway improvement itself may have influenced the location of new growth within the region but was not necessarily responsible for causing that growth.

In addition, transportation systems are only one of many competitive issues that tend to influence industrial attraction and retention activity. Labor costs and skill levels, as well as numerous other business cost factors (energy costs, taxation, etc.) and quality of life issues are also important. While transportation assets or deficiencies can positively or negatively influence a region's ability to compete for business investment, they are seldom if ever the sole determinant of success or failure.

For the above reasons, potential business relocation/retention effects of the proposed Maine East-West Highway will be addressed using a "case study" analysis of similar highway investments in comparable regions of Northern New England. The results of that analysis will be presented during Phase IV. *Because business relocation/retention*

effects may be important, the impact forecasts presented in this report provide only a partial measurement of the total potential economic impacts of the five conceptual corridors, and should be evaluated in that context.

Purchases of Roadside Services

It is generally believed that an increase in passenger and commercial through-traffic, generate additional positive economic impacts to the host region. Typically, these impacts would be in the form of increased purchases of roadside services, fuel and related items. In the case of the East-West Highway, this additional travel through Maine would result from the diversion of long-distance traffic off of the Trans-Canada Highway.

The potential spending effects of through-travelers on the Maine economy are partially but not entirely captured by the REMI Model. Increases in passenger through-trips were partially captured as additional tourist visitor day trips to Maine.¹ Forecasted increases in external-to-external passenger traffic are reasonably consistent with projected increases in tourist day trips (and the resulting spending by those visitors) that could be induced by the various proposed corridors. Fuel purchases from commercial and passenger through-travelers are also partially captured as increased fuel tax revenues under the financing assumptions used in the analysis.

However, potential increases in roadside purchases by truckers are not explicitly accounted for in the REMI Model inputs. This omission is not important in the opinion of the Consultants and would not result in seriously understated projections of economic impact. Aside from potential fuel purchases (which have been estimated in the model inputs), incidental trucker spending on a four- to five-hour haul through Maine is not likely to be significant in our judgement. Furthermore, there is minimal empirical evidence to suggest that the substantial number of truckers that currently travel through Maine, support a large number of service jobs (i.e. a few hundred at most) through their incidental spending on roadside services.

The marginal increases in commercial through-traffic generated by each conceptual corridor, are also modest relative to the total projected baseline (no build) volumes of truck traffic through Maine. Therefore, if aggregate trucker spending today appears to produce limited observable employment impacts, then any incremental increases to commercial through-traffic, specifically attributed to the proposed corridors, would have even less measurable impact on the Maine economy. For these reasons, the Consultants did not undertake a detailed analysis of this issue.

Indirect and Induced Economic Impacts

The direct impacts of business location and expansion resulting from a transportation improvement can also produce significant multiplier effects on the rest of the regional or State economy. Businesses that directly benefit from a transportation improvement may experience increased sales, which in turn spurs additional orders for nearby suppliers of raw materials or components. In addition, induced effects occur when the firm increases employment or wages, which are then spent on retail goods, services, new housing, etc.

¹ The tourism survey research presented in the Phase II Technical Report discussed the potential impact of the east-west highway to encourage tourists to travel through Maine on their way to other destinations. These additional through trips were also counted as day trips to Maine. Further discussion of this issue appears in Chapter II.

As a result of indirect and induced economic effects, the direct benefits which may occur to businesses located near a given transportation improvement can have wide ranging impacts on more remote locations or to an entire state.

Multiplier effects are typically measured by using input/output models or similar techniques. In this analysis, indirect and induced effects are measured using the REMI Policy Insight, Economic and Demographic Forecasting and Simulation (EDFS) Model of the Maine economy, maintained by the University of Southern Maine. Developed by Regional Economic Models, Inc. (REMI) of Amherst, Massachusetts, the EDFS model is designed for use by policy makers and analysts to forecast the effects of policy changes (such as the proposed East-West Highway) on the economies of counties, aggregates of counties or States. A further discussion of the capabilities of the REMI model and the methodology used to measure indirect and induced effects is presented in Chapter II.

East-West Highway Corridors

The Phase I Technical Report discussed the process that was used to select five conceptual highway corridors on which to base the economic impact analysis. Because the corridors are referenced in the impact analysis, a map and descriptions of the corridors are provided for reference. These corridors include three upgrade alternatives and two corridors on new alignments, as shown on Map I-1 and described below²:

Corridor Upgrade Alternatives

Corridor "A": *The Trans-Maine Trail (Alternate)* This corridor begins at the Canadian border in Vanceboro and proceeds westerly via Route 6 through Lincoln, Milo, Dover-Foxcroft, and Guilford to Abbot, then westerly via Route 16 to Bingham. The trail proceeds northerly along Route 201 to Jackman and Sandy Bay at the Canadian Border. (Includes Routes 6, 16 and 201)

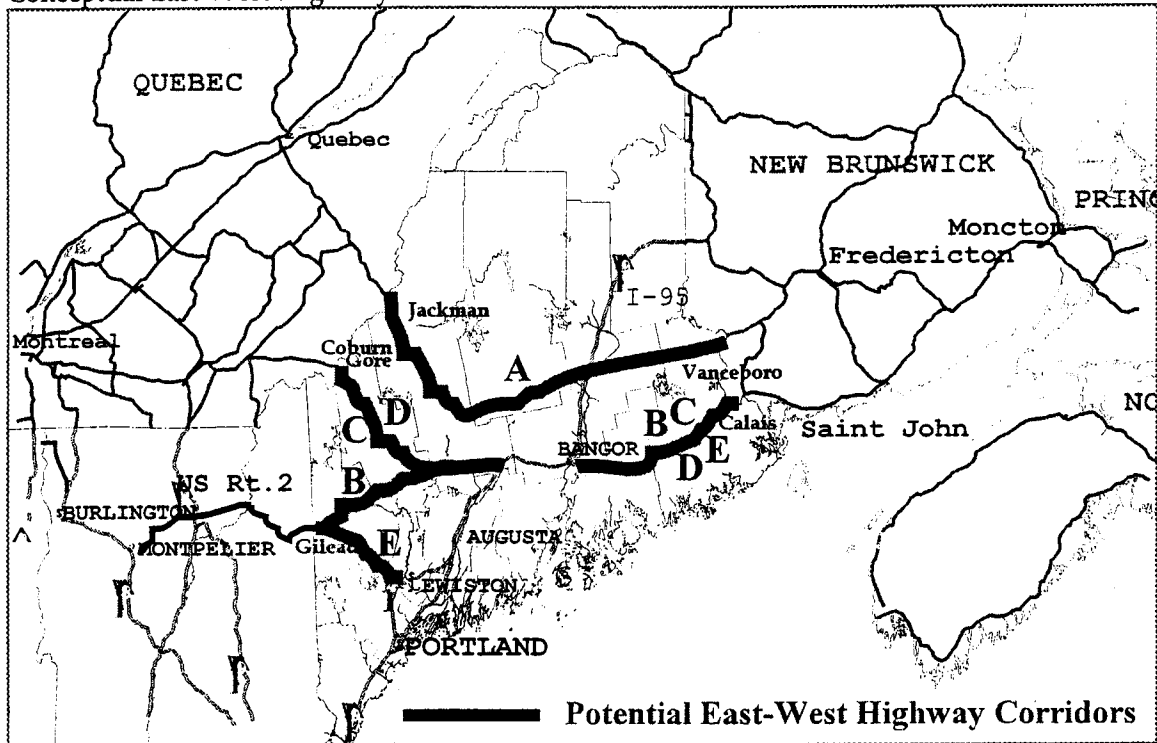
Corridor "B": *The East-West Highway* As defined in statute, this corridor begins at the Maine/New Brunswick border and proceeds westward along route 9 to Route 46 in East Eddington. The corridor continues southerly along Route 46 to Route 1A in East Holden, then westerly along Route 1A to I-395 in Brewer and connects with I-95 at or near Bangor. It then continues southwesterly along existing I-95, leaving I-95 in Newport. From this point, it continues westerly along Route 2 to the Maine/New Hampshire border at Gilead. (Includes Routes 9, 46 1A, I-395, I-95, & 2)

Corridor "C": *The East-West Highway (Alternate)* Beginning at the Maine/New Brunswick border, this corridor proceeds westward along Route 9 to Route 46 in East Eddington. The corridor continues southerly along Route 46 to route 1A in East Holden, then westerly along Route 1A to I-395 in Brewer and connects with I-95 at or near Bangor. It then continues southwesterly along existing I-95, leaving I-95 in Newport. From this point, it continues westerly along Route 2 to Route 27 in Farmington, then continues northwesterly along Route 27 to the

² Corridor definitions were provided by the Maine Department of Transportation.

Maine/Quebec border at Coburn Gore, linking Sherbrooke and Montreal via Quebec Route 10. (Includes Routes 9, 46, 1A, I-395, I-95, 2 & 27)

Map I-1
Conceptual East-West Highway Corridors



Corridors on New Alignments

Corridor "D": This corridor is a limited access 4-lane highway, predominately on new alignment, beginning at the Maine/New Brunswick border, at a location somewhere in the vicinity of Calais/Baileyville and connecting to Saint John Fredericton, and Moncton via NB Routes 1, 2 and 3. The corridor then proceeds westward along or south of Route 9, connecting with I-395 and I-95 at or near Bangor, and continues southwesterly along existing I-95, leaving I-95 at a point between Newport and Augusta. From this point, it continues northwesterly to the Maine/Quebec border at or near Coburn Gore, linking Sherbrooke and Montreal via Quebec Route 10.

Corridor "E": Also a limited access 4-lane highway, predominately on new alignment, this corridor begins at the Maine/New Brunswick border at a location somewhere in the vicinity of Calais/Baileyville and connecting to Saint John Fredericton and Moncton via NB Routes 1, 2 and 3. The corridor then proceeds westward along or south of Route 9, connecting with I-395 and I-95 at or near Bangor, and continues southerly along existing I-95/I-495, leaving I-95/I-495 at a point between Augusta and Gray. It then continues in a generally northwesterly direction to the Route 2 corridor crossing into New Hampshire at or near Gilead, linking New Hampshire, Vermont, and Montreal via Route 2 and I-89.

Report Organization

The technical report is presented in two sections. Chapter II contains a summary of the baseline traffic and tourism data, methodology and assumptions used to generate the impact forecasts for each conceptual east-west corridor. The findings of the economic impact analysis, as measured by the REMI Model, along with the corresponding sensitivity tests and interpretation of the results, are discussed in the concluding Chapter III. Throughout this report, the reader will also note references to business and tourism surveys that were conducted to provide a basis for several of the estimates used in the economic impact analysis. The results of these survey efforts were integral to the conclusions presented below. Survey findings were presented in detail in the Phase II Technical Report.

The following section provides a summary of the overall findings of this technical report and their potential implications for the development of an east-west highway through Maine:

Summary Findings

1. Traffic Projections

- Current (1997) average annual daily traffic (AADT) volumes on most of the major corridor segments for an upgraded E-W alignment, are relatively light. A detailed analysis of traffic conditions on existing routes was prepared by the Maine Department of Transportation (MDOT) and was relied upon for this report. According to that analysis, current AADT on most sections of existing east-west routes through Maine are well below design capacity.
- Although annual growth in traffic (1.1% to 2.7% annually) is projected along these same east-west corridors, year 2030 traffic volumes are expected to remain relatively un-congested. MDOT projected 2030 AADT in the no-build condition for various locations along each potential east-west highway corridor. Year 2030 AADT forecasts for locations at the approximate mid-point of each corridor, range from a low of 2,900 on Route 27 between Route 2 and Coburn Gore to 6,900 on Route 1 between Calais and Bangor. (Different AADT projections apply to other sections of these same corridors.) Route 9 AADT is expected to approach 5,100 by 2030, and Route 2 traffic between Skowhegan and the NH border is projected to remain below 5,000. Average daily traffic volumes are expected to reach 40,000 on I-95 between Pittsfield and Bangor.
- Construction of the proposed upgrade Corridors B and C are expected to carry increased volumes in 2030, compared to the no-build condition. An upgraded Route 9 is projected to carry 1,600 to 2,100 more vehicles on an average daily basis (at the approximate mid-point of the corridor) compared to the no-build condition. Similar increases in daily volumes of 1,600 to 2,300 are projected for I-95 between Bangor and Pittsfield. An upgraded Route 27 is also projected to carry 1,000 to 1,600 additional vehicles per day by 2030. The Corridor B upgrade of Route 2 is expected to have a minimal impact on 2030 AADT of only 100 vehicles per day (compared to the no-build condition) between Skowhegan and the NH border.

- The proposed new four-lane Corridors D and E between Bangor and Calais are expected to cause a substantial diversion of traffic off of existing Routes 1 and 9. A new alignment is projected to carry an AADT of 11,400 to 11,600 in 2030. However, these new routes would remove nearly all of the existing traffic off of Route 9, as well as cut projected future traffic on Route 1 by roughly 2,300 to 2,400 vehicles per day below current (1997) levels. These projections indicate that a new four lane alignment east of Bangor could cause significant bypass effects to Route 1 commercial activity in the coastal communities between Bangor and Calais. Similar effects could occur along segments of other existing routes to the west of Bangor that would also be bypassed by Corridors D or E.
- Annual hours of truck travel on Maine roads are projected to increase significantly over the forecast period. Total annual vehicle hours of truck travel (VHT) on Maine highways are projected to reach 26.8 million in 2015, and grow to 32.6 million hours by 2030. Of these totals, external-to-external trips through Maine should account for just under 28% of system-wide truck VHT (roughly 7.5 million hours) by 2015. Due to the expected rapid growth of Atlantic Canada freight movements to US markets, external-to-external VHT is expected to grow to 32% of the system-wide total (reaching 10.5 million hours) by 2030. The remaining majority of VHT, roughly 19.3 million hours in 2015 and growing to 22.1 million hours in 2030, represents truck travel to and/or from Maine industries.
- The five conceptual east-west highway corridors produce reductions or savings to system-wide truck VHT, which form the basis for estimating transportation cost savings to both the trucking industry itself, and to other industries that incur shipping costs. Highway investments produce productivity savings for industries by reducing travel times and distances associated with the transportation of freight. Estimates of productivity savings are made by comparing total vehicle hours of travel (VHT) for trucks under the no-build condition, against each of the five conceptual corridors. In 2015, annual VHT savings (for trucks) range from just under 10,000 hours for Corridor A (a 0.04% savings) to a maximum of nearly 520,300 hours (a 2.2% savings) under Corridor D. However, the percentage of total VHT savings which accrue to external-to-external traffic also varies greatly by each corridor. The percentage of VHT savings captured by external-to-external traffic ranges from a low of 16.9% (Corridor B) to a maximum of nearly 56% of the total under Corridor D. By 2030, more than 60% of total VHT savings generated by Corridor D are projected to benefit external-to-external users of that corridor, rather than Maine industries.
- The balance of VHT savings not accruing to through traffic, are expected to lower transportation costs to Maine industries. In the aggregate, VHT savings to Maine industries (in 2015) range from a low of 7,700 hours for Corridor A, to a maximum of roughly 230,000 hours for Corridor D. These savings represent a marginal percentage reduction to the total volume of truck VHT servicing Maine industries of between 0.04% (Corridor A) and 1.2% (Corridor D).
- The additional incremental VHT savings gained by enhancing the Calais to Coburn Gore Corridor from a two lane upgrade to four-lane limited access highway, primarily benefit external traffic. A comparison of the VHT savings offered by Corridor D compared to Corridor C, illustrates the incremental value

of improving the Calais to Coburn Gore route from an upgraded two-lane route to a four-lane limited access highway. The resulting incremental reduction in VHT to trucking activity that services Maine industries, totals roughly 173,000 hours in 2015 and grows to 214,000 hours by 2030. VHT savings to external-to-external traffic from the same incremental improvement, totals nearly 269,000 hours in 2015 and grows to 396,000 hours by 2030. In 2015, Corridor D is expected to provide a near 3.9% time savings to external-to-external truck traffic (i.e. New Brunswick to Boston or Montreal), compared to a less than 1.2% time savings to trucks which service Maine-based industries.

2. Tourism

- Canadians are an important component of Maine's tourism market. According to research prepared by a Canadian survey firm, 46 million recreational and business travelers visited Maine in 1997, spending \$5.1 billion while traveling in the State. About 6.7 million of these 1997 visitors, representing roughly 12 percent of Maine's total tourism market, were from Canada. Canadians spent an estimated \$440 million in Maine during that year.
- The vast majority of annual visitors to Maine (36.6 million in 1997) are day trippers. Roughly 45% of these day trippers (16.4 million in 1997) originated from regions to the south of the State. Maine residents made an additional 14.5 million recreational day trips (40% of the total) within the state and Canadian visitors represented the remaining 15% of the day trip market. An estimated 5.7 million Canadians made day trips to Maine in 1997, with 88% of these visits originating from New Brunswick.
- Canadians visitors made up a slightly smaller share (11%) of Maine's 9.4 million overnight visitor market in 1997. An estimated 1.1 million Canadians made overnight visits to Maine, compared 1.7 million Maine residents and 6.6 million visitors from other parts of the US.
- The five east-west corridors are projected to increase Maine tourism within a range of roughly 7.5 percent to 14 percent over the estimated 8.8 million visitor days currently generated from Canadian and northern NH, VT and NY markets. Estimates of potential induced visitor days associated each individual corridor fall within a range of 659,000 (Corridor A) to 1.3 million (Corridor D). The vast majority of induced travel from each corridor is projected to consist of day trips.
- Construction costs of the alternative corridors vary substantially and thus produce widely varying economic impacts during the construction period. The estimated construction costs of each corridor, in 1999 dollars, used in this analysis were:

Corridor A:	\$ 151.54 million
Corridor B:	\$ 164.88 million
Corridor C:	\$ 207.99 million
Corridor D:	\$1,170.00 million
Corridor E:	\$ 796.00 million

For purposes of analysis, impacts were forecast on the assumption that the federal government will pay 80% of the construction cost and the state will pay

the remaining 20% of the costs through an increase in fuel taxes.

3. Economic Impacts

- Construction of any of the proposed east-west corridors will have the effect of modestly increasing the overall size of the Maine economy. The economic effects of each corridor in 2010 (the approximate mid-point of the construction cycle), 2020 (five years after the assumed highway completion date) and 2030 (the last forecast year) are summarized in Table I-1.

Table I-1: Summary Comparison of Statewide Economic Impacts in 2010, 2020 and 2030: Conceptual East-West Highway Corridors

Indicator	Net Change		
	2010	2020	2030
Impact on Total Employment			
Corridor A	438	522	484
Corridor B	455	1,216	1,433
Corridor C	500	1,018	1,153
Corridor D	2,128	2,764	3,685
Corridor E	1,490	2,466	3,226
Impact on Gross State Product (\$92)			
Corridor A	\$16.6	\$21.0	\$22.5
Corridor B	\$17.9	\$59.1	\$84.1
Corridor C	\$19.9	\$45.9	\$61.4
Corridor D	\$89.5	\$139.3	\$215.9
Corridor E	\$69.5	\$126.2	\$192.0
Impact on Population			
Corridor A	364	787	827
Corridor B	258	1,584	2,347
Corridor C	287	1,384	1,936
Corridor D	1,373	4,292	6,312
Corridor E	916	3,678	5,484

- For most corridors, the Hancock-Washington and Penobscot-Piscataquis regions receive the largest share of economic impacts after completion of the highway. By 2030, these regions receive roughly 65% of the total job benefits from Corridor A, and 47% to 48% of the benefits from C and D, respectively. This percentage is lower for the more southerly alignments, falling to 41% of the total from Corridor B and 36% of the from Corridor E.
- Economic impacts are not confined to where the Corridors are located. There are also large employment effects on "other counties", particularly in the Corridor D and E cases. These effects result primarily from a high degree of growth from

tourism in Waldo-Knox, Cumberland, and York counties, which occur due to the assumption that the distribution of increased tourist activity from the east-west highway will be directed towards traditional tourist destinations.

- An east-west highway will be helpful to Maine manufacturers, but it will not by itself substantially increase manufacturing jobs. The employment effects of the highway will occur primarily in non-manufacturing industries. An analysis of the distribution of employment impacts by industry shows that early job growth will primarily be in construction, as would be expected, and later shift to other non-manufacturing industries, primarily in trade and services. There are relatively small effects on manufacturing. Maximum employment impacts in 2030 show an increase of only 172 manufacturing employees (for Corridor D). This is because, on average, the trucking costs likely to be affected by the highway account for only 1.5% of production costs for manufacturing companies, and the highway reduces this level of costs by at most 5.4%.
- Increased tourism is initially responsible for most of the projected economic impacts of the east-west corridors. Over time, transportation cost savings to other industries will become more important. In 2015, the year after construction is completed, tourism accounts for nearly 80% of the employment impacts and slightly more than 70% of the GSP impacts for Corridor D. However, this proportion steadily decreases over time, until by 2030 the production cost efficiencies created by the highway, reduce the tourist proportion to less than 30% of the employment impacts and only 20% of the GSP effects. This pattern is due to the fact that the spending effects of increased tourism are relatively immediate, while productivity changes involve time-lag effects.
- The use of alternative federal/state financing assumptions appears to have a minimal influence on the highway's total economic impacts by the conclusion of the forecast. By 2030, the projected differences in total employment varies by only 3% to 4% when using a 50/50 federal/state funding split, compared to the 80/20 split assumed in the initial forecast. It does not appear therefore, that a state share of costs as high as 50%, paid for with higher gas taxes, would significantly reduce the positive long-term economic impacts of the highway. Similarly, it can be concluded that the use of more optimistic financing assumptions would not dramatically increase those impacts.
- When compared on a "cost-efficiency" basis, the four-lane divided highway options do not appear to generate sufficient additional economic growth to justify their higher costs. Consequently, the upgrade of existing highways may be a more efficient investment from the perspective of benefitting the Maine economy. The five corridors were compared on both an incremental GSP/cost ratio and a cost per job ratio. Table I-2 presents the costs per job created, using the discounted present value (at a 7% discount rate) of construction and maintenance expenditures over the period 2005-2030, divided by the number of additional jobs created in 2015 (at the beginning of the full operation period) and in 2030 (the end of the analytic period). Using this measure, the cost per job for all corridors is very high. Corridor B, although still high, has the lowest cost per job created in both 2015 and 2030, while Corridors D, E, and A have the highest cost per job. The four lane Corridors D and E are by far the most expensive in per job costs. Even with the higher job creation of these alternatives their cost per job in 2030 are still very high, in the range of \$190,000 to \$230,000

per job.

Table I-2: Cost Per Job Created

Corridor	2015	2030
A	\$228,678	\$242,749
B	\$123,549	\$90,010
C	\$173,823	\$138,230
D	\$439,239	\$229,691
E	\$340,161	\$190,220

- When balancing upside and downside risks to the economic forecasts, the likelihood that the economic impacts of an east-west highway will be smaller than those forecast in this report, appear to outweigh likelihood that they will be larger. The economic impact analysis therefore suggests the following conclusions:
 - a. Improving east-west transportation corridors through Maine will have a modest positive long term effect on the economies of those regions where the corridors are located, as well as a modest positive impact on the state as a whole.
 - b. From the perspective of Maine's economy alone, the substantially higher costs of constructing a four-lane divided highway on a new alignment, (Corridors D and E), do not appear to be justified, based upon the resulting modest incremental increase in economic benefits they provide to the State. This judgement is reinforced by the downside risks to the forecast, as well as the potential for those new alignments to cause harmful "bypass effects" on some communities which are located on or near existing routes. Although the results of the case study evaluation (Phase IV) need to be considered before a final determination can be made, the evidence presented in this report is clearly unfavorable to the four-lane alternatives.
 - c. This analysis indicates that emphasis from this point forward, should be directed toward upgrades of existing highways. Based on the assumptions used in this analysis, the proposed Route 2/9 Upgrade (Corridor B) appears to provide the greatest economic impacts relative to the costs involved. The Route 9/27 Upgrade (Corridor C) is slightly less favorable by comparison, but may merit continued evaluation either as a stand alone-concept or in concert with Corridor B.
 - d. Finally, additional economic analysis of the benefits and costs of any corridor improvements of a substantial nature, should be undertaken as more information, in particular information regarding environmental costs and impacts, becomes available.
- ▶ When approached from the perspective of all potential users and beneficiaries of the highway, rather than just Mainers, the total employment impacts of a four-lane corridor could be substantially higher than estimated in this report. From the broader perspective of total benefits to both Maine and Canada, the total

economic impacts of Corridor D could have reasonably been forecasted in the range of 5,000 to 10,000 jobs by 2030, and perhaps even higher. Whether the total employment impacts fall toward the lower or upper end of that range would depend on a number of additional factors not addressed in this report. Most important among these is the extent to which economic benefits to regions surrounding Maine would be, on-balance, a positive advantage or competitive threat to Maine's economy. The comparable natures of the economies of Maine and Atlantic Canada certainly suggest that some competitive effects would occur. However, the threat of increased competition is more likely to be outweighed by the inherent value of the access improvements to both regions.

II

Forecast Inputs and Methodology

Overview of Forecasting Methodology

The basic approach to estimating the economic impacts of the East-West Highway was the same for each of the potential corridors examined. Economic impacts are driven by the following factors:

- ▶ Expenditures for construction and operation of the highway.
- ▶ Induced trips and the associated purchase of goods and services by tourists into Maine, from Canada and Northeast US locations that would be made more accessible to Maine via the highway.
- ▶ Savings in transportation costs which accrue to shippers of goods from Maine, and of goods received in Maine.
- ▶ The location in Maine of firms that seek to take advantage of the altered transportation costs made possible by the highway.

Of these four elements of economic impact, the first three can be readily modeled using standard econometric models. The fourth element requires assumptions concerning the possible changes in the industrial composition of regions which are necessarily speculative as to both type and size. For this reason, these impacts are not estimated here, but will be discussed in general terms in the Phase IV Report.

Estimates of the values for the first three economic impacts were derived as discussed below, and then entered into the University of Southern Maine's (USM) regional economic models. These models are developed by Regional Economic Models Inc. (REMI) of Amherst, Mass. and maintained by USM. They are standard models used for analysis of this type. Similar models are maintained by the Maine State Planning Office. The USM REMI model consists of nine inter-linked models of county and multi-county regions in Maine. These "REMI regions" are:

Region 1:	Aroostook County
Region 2:	Hancock-Washington Counties
Region 3:	Penobscot-Piscataquis Counties
Region 4:	Kennebec-Somerset Counties
Region 5:	Waldo-Knox Counties
Region 6:	Lincoln-Sagadahoc Counties
Region 7:	Cumberland County
Region 8:	Androscoggin-Oxford-Franklin Counties
Region 9:	York County

For purposes of estimating economic impacts, construction of the East-West Highway is assumed to begin in 2005 and end in 2014. Economic effects from operation of the

highway are assumed to begin once the eastern leg of the highway (between I-95 and the Canadian border in each alternative) is completed, and are estimated until 2030.

Estimating the economic impacts of highway investments depends first on the changes in travel patterns caused by the improvements. These were estimated through recalculations of the Maine Department of Transportation's (MDOT) statewide travel demand model, which showed changes in both auto and truck trips, miles traveled, and hours of travel along each of the possible east-west highway corridors. Travel demand projections provided by MDOT are presented in more detail, later in this section.

The changes in travel demand are both a determinant of the economic impacts and are influenced by them in turn. That is, if the East West Highway is built, changes in travel will occur which save time and distance. These changes will induce additional trips to and through Maine which will have economic effects as noted above. The economic changes, with their assorted indirect and induced effects on the economy (multiplier effects) will in turn encourage additional trips on the highway. The combined effects of the baseline and induced travel constitute the total future traffic projections for each corridor.

This sequence of events required the use of an iterative methodology to forecast the economic and travel impacts of the five conceptual east-west corridors. This process included the following five steps:

1. Prepare a baseline economic forecast for Maine and its regions to 2030. The 1998 annual long term forecast for Maine and the nine REMI regions prepared by USM was used for this purpose.
2. Use the statewide travel demand forecasting model to estimate the number of auto and truck trips in 2015 and 2030 under the base (no-build) case and for each of the possible alternate routes.
3. Estimate the changes in tourist activity and transportation costs resulting from the changes in travel indicated by the travel demand model.
4. Input the changes into the REMI model and reforecast the economy to 2030
5. Input the economic changes from the reforecast of the economy to the statewide travel demand model to prepare final estimates of highway traffic. These final traffic estimates were then used by MDOT for analysis of toll financing options.

The following sections describe the procedures used to prepare the initial forecasts of traffic on the highway and the forecast inputs to the REMI model. The results of the economic impact analysis are then summarized. Following the section on base-case economic impact projections, a set of analyses are presented which examine alternative assumptions and the types of impacts that result. These "sensitivity tests" are provided in order to better understand the nature of the economic effects of the highway and the degree of variability or risk to the impact projections.

Base Case Forecasts

For each of the five corridors selected for analysis by MDOT, a 25-year analysis was undertaken, from 2005-2030. The highway is assumed to be constructed over a 10-year period and operation begins as major segments of the highway are completed and opened to traffic. This section describes the procedures and assumptions used to develop these base forecasts.

Baseline Traffic Forecasts

As previously discussed, the economic impacts of highway investments result from their influence on travel patterns. Of particular importance is the ability of highway investments to shorten the number of miles traveled by commercial vehicles, by providing shorter connections between points, as well as reduce travel times by enabling vehicles to operate at higher average speeds. Aggregate cost savings to industries which use the highway are a function of the number of commercial vehicles which travel the route and the average time and distance savings realized from each trip.

These baseline traffic forecasts and resulting estimates of commercial vehicle miles and vehicle hours of travel saved by the five conceptual east-west highway corridors, were prepared by the Maine Department of Transportation. MDOT has been engaged in a related analysis of construction costs, traffic impacts and toll financing options for the five east-west highway corridors.³ MDOT staff and consultants involved in that parallel study have worked closely with the consultant team for this economic impact analysis to insure consistency in the underlying economic assumptions and baseline data which are used to forecast future travel demand.

MDOT's Statewide Travel Demand Forecasting Model was used to forecast base traffic conditions for the years 2015 and 2030. In order to better reflect the potential traffic impacts of significant roadway improvements in the alternative east-west highway corridors, the model was modified to reflect knowledge gained from recent data collection efforts. Specifically, efforts were taken to gain a better understanding of the following trip patterns and to explicitly account for these patterns in the travel demand model:

- ▶ trips between the Canadian Maritime provinces and Maine,
- ▶ trips between the Canadian Maritime provinces and the rest of Canada,
- ▶ trips between the Canadian Maritime provinces and northern New Hampshire and Vermont,
- ▶ trips between the Canadian Maritime provinces and the rest of the United States,
- ▶ trips between Washington County and the rest of Maine,
- ▶ trips between Washington County and non-Maritime Canada,
- ▶ trips between Washington County and northern New Hampshire and Vermont,
- ▶ trips between Washington County and the rest of the United States,
- ▶ trips between Maine and non-Maritime Canada, and
- ▶ trips between Maine and northern New Hampshire and Vermont.

³ See A Technical Report on an East-West Highway in Maine, Maine Department of Transportation, September, 1999. Traffic forecasts are presented in Chapter I of that report.

These trip types represent all of the trips which are potential long-distance users of an east-west route through Maine. Potential short-trip users (e.g., Bangor to Skowhegan) are already included in the calibrated statewide traffic model.

The model was modified to treat auto trips and truck trips, separately. This was done because trucks and autos have different travel patterns in this corridor and because subsequent analysis of the East-West Highway (i.e. toll financing options) required separate analyses of trucks and autos.

In order to estimate the potential economic impact of the alternative roadway improvement schemes, it was first necessary to develop 2015 and 2030 traffic forecasts for the base case (no-build) and for each of the five conceptual highway corridors. These base forecasts were developed using a single set of common projections concerning future year population and employment levels.

Table II-1: Current (1997) and Projected 2030 Annual Average Daily Traffic Volumes at the Approximate Mid-Point of Major Corridor Segments: No Build Condition and Conceptual E-W Highway Corridors [1]

	Annual Average Daily Traffic (AADT)					
	1997	2030	2030 Build Forecasts			
	Base	No Build	Corridor B	Corridor C	Corridor D	Corridor E
Route 9: East of Bangor	2,100	5,100	6,700	7,200	100	100
Route 1: East of Bangor	5,700	6,900	7,400	7,500	3,300	3,400
New Alignment: East of Bangor	N/A	N/A	N/A	N/A	11,400	11,600
I-95: Bangor to Pittsfield	27,500	40,100	41,700	42,400	44,800	44,700
Rt. 16/27: Route 2 to Canada	1,200	2,900	3,900	4,500	4,800	4,400
Route 2: Skowhegan to NH Border	3,000	4,900	5,000	4,900	1,900	5,600
		Annual Traffic Growth Rates: 1997-2030				
Route 9: East of Bangor		2.7%	3.6%	3.8%	-8.8%	-8.8%
Route 1: East of Bangor		0.6%	0.8%	0.8%	-1.6%	-1.6%
New Alignment: East of Bangor		N/A	N/A	N/A	2.0%	2.0%
I-95: Bangor to Pittsfield		1.1%	1.3%	1.3%	1.5%	1.5%
Rt. 16/27: Route 2 to Canada		2.7%	3.6%	4.1%	4.3%	4.0%
Route 2: Skowhegan to NH Border		1.5%	1.6%	1.5%	-1.4%	1.9%
		Year 2030 Change: Build Corridors vs. No-Build Condition				
Route 9: East of Bangor		N/A	1,600	2,100	(5,000)	(5,000)
Route 1: East of Bangor		N/A	500	600	(3,600)	(3,500)
New Alignment: East of Bangor		N/A	N/A	N/A	11,400	11,600
I-95: Bangor to Pittsfield		N/A	1,600	2,300	4,700	4,600
Rt. 16/27: Route 2 to Canada		N/A	1,000	1,600	1,900	1,500
Route 2: Skowhegan to NH Border		N/A	100	0	(3,000)	700

Note: [1] 1997 AADT's shown for existing routes are taken at locations near the approximate mid-point of each corridor segment, in order to remove the influences of local traffic. Traffic projections were not produced for Corridor A.

Source: Maine Department of Transportation.

Table II-1 summarizes the "baseline" 2030 average annual daily traffic (AADT) volume projections for the "No Build" condition and conceptual corridors B through D. (Due to the very low volumes for Corridor A, MDOT did not forecast AADT for that corridor.) For illustrative purposes, the projections which appear in the table apply to a single location at the approximate mid-point of each corridor. (These mid-point locations were selected because they tend to remove the influences of local traffic.) MDOT also prepared traffic forecasts at other locations along the same corridors, which indicate

volumes that are different from the values reported here. A more detailed traffic analysis of the corridors appears in Chapter I of MDOT's report.

As shown, current (1997) AADT for most of the major corridor segments for an upgraded or new E-W alignment are relatively light. Annual growth in traffic (in the 1.1% to 2.7% range) is projected in the base (no build) case through 2030. Each of the conceptual corridors is also projected to induce additional traffic growth over the no-build condition, even prior to consideration of their economic effects. This additional traffic represents the potential for each conceptual corridor to divert traffic from the Trans-Canada highway, as well as divert local or intra-state traffic off of less efficient existing routes. The upgrade alternatives are projected to add roughly 500 to 2,300 more vehicles per day to most of the corridor locations that are included in the table.

Projected 2030 traffic on the new alignments D and E on the segment east of Bangor, is also shown to come in part from diversions of traffic off of existing Routes 1 and 9. A new alignment is shown to remove nearly all of the projected 2030 traffic off of Route 9, as well as cut future traffic on Route 1 in half compared to the baseline forecast. Route 1 traffic in 2030 is also effectively reduced by 2,300 to 2,400 vehicles per day below current (1997) daily volumes. These projections indicate that a new alignment east of Bangor, in the assumed corridor locations evaluated in this analysis, could have significant bypass effects on Route 1 businesses located in the coastal communities between Bangor and Calais.

Once overall commercial traffic projections were made, the model was then used to calculate several accessibility and mobility measures which provided the inputs necessary to estimate resulting changes in transportation costs to local industries. These accessibility and mobility measures included truck vehicle-hours-of-travel (VHT) by REMI region of trip origin, by REMI region of destination, and for all roadways within a particular REMI region. Similar compilations were prepared for vehicle-miles-of-travel (VMT).

Because this analysis is focused on the economic impact of the East-West Highway on the State of Maine and regions within Maine, measures of VHT and VMT for commercial through traffic, such as truck trips from Halifax to Boston, are not relevant in terms of providing transportation cost savings to Maine industries. Therefore, the model was also used to identify the projected volume of commercial through-traffic carried by each corridor. These values were separated from system-wide VHT and VMT projections in order to isolate economic benefits to Maine employers.

The resulting calculations of annual vehicle-hours-of-travel saved to commercial vehicles by each of the five conceptual highway corridors and for each REMI Region, are summarized in Table II-2. As shown, annual statewide savings in 2015 range from a low of approximately 7,700 hours (Corridor A) to a high of roughly 230,400 hours (Corridor D). By 2030, annual truck VHT saved increases to 9,700 to roughly 285,500 hours. Again, these VHT savings are for trucks only, and exclude through traffic.

As could be expected, time savings to commercial vehicles are concentrated on those trips which begin or end in the State's seven northern-most counties (REMI Regions 1 through 4). In addition, it is important to note that although these annual time savings to commercial traffic appear to be significant in the aggregate, savings of 285,000 hours (in 2030) in the best case (Corridor D) still represent a marginal reduction of less than

1.3% to the 22 million hours of projected commercial VHT to/from Maine industries in that year.

These relatively marginal VHT savings can be attributed to four major factors. First is the absence of concentrations of existing industries near most of the rural corridor segments that would be enhanced by the proposed improvements. Although some level of economic activity might be expected to gravitate toward those corridors in the future, the magnitude of any commercial traffic generated by new development is likely to be insignificant in the context of 19 to 22 million hours of annual statewide truck travel over the first 15 years of operation of an east-west highway. (This issue will be addressed further in Phase IV.)

Table II-2: Estimated Baseline Annual Vehicle Hours of Travel and Hours of Travel Saved for Commercial Traffic (Trucks) with Maine Origins and/or Destinations, By Region: 2015 and 2030

REMI Region ID/Maine Counties	2015	2015	2015	2015	2015	2015
	Base	Corridor A	Corridor B	Corridor C	Corridor D	Corridor E
Truck VHT for trips which start or end within REMI Region						
Region 1: Aroostook	3,082,953	(1,241)	(1,265)	(637)	(9,092)	(5,104)
Region 2: Hancock-Washington	2,393,552	(4,623)	(8,746)	(12,793)	(119,520)	(95,147)
Region 3: Penobscot-Piscataquis	3,271,809	(3,769)	(7,733)	(8,507)	(43,644)	(26,445)
Region 4: Kennebec-Somerset	3,651,688	(770)	(22,083)	(27,085)	(42,411)	(14,885)
Region 5: Waldo-Knox	1,158,449	(0)	(893)	(8,294)	(29,608)	(6,382)
Region 6: Lincoln-Sagadahoc	820,735	(41)	(231)	(97)	(2,430)	(5,077)
Region 7: Cumberland	4,953,227	(375)	(2,122)	(1,554)	(16,790)	(34,578)
Region 8: Androscoggin-Oxford-Franklin	3,227,390	(582)	(14,843)	(4,494)	(29,398)	(52,808)
Region 9: York	2,704,915	(176)	(657)	(471)	(7,428)	(15,433)
Maine Totals:	19,338,981	(7,730)	(47,979)	(57,233)	(230,043)	(186,976)
Percent Savings:		-0.04%	-0.25%	-0.30%	-1.19%	-0.97%
ANNUAL VHT SAVED						
	2030	2030	2030	2030	2030	2030
	Base	Corridor A	Corridor B	Corridor C	Corridor D	Corridor E
Truck VHT for trips which start or end within REMI Region						
Region 1: Aroostook County	3,813,073	(1,736)	(1,615)	(801)	(11,729)	(6,577)
Region 2: Hancock-Washington Counties	2,870,808	(5,631)	(10,972)	(16,182)	(148,683)	(117,380)
Region 3: Penobscot-Piscataquis Counties	3,909,786	(4,752)	(9,691)	(10,495)	(53,562)	(32,216)
Region 4: Kennebec-Somerset Counties	4,341,838	(949)	(27,374)	(33,791)	(53,607)	(18,749)
Region 5: Waldo-Knox Counties	1,402,216	(1)	(1,081)	(10,263)	(37,460)	(8,625)
Region 6: Lincoln-Sagadahoc Counties	921,910	(41)	(271)	(105)	(2,743)	(5,827)
Region 7: Cumberland County	5,664,438	(464)	(2,704)	(1,895)	(21,447)	(43,774)
Region 8: Androscoggin-Oxford-Franklin C	3,726,552	(731)	(18,451)	(5,488)	(36,226)	(62,933)
Region 9: York County	3,125,059	(247)	(788)	(555)	(9,058)	(19,002)
Maine Totals:	22,163,054	(9,663)	(59,880)	(71,504)	(285,504)	(228,726)
Percent Savings:		-0.04%	-0.27%	-0.32%	-1.29%	-1.03%

Note: Statewide VHT totals do not add up to the sum of the nine REMI Regions, due to the double counting of intra-state trips.

Source: Maine Department of Transportation.

Secondly, current volumes of commercial traffic to/from Maine industries and those external (Canadian and northeastern US) origins and destinations that would be serviced by the proposed corridors, is relatively low. Even though these volumes are projected to grow substantially in percentage terms over the next decade, truck traffic at the end of the forecast period is still modest because of the low 1997 base levels to which the growth rates are applied.⁴

⁴ A detailed forecast of freight movements to, from and through Maine appears in Chapter II of the Phase II Technical Report.

Third, projected 2030 AADT's for all traffic (including trucks) are still relatively un-congested in the base (no build) case, as indicated in Table II-1 above. It is therefore difficult to assume that congestion-related delays will significantly slow future commercial travel speeds, compared to current levels, under the "no-build" forecast. This projected lack of future congestion in the base case minimizes the potential to realize dramatic VHT reductions from any of the conceptual corridors.

Finally, it is important to realize that the east-west highway concept was primarily conceived by its proponents as an international trade corridor, designed to shorten long-distance travel times and trip distances through Maine. This implies that of the total VHT savings generated by the Maine East-West Highway, a significant percentage would accrue to industries/users that are located beyond Maine's borders. This fact is illustrated in Table II-3, which estimates the total annual system-wide truck VHT on Maine roads in 2015 and 2030, allocated between traffic with a Maine origin and/or destination (Maine-Trip VHT) and through traffic (External-to-External VHT). The impacts of each conceptual east-west corridor on VHT savings for Maine trips and external-to-external trips are also estimated.

Table II-3: Distribution of 2015 and 2030 Annual Vehicle Hours of Travel and Hours of Travel Saved for Commercial Traffic (Trucks): Maine Origins and/or Destination Traffic and External to External (Through) Traffic:

Region	ANNUAL VHT SAVED					
	2015 Base	2015 Corridor A	2015 Corridor B	2015 Corridor C	2015 Corridor D	2015 Corridor E
Maine-Trip VHT	19,338,981	19,331,251	19,291,002	19,281,748	19,108,938	19,152,005
Annual Savings	N/A	(7,730)	(47,979)	(57,233)	(230,043)	(186,976)
Percent Reduction		-0.04%	-0.25%	-0.30%	-1.19%	-0.97%
External-to-External VHT	7,508,099	7,505,949	7,498,358	7,486,552	7,217,882	7,410,895
Annual Savings	N/A	(2,150)	(9,741)	(21,547)	(290,217)	(97,204)
Percent Reduction		-0.03%	-0.13%	-0.29%	-3.87%	-1.29%
Systemwide VHT	26,847,080	26,837,200	26,789,360	26,768,300	26,326,820	26,562,900
Annual Savings	N/A	(9,880)	(57,720)	(78,780)	(520,260)	(284,180)
Percent Reduction		-0.04%	-0.21%	-0.29%	-1.94%	-1.06%
Region	ANNUAL VHT SAVED					
	2030 Base	2030 Corridor A	2030 Corridor B	2030 Corridor C	2030 Corridor D	2030 Corridor E
Maine-Trip VHT	22,163,054	22,153,391	22,103,175	22,091,550	21,877,550	21,934,328
Annual Savings	N/A	(9,663)	(59,880)	(71,504)	(285,504)	(228,726)
Percent Reduction		-0.04%	-0.27%	-0.32%	-1.29%	-1.03%
External-to-External VHT	10,463,826	10,460,489	10,449,085	10,430,290	10,034,070	10,341,292
Annual Savings	N/A	(3,337)	(14,740)	(33,536)	(429,756)	(122,534)
Percent Reduction		-0.03%	-0.14%	-0.32%	-4.11%	-1.17%
Systemwide VHT	32,626,880	32,613,880	32,552,260	32,521,840	31,911,620	32,275,620
Annual Savings	N/A	(13,000)	(74,620)	(105,040)	(715,260)	(351,260)
Percent Reduction		-0.04%	-0.23%	-0.32%	-2.19%	-1.08%

Source: Maine Department of Transportation.

The table indicates that in the base case, total system-wide truck VHT on Maine roads is projected to reach 26.8 million hours in 2015, and grow to 32.6 million hours by 2030. Of these totals, external-to-external trips should account for just under 28% of system-wide VHT in 2015. Due to the expected rapid growth of Atlantic Canada freight movements to US markets, external-to-external VHT is expected to expand to 32% of the system-wide total by 2030.

When the five conceptual east-west highway corridors are introduced, reductions or savings to system-wide truck VHT (in 2015) range from just under 10,000 hours for Corridor A (a 0.04% savings) to a maximum of nearly 520,300 hours (a 2.2% savings) under Corridor D. However, the percentage of total VHT savings which accrue to external-to-external traffic, varies greatly by each corridor. The percentage of VHT savings captured by external-to-external traffic ranges from a low of 16.9% (Corridor B) to a maximum of nearly 56% of the total under Corridor D.

By 2030, more than 60% of total VHT savings generated by Corridor D are projected to benefit external-to-external users of the corridor. As a percentage of total hours of travel time on Maine roads, the four-lane Calais to Coburn Gore Corridor (D) provides a near 3.9% time savings to external-to-external truck traffic (i.e. New Brunswick to Boston or Montreal), compared to a reduction of less than 1.2% for trucks that would service Maine-based industries. In other words, although an incremental enhancement of the east-west corridors from two to four lanes will reduce truck VHT to benefit Maine-based companies, users external to Maine will receive much greater savings on both an aggregate (total VHT saved) and percent reduction basis.

Border Crossing Forecasts

A key part of the traffic forecasting process is forecasting the number of vehicles that will cross the border with Canada, at both the Quebec and New Brunswick borders. Baseline forecasts were prepared for both 2015 and 2030 using data from U.S. and Canadian customs sources. These sources differentiate between trucks and autos, and between the nationality of origin. Appendix A provides the results of these forecasts and details on how each of the components of the forecasts were made.

Two basic approaches were taken to forecasting border crossings. Most elements were forecast using regression models, but some elements could not be successfully fit to a regression model and so were forecast using extrapolation of long-term growth rates. Long term growth rate models were generally used for US-origin traffic moving into Canada. For the regression models, two independent variables were used: the Canadian Gross Domestic Product and the US/Canadian exchange rate. In general, exchange rates were used to forecast auto traffic, while GDP was used to forecast truck traffic. The values for GDP were taken from the Standard & Poor's DRI long-range forecast of the Canadian economy for 2015, and then the 30 year trend in GDP growth used to carry this forward to 2030.⁵

Exchange rates are extremely difficult to forecast past 12 months because of the volatility in both exchange markets and in the underlying factors determining exchange rates. Yet the exchange rate is the single-best explanatory variable for Canadian-origin auto traffic crossings at the border, which constitutes the majority of auto border crossings. Between 80% and 98% of the change in auto traffic over the period 1990-1997 was explained by the changes in the Canadian dollar exchange rate. For example, Canadian vehicles returning from the US into New Brunswick declined by 39% in the same-day trip category and by 48% in the overnight trip category between 1990 and 1997. During this same period the Canadian dollar depreciated by 18%.

⁵ Standard & Poor's DRI forecasts for the Canadian Economy were presented in Chapter II of the Phase I Technical Report.

For the long term forecasts required here, the Canadian exchange rate was assumed to appreciate steadily so that by 2015, the exchange rate will return to its average level over the past 30 years. The exchange rate is assumed to remain at that level through 2030. The assumption that the Canadian dollar will appreciate is based on the premise that current conditions keeping the Canadian dollar at or near historic lows relative to the U.S. dollar are temporary and will reverse themselves over the next 15 years.

A further adjustment was made in the 2015 and 2030 forecasts using exchange rates as the independent variable. In order to account for population growth, the forecast based on exchange rates was adjusted upwards by the forecast rate of population growth in the Canadian region adjacent to the Maine border. Population growth forecasts were taken from either Statistics Canada or, for Quebec, from the Institut Statistique du Quebec.

Construction and Operation of the Highway

For purposes of estimating economic impacts of the highway's construction, each corridor is assumed to be constructed over a ten-year period, beginning in 2005. For simplicity, it is also assumed that the highway is built in equal length segments over that ten-year period. The total construction cost of each alternative is assumed to be divided equally across the ten years, and allocated among the regions based on the number of miles of corridor that are located in each region. The highway is also assumed to be completed from east to west, due to the relatively higher existing and projected traffic volumes on existing Routes 9 and 1, compared to the western corridors.

Upon completion of the section of the highway east of I-95, this section is assumed to be opened to traffic. Tourism and trucking cost effects in Hancock and Washington counties are assumed to occur upon completion of the section of the road east of I-95 in each corridor alternative. Tourism and trucking impacts equal to one half the projected levels are also assumed to begin in Penobscot and Piscataquis counties at the same time.

Construction costs of the alternative corridors were developed by DOT. The estimated construction costs of each corridor, in 1999 dollars, used in this analysis were:

Corridor A:	\$ 151.54 million
Corridor B:	\$ 164.88 million
Corridor C:	\$ 207.99 million
Corridor D:	\$1,170.00 million
Corridor E:	\$ 796.00 million

Financing the highway will obviously involve a complex set of decisions. A large number of variations in financing strategies are possible, including the use of the fuel tax, bonds, tolls, and the mixture of federal and state funds. For purposes of analysis, the base case assumption is that the federal government will pay 80% of the construction cost and the state will pay 20% of the costs. The 80% level of federal funding is below the level of federal funding of the interstate highway system but substantially *above* current federal practice. The analysis also assumes that the federal support would be *new* support. That is, it would not come from other federal dollars already expected to come to Maine. These assumptions should be considered optimistic.

An alternative analysis for a single Corridor (D) was undertaken using an assumption of 50% federal and 50% state funding, in order to test the sensitivity of the impact forecast

to an alternative financing assumption. This alternative simulation is also presented in Chapter III.

The state share of the highway costs is assumed to be paid on a pay-as-you-go basis through an increase in the gas tax. The annual construction costs are paid by increasing the fuel tax by an amount sufficient to raise revenues equal to costs, using an assumption that one cent of the gas tax yields \$7.7 million in revenues. The gas tax increase is put into the REMI model as an increase in the consumer prices for gas and oil. It has the effect of decreasing disposable income in the economy and thus reduces the multiplier effect that results from the other effects of the highway.

The pay-as-you-go assumption represents sound policy and minimizes the total state costs to be paid, because it would not include any bond interest. However, it is more likely that the state share would be paid at least in part by bonding, particularly for the higher cost alternatives. In this analysis, no bonding is used in order to avoid making assumptions about interest rates, terms of bonds, and the proportion that might be borrowed. These are all decisions that will be made in the future, based on prevailing circumstances at that time.

Trucking Cost Changes

The efficiencies to be realized by the trucking industry from quicker transportation, accrue to both shippers and receivers of goods. In the econometric analysis, each of these effects requires a different approach.

1. Savings to Shippers

The savings to shippers are for goods leaving the region. These were input to the model as the percentage change in Vehicles Hours of Travel (VHT) for all truck trips originating within a region estimated by the Statewide Traffic Demand model. The percent change in VHT was input as an equivalent percent change in the production costs of the transportation industry in a region. Changes in the cost to the transportation industry in the region are then fed through to the changes in the costs of all other industries in the region via the input-output relationships of the model.

This approach *overestimates* the actual reduction in costs within the region from the highway, for two reasons:

- ▶ The REMI models used in this analysis are 14-sector models in which the transportation industry is combined with communications and public utilities. The same percentage reduction in costs is therefore applied to all three sectors rather than to the transportation industry alone, even though the communications and utilities sectors are much less sensitive to trucking costs. The model therefore overstates the effects of a reduction in transportation costs to these other industries.
- ▶ This approach also assumes that shippers within a region use a local transportation company (one located in the same region) for all out-bound shipments. While local transportation companies clearly play an important role in out-bound shipments, transportation companies located outside the region also play important roles. This is particularly the case within more rural regions such as Hancock-Washington Counties or parts of Androscoggin-Oxford-

Franklin Counties, where transportation services may be purchased from the Bangor or Portland regions. This approach also ignores the back-haul of out-bound goods by trucks operated by out-of-region companies delivering in-bound freight.

2. Savings to Receivers

Every industry relies on trucks to some extent to deliver raw materials, parts, packages, etc. Thus every industry in the affected regions will see a reduction in its cost of production to the extent that the costs of delivering goods by truck are also reduced. The following equation was used to estimate these effects, which were input to the REMI model as reductions in the cost of production for each industry:

$$\Delta P_i^t = \left(\frac{\Delta VHT_{2030} - \Delta VHT_{2015}}{15} \right) T_i$$

Where:

ΔP_i^t = Change in Production Costs for industry i in time t.

ΔVHT = The change in Vehicle Hours Traveled for trucks from the base traffic forecast.

T_i = The proportion of industry costs accounted for by trucking.

Table II-4: Contribution of Trucking to Total Production Costs

Industry	Trucking as a % of Total Production Costs
Manufacturing	1.523%
Mining	0.585%
Construction	1.516%
Transport-Utilities	3.332%
Finance, Insurance Real Estate	0.348%
Trade	0.317%
Services	0.490%
Government	0.146%

The values for T_i are provided in Table II-4. These values are taken from the Transportation Satellite Accounts to the national Input-Output tables published by the Bureau of Economic Analysis (Fang, et. al, 1998).⁶ As shown, transportation is only a small component of total production costs for most industries. Values range from

⁶ The TSA data aggregates wholesale and retail sectors together and also all manufacturing sectors, while input to the REMI model requires data disaggregated to the two trade industries and to durable and nondurable manufacturing. This disaggregation was done by multiplying the sales of trucking from the TSA to the broader sector by the output of the narrower sector in 1997 from the REMI data base.

roughly 1.5% for the manufacturing and construction sectors, 3.3% for the transportation industry itself, and less than 0.5% for other nonmanufacturing industries.

Impacts on Tourism Visitation

Tourism impacts are measured in the REMI Model as a function of a change in visitor days, defined as one person visiting for one day. The visitor days are of five different types, based on the type of overnight accommodation used:

- Day tripper
- Hotel/Motel
- Campground
- Home rental/Summer home
- Friends and relatives

Tourist spending patterns are strongly related to the type of overnight accommodation used. These five types of visitor days are translated by the REMI model into spending patterns in the retail and service industries. The process used to estimate changes in visitor days resulting from each of the east-west corridors, is presented in this section.

Estimates of the impacts of each corridor on tourism visitation were prepared by RKG Associates, Inc., using a number of data sources. Secondary research was used to estimate the total numbers, travel characteristics, types of accommodations used and spending patterns of Canadian and Northeast US visitors to Maine. Secondary sources used included a study of Maine's Canadian travel market during the 1996 and 1997 travel years, prepared by Longwoods Associates⁷, as well as an economic impact of analysis of expenditures by tourists on Maine during calendar Year 1991, prepared by Davidson-Peterson Associates, Inc. These sources were used to estimate the total current size of potential Maine tourism markets, in those regions which could be made more accessible to the State via one or more of the proposed east-west highway corridors.

After the overall size of these potential markets was estimated, the results of the tourism surveys conducted for this analysis, prepared by Davidson Peterson Associates, were used to estimate the potential of the proposed corridors to increase annual visitation to and through Maine. These additional trips were then allocated to each region of the State, based on destination patterns reported in the tourism surveys. Trip data were then "converted" to the format used by the REMI Model, as described above. This exercise involved translating trip data into estimates of additional visitor days by type of travel (day trip or overnight stay) and by types of accommodations used. A number of assumptions were used to make this conversion, and are discussed below.

Current Tourism Visitor Patterns in Maine

In 1996 and 1997, Longwoods Associates conducted extensive survey research for the Maine Office of Tourism, to estimate trends in Canadian visitation to Maine. Longwoods estimates that 46 million recreational and business travelers visited Maine in 1997, spending \$5.1 billion while traveling in the State. Maine attracted 6.7 million Canadian visitors in 1997, representing roughly 12 percent of the state's total tourism market. Canadians spent an estimated \$440 million in Maine during that year.

⁷ Longwoods is a Canadian travel research company based in Toronto, Ontario.

The vast majority of annual visitors to Maine (36.6 million in 1997) are day trippers. Roughly 45% of these day trippers (16.4 million in 1997) are from other US states, primarily Massachusetts and New Hampshire. Maine residents make an additional 14.5 million recreational day trips (40% of the total) in the state and Canadian visitors represent the remaining 15% of the day trip market. An estimated 5.7 million Canadian visitors made day trips to Maine in 1997. About 88% of these day trips originated from New Brunswick.

Canadians visitors made up a slightly smaller share (11%) of Maine's 9.4 million overnight visitor market in 1997. An estimated 1.1 million Canadians made overnight visits to Maine, compared 1.7 million Maine residents and 6.6 million visitors from other parts of the US.

It can be reasonably assumed that the majority of Maine's tourism travel, emanating from regions to the south, would not be significantly impacted by any of the conceptual east-west corridors. Although improved east-west transportation routes might be expected to increase local recreational travel by Maine residents, such effects would not necessarily increase the overall size of Maine's economy and are not considered in this analysis.

However, a significant amount of Maine tourism is generated from Canada, as well as from portions of northern NH, VT and Upstate New York. These are areas which could be made more accessible to the interior of Maine via one or more of the conceptual east-west highway corridors. The estimated size of these markets in 1997, is estimated in Table II-5.

As shown, about 6.6 million residents of those regions which could benefit from improved east-west highway access to Maine, visited the State in 1997. Using available data on average length of stay, these visitors are estimated to have spent nearly 8.8 million visitor days in the State during that year. Of these, approximately 8.7 million visitor days were spent by Canadians and 98,000 were spent by residents of Northern NH, VT and sections of Upstate New York. It is estimated that roughly 5.6 million of these visitor days consisted of day trips and the remaining 3.2 million visitor days involved overnight stays.

Table II-5: Estimated Canadian & Northeast US Baseline Automobile Travel to and Through Maine

	1997 Visitors	1997 Visitor Days
Estimated Canadian Baseline Auto Travel		
Day Trip Distribution		
Quebec, Ontario & West	567,122	567,122
Montreal, Ontario & West	141,780	141,780
Quebec City & East	425,341	425,341
Atlantic Canada	5,075,879	5,075,879
Saint John & Southeast	3,253,638	3,253,638
Moncton, NS, PEI	791,837	791,837
Fredericton & Northeast	487,284	487,284
Edmundston & North	543,119	543,119
Subtotal: Canadian Day Trips	5,643,000	5,643,000
Overnight Trip Distribution		
Quebec, Ontario & West	611,826	1,957,843
Montreal, Ontario & West	446,633	1,429,226
Quebec City & North	165,193	528,618
Atlantic Canada	341,174	1,091,757
Saint John	128,964	412,684
Moncton, NS, PEI	126,234	403,950
Fredericton & Northeast	84,952	271,847
Edmundston & North	1,024	3,275
Subtotal: Canadian Overnight Visits	953,000	3,049,600
TOTAL CANADIAN VISITATION	6,596,000	8,692,600
Estimated Northern NH,VT,NY Baseline Auto Travel		
Day Trip Distribution		
Northern NH	5,551	5,551
Northern VT	5,393	5,393
Upstate NY	0	0
Subtotal: NH,VT,NY Day Trips	10,944	10,944
Overnight Trip Distribution		
Northern NH	3,858	12,344
Northern VT	8,799	28,157
Upstate NY	14,449	46,237
Subtotal: NH,VT,NY Overnight Visits	27,106	86,739
TOTAL NH,VT,NY VISITATION	38,050	97,683
Total 1997 Baseline Auto Travel Estimates:	6,634,050	8,790,283

Source: Maine's Canadian Travel Market: 1997 Travel Year, Longwoods Associates, November, 1998

Using data in the Longwoods report, RKG Associates was also able to estimate the distribution of visitor days from various points of origin in Canada and the Northeastern US. Table II-5 also shows that the vast majority of Canadian day trips to Maine originate from Atlantic Canada (5.1 million), while the majority of overnight stays (1.9 million) originate from Quebec, Ontario and points west. Relatively few days trips are estimated to originate from the rural regions of northern NH, Vermont and the more remote sections of Upstate New York that were targeted for this analysis.⁸ Annual overnight

⁸ Only selected northern-most counties of NH, VT and NY were assumed to be potential users of an east-west highway through Maine.

stays were conservatively estimated at less than 87,000, with the largest number (46,000) originating from Upstate New York.

Table II-6: Allocation of Statewide Visitor Days by Type of Accommodation

REMI Policy Variables	Distribution by Type	
	Number	% of Total
CANADA		
401 Hotel/Motel	1,799,264	20.47%
402 Summer Home or Rental	365,952	4.16%
403 Visit Friends/Relatives	396,448	4.51%
404 Camper	487,936	5.55%
405 Day Tripper	5,643,000	64.20%
Subtotal:	8,692,600	98.89%
NH,VT,NY		
401 Hotel/Motel	51,176	0.58%
402 Summer Home or Rental	10,409	0.12%
403 Visit Friends/Relatives	11,276	0.13%
404 Camper	13,878	0.16%
405 Day Tripper	10,944	0.12%
Subtotal:	97,683	1.11%
TOTAL		
401 Hotel/Motel	1,850,440	21.05%
402 Summer Home or Rental	376,361	4.28%
403 Visit Friends/Relatives	407,724	4.64%
404 Camper	501,814	5.71%
405 Day Tripper	5,653,944	64.32%
TOTALS:	8,790,283	100.00%

Sources: Longwoods Associates, Davidson-Peterson Associates and RKG Associates, Inc.

Longwoods' 1997 survey, as well as an earlier 1992 survey conducted by Davidson-Peterson Associates, addressed the types of accommodations used by overnight visitors to Maine. Because it was necessary to create such a distribution for use by the REMI Model, RKG Associates relied upon those earlier surveys to allocate total overnight stays by type of accommodations used. This distribution appears in Table II-6.

Potential Induced Tourism Visits

Estimating the effects of the conceptual east west corridors on these tourism markets involved a multiple steps.

1. The results of the visitor surveys conducted for this study and presented in the Phase II Technical Report, were analyzed to determine the likely destinations within Maine that are visited by residents of each of the markets profiled in Table II-5. This information was used to allocate trips from each market area to the 9 regions used by the USM REMI Model.
2. From the visitor surveys, Davidson-Peterson Associates also prepared aggregate estimates of potential increases in travel to and through Maine, that might be induced by reductions in travel time to the interior of the State, from each of the

market areas shown in Table II-5. As was discussed in the presentation of the tourism survey results, no single conceptual corridor is capable of providing time savings to all of the travel markets surveyed, at the levels that were discussed with survey participants. Therefore, estimates of induced travel by each of the conceptual corridors had to be adjusted downward to reflect the proximity of the respective corridor locations to each travel market and to respondents' preferred destinations in Maine.

To make the required adjustments, RKG Associates created a matrix linking each origin travel market profiled in Table II-5, to the 9 REMI Region travel destinations in Maine. Each conceptual corridor was then examined to determine its potential to provide time savings from each point of origin to each destination, as well as service through trips. This matrix was used to either eliminate or partially reduce the potential of each corridor to induce travel from markets that would not be well served by that particular corridor. For example, the location of the northern-most Corridor A would generate little usage from Montreal, Toronto or northern New England/NY markets because there are several other more direct routes available to those regions. Similarly, the southern corridors have limited potential to service tourism travel from Quebec City.

Table II-7: Estimates of Additional Visitor Days Induced by the Conceptual E-W Highway Corridors

	Corridor A	Corridor B	Corridor C	Corridor D	Corridor E
CANADA					
401 Hotel/Motel	140,845	122,675	157,574	237,684	198,448
402 Summer Home or Rental	28,646	24,951	32,049	48,343	40,362
403 Visit Friends/Relatives	31,034	27,030	34,720	52,371	43,726
404 Camper	38,195	33,268	42,732	64,457	53,816
405 Day Tripper	420,166	543,302	557,610	904,094	898,765
Subtotal:	658,887	751,226	824,684	1,306,948	1,235,117
NY/NH/VT					
401 Hotel/Motel	0	2,627	202	589	6,658
402 Summer Home or Rental	0	534	41	120	1,354
403 Visit Friends/Relatives	0	579	45	130	1,467
404 Camper	0	712	55	160	1,806
405 Day Tripper	0	0	0	85	461
Subtotal:	0	4,452	342	1,083	11,746
TOTAL CANADA AND US					
401 Hotel/Motel	140,845	125,302	157,776	238,273	205,106
402 Summer Home or Rental	28,646	25,485	32,090	48,462	41,717
403 Visit Friends/Relatives	31,034	27,609	34,764	52,501	45,193
404 Camper	38,195	33,980	42,787	64,616	55,622
405 Day Tripper	420,166	543,302	557,610	904,178	899,226
Subtotal:	658,887	755,678	825,027	1,308,031	1,246,864

The resulting (current) estimates of potential induced visitor days associated each individual corridor, by type of trip and accommodation, are summarized in Table II-7. As shown, the various corridors, if existing today, are estimated to increase potential visitor days in Maine within a range of 659,000 (Corridor A) to 1.3 million (Corridor D). These estimates represent reasonable increases ranging from roughly 7.5 percent to 14 percent over the estimated 8.8 million visitor days currently generated from these markets. In addition, the vast majority of induced travel from each corridor is projected to consist of day trips.

3. The final step in the analysis involved allocating the induced visitor days among each of the 9 REMI regions. Detailed tables showing these allocations are provided in Appendix B, along with the remaining REMI Model inputs. In addition, current estimates of induced travel potential were projected upward to reflect market growth to 2009, when the eastern sections of each corridor are opened to traffic. Projected additional induced visits are then phased in as remaining highway segments are completed, and projected forward to 2030.

Summary

The combined effects of (1) forecasted changes in tourism visitor days, (2) changes in production costs by industry resulting from improved transportation efficiency, (3) construction spending on the highway improvements and (4) the resulting cost impacts to government spending, fuel taxes, etc., were all entered as "policy variable" changes to the REMI Model. Detailed tables in Appendix B contain year by year inputs for all of the above variables, distributed among the nine REMI Regions modeled in the analysis. The resulting impacts of these changes are presented in Chapter III.

III

Economic Impact Forecasts

Overview

This chapter presents the findings of the economic impact analysis as measured by the REMI Model. Impact forecasts for the five conceptual corridors on future job creation, gross regional product, income and population are presented first. Corresponding sensitivity tests of selected variables are also applied to one of the conceptual corridors (D) in order to assess the upside and downside "risks" of the impact forecasts to alternative assumptions. The chapter then concludes with a comparison of the cost-effectiveness of the various corridors alternatives to improve the economy of Northern Maine.

Projections of Economic Impacts

The following tables show the projected year 2030 change in employment, personal income and output (gross regional product) based on the analysis of each conceptual corridor, using the no-toll financing option with 80% Federal and 20% State funding. This scenario was selected for presentation because it generates the highest potential economic impacts among the financing scenarios discussed in Chapter II. The two other financing scenarios previously discussed (50% Federal/50% State and toll financing) could be expected to generate progressively smaller economic impacts than those presented below, and are addressed in the sensitivity tests.

Statewide Impacts

The summary results of the economic impact analysis is presented in Table III-1 and Figures III-1 and III-2. These exhibits which show the change in employment and gross state product (GSP or output) for each of the corridors over the period from 2005-2030. Since impacts vary within the ten year construction period depending what portions of the highway are completed and where construction is taking place, the exhibits show the effects for each year. Projected economic impacts for the period after completion of the highway are shown for the years 2015, 2020, 2025, and 2030.

Appendix C contains more detailed output tables for each of the five conceptual corridors. These detail tables also present impact forecasts for each of the nine individual REMI regions. Additional outputs not summarized in Table III-1 are also included in the detail tables. These other outputs include income measures (nominal personal income and real disposable personal income), population, and forecasted employment changes by industry.

Table III-1: Employment Impacts by Corridor, 2005 to 2030

Forecast Year	Construction Period										Operations Period				
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2020	2025	2030	
Corridor A	179	182	465	458	450	438	442	441	554	544	514	522	540	484	
Corridor B	195	194	189	185	428	455	462	465	454	444	1,044	1,216	1,327	1,433	
Corridor C	235	232	226	221	482	500	493	412	476	465	917	1,018	1,085	1,153	
Corridor D	1,320	1,280	1,219	1,181	1,988	2,128	2,139	2,153	2,133	2,111	1,927	2,764	3,295	3,685	
Corridor E	904	885	844	796	1,422	1,490	1,422	1,618	1,595	1,578	1,804	2,466	2,893	3,226	
	Gross State Product (millions of 1992\$)														
Corridor A	6.88	7.20	17.20	17.12	16.94	16.57	16.93	17.07	21.25	21.01	19.05	21.05	23.57	22.55	
Corridor B	7.52	7.55	7.42	7.44	16.54	17.89	18.21	18.37	18.01	17.71	43.39	59.15	71.54	84.10	
Corridor C	9.05	9.05	8.85	8.85	18.82	19.91	19.84	16.32	19.30	18.97	36.22	45.95	53.65	61.45	
Corridor D	50.79	49.87	47.71	47.32	81.73	89.50	91.17	92.17	92.01	91.94	82.78	139.30	180.80	215.90	
Corridor E	34.81	34.51	33.06	31.39	55.89	61.54	59.52	68.78	68.45	68.39	79.00	126.20	161.20	192.00	

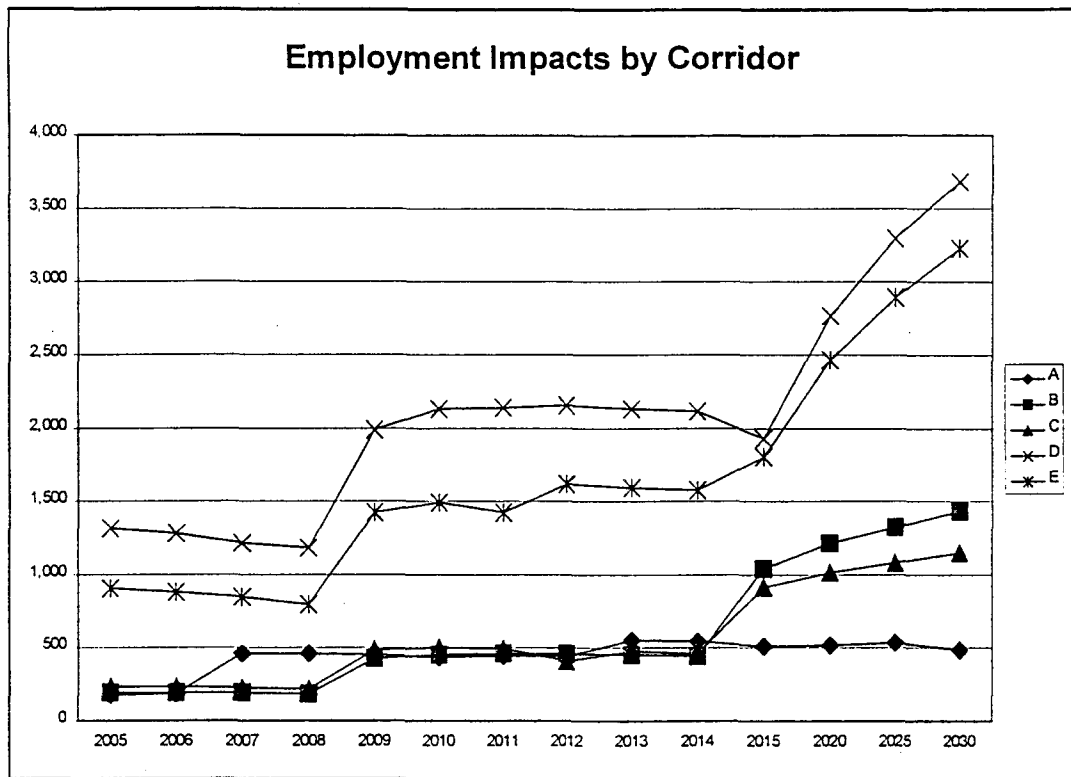


Figure III-1.

Construction of any of the proposed east-west highways will have the effect of modestly increasing the overall size of the Maine economy over what it would have been in the absence of the highway. Corridors D and E, those involving the four lane highways built on new alignments, show the largest estimated impacts during both the construction and operations phase, while Corridor A (the Trans Maine trail) shows the smallest effect. During the 10-year construction (and partial operation) period, peak employment levels occur in 2012 and range from roughly 440 to 2,150 jobs. At full operation in 2030, total additional employment ranges from a low of roughly 480 to a maximum of 3,685 jobs. Real GSP in 2030 (expressed in 92\$) also expands from \$22.6 million (Corridor A) to \$216 million (Corridor D).

It should also be noted here that the above estimates of construction impacts may seem low to some readers, in light of the way these types of measures are typically reported in impact studies. A total construction expenditure of nearly \$1.1 billion to complete Corridor D, for example, might be expected to support tens of thousands of highway construction jobs and associated spinoff employment in Maine. A recent (1997) Federal Highway Administration report, for example, concluded that every \$1.0 billion in Federal-aid highway investment supported 42,100 full time equivalent jobs in the national economy. However, estimates created using this multiplier would represent the number of construction jobs supported by a given level of investment for a period of one year. In addition, such an estimate would represent a total employment impact rather than a net increase in employment, and assumes that the Federal government pays for the cost of the improvement.

The above analysis projects a sustained net increase in employment from construction, in Maine only, over a 10 year period. In addition, one has to account for the source of funding used. The REMI Model implicitly assumes that construction spending on

infrastructure projects will occur in Maine in future years. Although a \$1.1 billion highway investment may support a large numbers of construction jobs, it may not represent net new jobs to the economy if that spending is simply diverted away from other priorities. The local share of funding to pay for the improvement, and the associated costs to industries and consumers, are also accounted for in the above methodology.

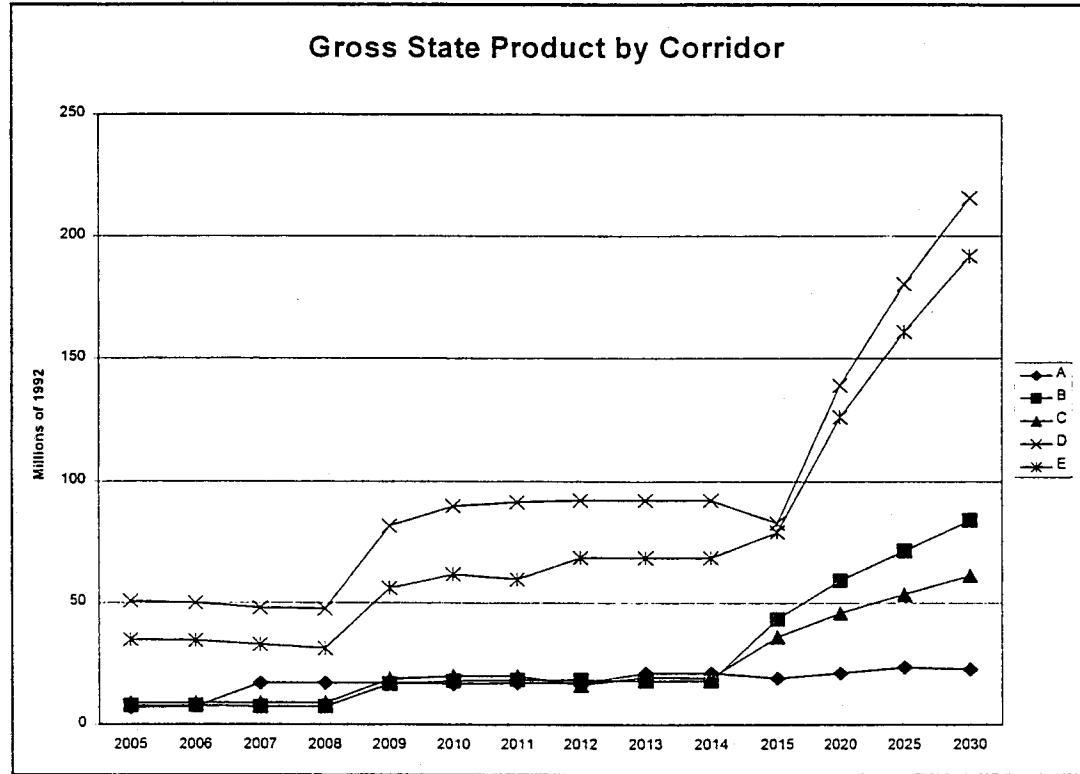


Figure III-2.

In terms of permanent effects, between the limited-access Corridors D and E, Corridor D shows the larger employment effects at the conclusion of the forecast. However, the difference in 2030 is only 450 jobs or about 14%. Corridor B (the Route 2/9 upgrade) shows the largest effects of the three alternatives that involve upgrades rather than an entirely new road. Year 2030 employment impacts of Corridor B (roughly 1,400) exceed those of the Calais to Coburn Gore upgrade (Corridor C) by slightly more than 24% or just under 300 jobs. The larger job impacts associated with Corridor B compared to C, are due to the marginally greater trucking cost savings associated with that route. These savings are higher because the Route 2 corridor is more populated and serves more locally based industry than Route 27.

Corridor A does show the earliest increase in impacts to gross state product, but this is because it has the shortest route from the Canadian border to I-95, and thus under the assumptions used in the analysis, is opened the soonest. However, because it does not connect to a major route within New Brunswick, Corridor A's traffic impacts are the smallest of the five corridors and thus it shows relatively little change between construction and operation periods in terms of employment impacts.

Of the five corridors examined, C and D are the most comparable in terms of route, with C an upgrade of existing roads and D the construction of a new four-lane divided

highway along a (roughly) parallel route between Calais and Coburn Gore. During the construction period, Corridor D has significantly higher impacts than Corridor C, since D provides more of an effect on both production costs and on tourism. Corridor D also requires larger construction expenditures and, consequently, supports higher levels of construction employment. However, once both roads are complete, the differences between the two corridors diminish. In 2014 (the last year before completion of the entire road), Corridor D's impacts are about 4.5 to 4.8 times greater than Corridor C on employment and GSP, respectively. However, by 2030, the difference narrows to a 3.2:1 advantage for Corridor D in terms of employment and 3.5:1 in GSP.

Regional Distribution of Economic Impacts

Effects on Employment and Gross State Product

Table III-2 shows the estimated employment and GSP impacts by region. For purposes of this discussion, the nine regions in which analysis takes place, are grouped by whether they are within the corridor or not. For Corridor A, the "corridor regions" are Hancock-Washington, Penobscot-Piscataquis, and Kennebec-Somerset Counties. For all other corridors, Androscoggin-Franklin-Oxford is also included in the corridor regions. All other counties are included in the non-corridor region. (See Appendix C for details of the impacts in the non-corridor regions).

Table III-2: Geographic Distribution of Employment Impacts by Corridor

Counties	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2020	2025	2030
Corridor A														
Hancock-Washington	151	104	72	73	73	74	72	72	75	75	72	77	81	82
Penobscot Piscataquis	5	57	294	291	286	280	179	124	219	217	223	228	233	234
Kennebec Somerset	1	1	41	40	39	37	142	198	201	197	84	86	91	90
Other Counties	21	20	57	54	52	47	49	48	59	54	135	131	136	79
Corridor B														
Hancock-Washington	167	168	168	115	72	79	88	97	98	99	237	236	240	245
Penobscot Piscataquis	5	5	4	58	211	113	112	112	112	113	308	310	321	338
Kennebec Somerset	1	1	0	0	89	203	107	20	18	17	116	175	210	239
Andro-Franklin-Oxford	2	2	1	0	11	13	111	198	191	185	92	143	179	211
Other Counties	19	18	16	13	44	48	44	40	35	30	291	352	378	400
Corridor C														
Hancock-Washington	207	207	206	147	91	92	96	96	100	102	252	251	254	258
Penobscot Piscataquis	7	6	5	66	241	104	103	98	99	99	273	272	275	284
Kennebec Somerset	1	1	0	0	97	247	244	16	16	15	154	223	262	296
Andro-Franklin-Oxford	2	2	1	0	11	13	12	181	237	229	62	79	92	102
Other Counties	17	16	13	8	41	43	39	21	25	20	175	193	201	214
Corridor D														
Hancock-Washington	1,145	1,121	1,090	738	287	321	373	414	456	498	791	920	1,009	1,061
Penobscot Piscataquis	9	3	-4	333	977	202	202	192	192	198	467	562	616	660
Kennebec Somerset	-23	-28	-35	-41	438	1,277	1,248	288	-54	-59	173	353	459	534
Andro-Franklin-Oxford	-19	-23	-28	-35	-7	4	-3	961	1,254	1,193	31	196	317	397
Other Counties	-39	-54	-79	-109	-21	-12	-35	-75	-105	-127	290	557	742	900
Corridor E														
Hancock-Washington	797	787	766	742	931	310	315	355	383	415	526	645	727	772
Penobscot Piscataquis	25	24	20	17	308	1,010	205	206	208	211	262	336	372	397
Kennebec Somerset	6	4	2	-1	38	40	41	44	41	38	93	151	189	222
Andro-Franklin-Oxford	9	8	5	2	25	22	768	906	868	831	152	350	464	537
Other Counties	67	62	50	37	120	109	94	108	95	83	771	985	1,141	1,299

The distribution of employment impacts during the 2005-2015 period by region is determined primarily by the assumptions regarding the pace and direction of construction (from east to west), and the opening of the eastern section of the highway once completed. It will be noted that some counties show slight negative job changes during the construction period for Corridor D. These reflect the large demand for labor in the eastern region to build the highway and the growth that occurs after the eastern section is opened. The model estimates that labor demand will be high enough to pull labor and population into the corridor regions where construction is taking place, but this is largely a temporary phenomenon.

In most cases, the Hancock-Washington and Penobscot-Piscataquis regions show the largest impacts from the operation of the highway, receiving roughly 65% of the total job benefits from Corridor A, and 47% to 48% of the benefits from C and D, respectively. The percentage of total job impacts captured by Hancock-Washington and Penobscot-Piscataquis Counties is lower for the more southerly alignments, falling to 41% of the total from Corridor B and 36% of the total from Corridor E. The western tri-county region is the most affected by Corridor E, which provides the largest degree of change within that region.

There are also large employment effects on "other counties", particularly in the Corridor D and E cases. These result primarily from a high degree of growth from tourism in Waldo-Knox, Cumberland, and York counties, which occur due to the assumption that the distribution of increased tourist activity from the east-west highway will be directed towards traditional tourist destinations. This finding is significant and suggests that the economic benefits of some corridors are distributed throughout the State and are not confined to Northern Maine.

Population Effects

One of the purported needs for improving east-west transportation through Maine, in addition to the economic arguments, is to help stem long term population losses in the rural counties that would be served by the highway. One of the outputs to the REMI Model is projected population. Detailed population for each of the 9 REMI regions and for all five corridors appear in Appendix B. Table III-3 also summarizes the statewide and regional population effects of the five corridors between 2015 and 2030. It should be noted that for each corridor and each year shown, the totals represent the net difference to the State and regions, compared to forecasted population levels without the highway.

Because population effects are primarily driven by employment, they show a similar pattern to total employment in terms of the differences among the alternatives and the regional distribution of impacts. The four-lane corridors D and E show the largest population effects, with Corridor D increasing population by roughly 6,300 and Corridor E by nearly 5,500 in 2030. Corridors B and C show roughly half the level of impact, with Year 2030 gains of 2,300 and 1,900 respectively. Corridor A shows the smallest population effects of just over 800 by the conclusion of the forecast.

In terms of the regional distribution, Hancock-Washington and Penobscot-Piscataquis Counties also receive the largest combined share of population impacts, ranging from a low of 37% of the total for Corridor E, to a high of more than 60% for Corridor A. Corridor D produces the maximum population effects within these four counties, increasing population by roughly 3,000 persons over projected 2030 levels without the

highway. Based on these forecasts, it would appear that some of the corridors could have a significant impact in terms of stabilizing population levels in the four counties.

Table III-3: Geographic Distribution of Population Impacts by Corridor

	Total Population Change				% Distribution			
	2015	2020	2025	2030	2015	2020	2025	2030
CORRIDOR A								
State	634	787	847	827				
Washington-Hancock	124	137	141	140	19.6%	17.4%	16.6%	16.9%
Penobscot-Piscataquis	283	343	363	361	44.6%	43.6%	42.8%	43.6%
Balance of State	227	307	344	327	35.8%	39.0%	40.6%	39.5%
CORRIDOR B								
State	682	1,584	2,067	2,347				
Washington-Hancock	183	325	382	404	26.9%	20.5%	18.5%	17.2%
Penobscot-Piscataquis	183	387	484	532	26.8%	24.5%	23.4%	22.7%
Balance of State	316	872	1,201	1,412	46.3%	55.1%	58.1%	60.2%
CORRIDOR C								
State	657	1,384	1,748	1,936				
Washington-Hancock	208	356	415	435	31.6%	25.7%	23.8%	22.5%
Penobscot-Piscataquis	171	350	428	459	26.0%	25.3%	24.5%	23.7%
Balance of State	279	677	905	1,042	42.4%	48.9%	51.8%	53.8%
CORRIDOR D								
State	2,694	4,292	5,495	6,312				
Washington-Hancock	1,030	1,489	1,754	1,892	38.2%	34.7%	31.9%	30.0%
Penobscot-Piscataquis	476	834	1,031	1,136	17.7%	19.4%	18.8%	18.0%
Balance of State	1,188	1,970	2,710	3,284	44.1%	45.9%	49.3%	52.0%
CORRIDOR E								
State	2,054	3,678	4,766	5,484				
Washington-Hancock	856	1,100	1,263	1,362	41.7%	29.9%	26.5%	24.8%
Penobscot-Piscataquis	371	525	620	666	18.0%	14.3%	13.0%	12.1%
Balance of State	827	2,053	2,883	3,456	40.3%	55.8%	60.5%	63.0%

Industry Distribution of Employment Impacts

Another perspective on the effects of the highway is provided by Table III-4, which shows the distribution of employment impacts by industry for Corridor D. (The distribution of impacts by industry in all corridors is sufficiently similar that one corridor can represent the basic trends.) Table III-3 shows that job growth will primarily be in construction, as would be expected, and in other nonmanufacturing industries, primarily in trade and services. The growth in the other nonmanufacturing industries reflects both the direct effects of additional tourism and the indirect and induced effects from other economic activities. It also reflects the reductions in transportation costs to the trade and services industries resulting from improved truck transportation.

Table III-4: Distribution of Statewide Employment Impacts by Industry (Corridor D)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2020	2025	2030
Total Employment	1,320	1,280	1,219	1,181	1,988	2,128	2,139	2,153	2,133	2,111	1,926	2,764	3,295	3,685
Manufacturing	12	5	-4	-12	3	2	-1	0	-4	-7	21	104	148	172
Construction	634	633	627	615	675	672	630	749	736	724	183	222	239	248
Other Nonmfg	674	642	596	578	1,310	1,454	1,510	1,404	1,401	1,394	1,722	2,438	2,908	3,265

Table III-4 also shows that there are relatively small effects on manufacturing. Indeed, there are small negative effects during the construction period. These construction-period effects result from increases in wages that affect all industries as demand for labor to build Corridor D occur. These small effects do not appear in the other Corridors and are, in fact, unlikely to happen in reality. However, the maximum employment impact is in 2030 in Corridor D, and it only shows an increase of 172 manufacturing employees. This is because, on average, the trucking costs likely to be affected by the highway account for only 1.5% of production costs for manufacturing companies, and the highway reduces this level of costs by at most 5.4%. The highway will be helpful to Maine manufacturers, but it will not by itself substantially change the competitive cost position of existing manufacturing firms in Maine.⁹

Sensitivity Tests

As discussed in Chapter II, the economic impacts of the five conceptual corridors were modeled using a reasonable set of estimates and assumptions concerning future traffic growth, the responses of potential Canadian and US visitors to improved highway access to the interior of Maine, and the sources of financing used for the project. In most cases, the assumptions used could be considered optimistic. However, there are certainly other sets of reasonable assumptions which could be applied to produce higher or lower projections of economic impact than those presented above. For this reason, the consultant team prepared two sensitivity tests which provide some insight into the relative weight of various inputs to the impact model. Once the effects of these inputs are isolated and understood, it is possible to roughly estimate the effects of changing them without running endless model simulations.

The first sensitivity test was performed in order to isolate the relative importance of tourism in the overall estimation of economic impacts. By isolating the proportional employment effects of an approximate 7.5% to 15% increase in Canadian visitation to Maine (the projections used in the preceding forecast), it is possible to produce order-of-magnitude estimates of what potential tourism-generated employment might be in the future, if visitation instead grows by 30%, 100% or not at all.

Predicting the responses of tourists to the eventual improvement of east-west travel in Maine is by far the most speculative of all of the forecasting undertaken for this study. It is certainly difficult to predict with a high degree of confidence how tourists will react to

⁹ This conclusion generally agrees with the findings of the business survey research reported in the Phase II Technical Report. In that survey, only about 35% of Maine companies responding thought that their preferred east-west high corridor would be likely to lower shipping costs and improve the cost competitiveness of their firms, (no specific levels of savings were discussed in the question) while larger percentages responded that the highway would be unlikely to do so. When results are narrowed to a single corridor, the percentage of firms anticipating savings is reduced even further.

a highway improvement that may not be completed until 2015. Projections are further complicated in this case, by the external influences of US/Canada exchange rates, provincial fiscal policies (i.e. sales taxes) and future Canadian economic growth rates. In addition, this analysis has implicitly assumed that Maine's tourism destinations have or can build, all of the additional capacity needed to accommodate increased visitation generated by the proposed highway.

Isolating the economic impacts of tourism was accomplished by removing the tourism related inputs from the impact model and running the simulations using the trucking cost effects and financing assumptions only. This method had the additional outcome of showing the relative employment effects of transportation cost savings alone. Therefore, it is also possible to estimate order-of-magnitude employment effects if one wishes to assume that the proposed corridors produce substantially higher or lower truck VHT savings than were applied in this analysis.

For comparison purposes, Table III-5 shows the employment and GSP impacts for the years 2010, 2015, 2020, 2025, and 2030 in Corridor D, in both the base case (as presented in Table III-1) and with all tourist impacts removed. In 2010, tourism accounts for roughly a third of the economic impacts. This is one year after the eastern section from Bangor to the Calais has been opened, and construction is still underway on the western portion of the highway. In 2015, the year after construction is completed, tourism accounts for nearly 80% of the employment impacts and slightly more than 70% of the GSP impacts. However, this proportion steadily decreases over time, until by 2030 the production cost efficiencies assumed to be created by the highway, reduce the tourist proportion to less than 30% of the employment impacts and only 20% of the GSP effects. This pattern is due to the fact that the spending effects of increased tourism are relatively immediate, while productivity changes involve time-lag effects.

Table III-5: No Tourist Impact Scenario Corridor D

Variable	2010		2015		2020		2025		2030	
	No Tourists	Base	No Tourists	Base	No Tourists	Base	No Tourists	Base	No Tourists	Base
Employment Change	1,311	2,128	442	1,927	1,567	2,764	2,191	3,295	2,645	3,685
GSP (Millions 92\$)	\$55.79	\$89.5	\$22.04	\$82.78	\$91.44	\$139.3	\$136.0	\$180.8	\$172.5	\$215.9
Tourist Proportion										
Employment	38.4%		77.1%		43.3%		33.5%		28.2%	
GSP	37.7%		73.4%		34.4%		24.8%		20.1%	

In simple terms, the approximate 15% increase (1.3 million annual visitor days) in Canadian and northern NH/VT and Upstate NY tourism associated with Corridor D, is projected to support an additional 800 to 1,500 tourism jobs in Maine at various points in the forecast. The remaining corridors would produce progressively smaller impacts. Similarly, an approximate 1.2% reduction (230,000 operating hours saved per year) in truck VHT servicing Maine industries, is projected to support the creation of roughly 2,650 jobs statewide by 2030.

For Corridor D to produce substantially higher 2030 employment impacts than indicated above, say 10,000 jobs as an example, the above variables would each need to increase by a factor of 2.5 to 3 times the values used in the baseline forecast (i.e a 3.0 to 4.0 million tourist visitor days and 575,000 to 700,000 annual VHT saved). The baseline 2030 employment forecast of roughly 3,700 jobs, can thus be compared against other possible conclusions, by evaluating the reasonableness of the inputs that would be required to

produce those alternative results.

Another perspective needed to evaluate the estimated baseline economic impacts is the effect of the assumptions concerning financing. As noted above, the baseline analysis uses the assumption that the federal government will pay 80% of the costs of an east-west highway, and the State will be responsible for only 20% of the costs. As was noted in Chapter II, this financing assumption is highly favorable to the highway.

For comparison purposes, the following sensitivity test analyzes the impacts of a perhaps more likely assumption of a 50-50 split in funding between the state and federal governments. Table III-6 presents a comparison of the economic impacts of the base case financing assumption (80-20 split) and an alternative 50-50 cost sharing scenario for Corridor D. Since Corridor D is the most expensive in terms of total construction costs, analysis of this corridor shows the largest effects from testing a change in financing assumptions.

Table III-6: Comparison of High and Low State Cost Scenarios Corridor D

Year	2005		2010		2015		2025		2030		
	Fed/State Split	50-50	80-20	50-50	80-20	50-50	80-20	50-50	80-20	50-50	80-20
Employment Chg		1,072	2,128	1,792	1,927	1,751	2,764	3,142	3,295	3,552	3,685
GSP		\$40.45	\$89.5	\$75.07	\$82.8	\$75.88	\$139.3	\$174.9	\$180.8	\$210.7	\$215.9
High State Cost as % of Low State Cost											
Employment Chg		50.4%		93.0%		63.4%		95.4%		96.4%	
GSP		45.2%		90.7%		54.5%		96.7%		97.6%	

Table III-6 shows that at the beginning of the project, there is a significant difference in the economic effects of using a higher percentage of state financing for construction. In 2005, the employment impacts are reduced by half and the GSP impacts less than half of the impacts which would result if the state pays only 20% of the project. This large impact in the early years occurs because there are immediate negative effects from the statewide increase in the fuels tax in a period when the positive direct and indirect effects of construction spending and highway operation have not begun to be observed in significant amounts.

However, the negative effects of the higher taxes are reduced over time. Once the positive effects of tourism have begun in 2010, with the opening of the Bangor-Calais segment, the differences diminish to the point where the high state cost scenario yields only 7-10% smaller economic impacts. By 2030, the differences are smaller still, by only 3% to 4%. It does not appear therefore, that a state share of costs as high as 50%, paid for with higher gas taxes as assumed here, would significantly reduce the positive long-term economic impacts of the highway. Similarly, it can be concluded that the use of more optimistic financing assumptions would not dramatically increase those impacts.

Cost Effectiveness Comparison of the East-West Corridors

The economic impact evaluation of the five alternative corridors indicates that all five have the capacity to improve the Maine economy, with Corridor D showing the greatest associated changes. The state could bear a higher proportion of the construction costs than are assumed in the base case analysis and still see significant long-term employment and GSP gains. Furthermore, even if the increases in tourism projected in the baseline forecast fail to materialize, the productivity gains of the highway are still

potentially significant. But the preceding analysis alone is insufficient to identify which approach to an east-west highway, if any, should be selected.

Two questions must still be answered. The first is whether the economic benefits (defined as changes in the economic welfare of both producers and consumers) exceed the costs of the project, including both the direct costs of construction and operation and such indirect costs as those to the environment. Conducting this type of cost-benefit analysis was not within the scope of work for this study, because environmental issues have yet to be addressed. Consideration of whether any of the corridors pass this final economic test must await subsequent analysis. That analysis should be conducted when more is known about the specific route to be chosen and the approach taken to improving highway transportation in the region. That cost-benefit analysis will answer the key question of whether *any* east west highway improvement is economically justified.

It is possible, however, to use the economic impact analysis conducted for this study to narrow the range of alternatives suitable for further consideration, through the use of cost-effectiveness analysis. In this approach, the economic changes associated with each corridor can be compared with the costs of each, to determine which corridors are likely to yield the greatest positive change in the Maine economy for the investment made. This can be done with different approaches.

The first of these approaches is shown in Figure III-3, which illustrates the "incremental gross state product" per dollar of cost for each corridor. Before discussing the implications of this figure, it is necessary to indicate how the concept was developed and measured. The gross state product figures are those developed in the five base case analyses of the corridors. The GSP projections for each year from 2005-2030, were discounted to a present value using a 7% discount rate. Future annual construction and operating expenditures were similarly discounted to provide a comparable present value cost for building and maintaining each corridor over the forecast period.

However, the increase in GSP cannot be directly compared to these costs (expenditures), since the definition of GSP includes expenditures for both highway construction and maintenance. Thus, comparing the gross GSP to the discounted costs of construction and operations would involve double counting the same figures. For this reason, an "incremental" GSP was calculated. Incremental GSP was determined by taking the total forecasted GSP in constant dollars for each Corridor, as estimated by the model, and then subtracting the associated annual corridor construction and operating expenses. The "incremental GSP" thus represents the change in the Maine economy that is engendered by the highway investment, above and beyond the spending on the highway itself.

As a rough test of the economic desirability of an investment in an east-west highway, a particular alternative should produce growth in the Maine economy that is over and above growth which is accounted for by spending on the highway itself. Another way to state this is that every \$1.00 invested in the highway ought to generate at least \$1.00 in additional economic activity (a ratio of incremental GSP to cost greater than 0).

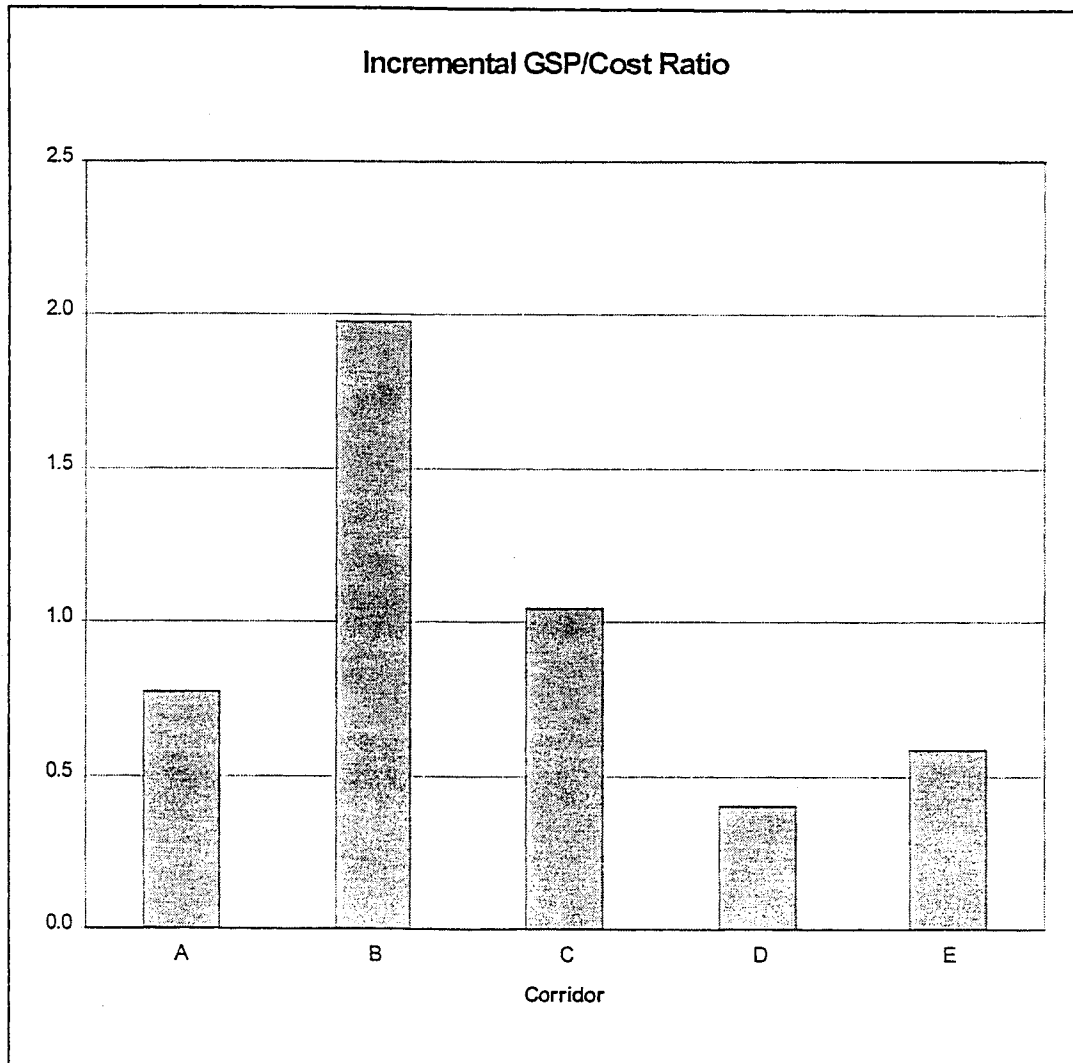


Figure III-3.

As Figure III-3 shows, Corridor B generates the largest incremental growth in GSP for each dollar of highway costs at nearly 2.0. Corridor D, which yields the largest total economic impacts, has the lowest incremental GSP to cost ratio of less than 0.5. This is because of the higher costs associated with this option (as well as for Corridor E). Corridors A, B, and C all show larger incremental GSP returns than either D or E, which supports a conclusion that the four-lane divided highway options do not yield sufficient additional economic growth in proportion to their increased costs. Consequently, the upgrade of existing highways may be a more efficient investment from the perspective of benefitting the Maine economy.

Another rough test that can be used to compare the five alternatives is the cost per job created. Table III-7 presents this figure, using the discounted present value (at a 7% discount rate) of construction and maintenance expenditures over the period 2005-2030, divided by the number of additional jobs created in 2015 (at the beginning of the full operation period) and in 2030 (the end of the analytic period).

Table III-7: Cost Per Job Created

Corridor	2015	2030
A	\$228,678	\$242,749
B	\$123,549	\$90,010
C	\$173,823	\$138,230
D	\$439,239	\$229,691
E	\$340,161	\$190,220

Two major observations may be made from this table. First, the cost per job for *all* corridors is very high. This strongly reinforces the need to conduct a full cost-benefit analysis of any corridor that is pursued for further consideration. Second, this analysis is consistent with the incremental GSP analysis discussed above. That is, Corridor B, although still high, has the lowest cost per job created in both 2015 and 2030. Corridors D, E, and A have the highest cost per job. Corridor A's cost per job actually increases over the fifteen-year period because this is the alternative with the weakest estimated job creation. Corridor D and E are by far the most expensive in per job costs in 2015. Even with the higher job creation of these alternatives in 2030 their cost per job in that year are still very high \$190,000 to \$230,000 per job.

One final comparative perspective can be gained by examining Corridors C and D. As noted, these two corridors are essentially the same route, but one upgrades existing highways while the other builds a new four-lane divided highway. The previous analysis also indicates that on a cost-effectiveness basis, Corridor C has an incremental GSP/Cost ratio of slightly greater than 1.0, while Corridor D has the least desirable cost ratio of less than 0.5. Yet the absolute magnitude of the employment impacts of Corridor D are much higher than those of Corridor C. In fact, Corridor D has employment impacts (in 2030) that are nearly 3.1 times higher than those generated by Corridor C. But this increase in jobs comes at a very high price. The present value of costs for Corridor D are more than 5.1 times that of the costs for Corridor C. Similarly, the present value of costs for Corridor D are more than 6.5 times the costs for Corridor B, which initially appears to be the most cost-effective among the five Corridors examined in this report.

Discussion of Forecast Risks and Conclusions

Any economic analysis that attempts to project changes thirty years into the future is obviously subject to considerable risks. This analysis attempts to hold all factors constant except those directly related to the changes brought about by the highway. But actual events will unfold in unpredicted and unpredictable ways, which could make the actual changes brought about by an east-west highway, considerably different than those which are projected here. Moreover, there are assumptions inherent in this or any analysis that color the outcomes. Combined, possible events and different assumptions create the potential for either larger (upside) or smaller (downside) effects than indicated here. Some of these factors are discussed below:

Upside Risks

There are three factors that could mean that the economic impacts have been underestimated in this analysis. One is that Canadian economic growth would be higher than that on which the traffic and tourist forecasts are based. Stronger Canadian economic

growth would produce a higher GDP and would, most likely, result in a stronger appreciation of the Canadian dollar against the U.S. dollar, which would push up the tourist impacts. A related possibility is that economic and population growth in the Maritime Provinces will be higher than implied in this analysis. A final possibility is that the east-west highway itself will support an increase in employment and income levels in Atlantic Canada, a portion of which might come back to Maine in the form of increased travel and spending within Maine. This final point is addressed further in the report's conclusions.

The second major factor that could result in higher impacts from an east-west highway is the potential for relocation of businesses into Maine to take advantage of the east-west highway. The REMI model allows existing industries to grow as their competitive position is improved from lowered production costs, but it does not forecast relocation of firms *per se*. With the east-west highway, firms may relocate to Maine, most likely to within the east-west highway corridor. As the crossroads of most of the corridors, and the largest urban area within the region, Bangor-Brewer would be the likely location of additional firms. Companies in the wholesale, transportation, and related distribution industries are likely candidates for relocation.

No relocation of firms was assumed for purposes of developing inputs to the REMI Model, because there is no empirical basis for choosing the number of firms, their size, their industry, or their location within the corridors. The result would be an analysis that was significantly distorted by whatever assumptions about relocation were made. However, insights into the possible long-term business attraction effects of an east-west highway through Maine, can be gathered by examining comparable regions where major highways linking to Canada have already been built. If there is observable evidence that improved highway linkages to Canada influenced resulting business location patterns in those regions, one might reasonably predict similar types of activity to occur in Northern Maine. The results of this case study evaluation will be presented in the Phase IV Technical Report.

Finally, it is possible that future assumptions concerning total traffic volumes, congestion levels and average vehicle operating speeds in the "no-build" condition, are overly optimistic in terms of assessing the capacity of Maine's existing roadways to handle growing volumes of truck freight and other passenger traffic well into the future. The truck VHT calculations used in this analysis were prepared by MDOT and are based entirely on that agency's assessment of current and future performance levels of Maine's roads. To the extent that roadway capacity becomes more constrained in the future and results in slower average operating speeds for trucks, the amount of VHT savings associated with each corridor improvement increases in relative terms. In that case, the corridor improvements may become more important for employment retention rather than growth, because the improvements would be needed to prevent worsening congestion, rising transportation costs and their resulting negative employment effects on Maine industries, rather than reduce transportation costs below current levels.

Downside Risks

The possibility that Canadian economic growth will be faster than forecast must be matched with the risk that it will be lower. This is particularly the case with the exchange rate forecast critical to the number of tourists who will be using the highway. This forecast explicitly assumes a significant appreciation of the Canadian dollar to a level not seen in more than fifteen years. There is reason to expect that the long-term

productivity enhancing effects of the U.S.-Canada and North American Free Trade Agreements will improve Canadian prospects to the point where Canadian economic growth will be strong enough to pull the Canadian dollar up. However, the continued role of low-priced natural resources in the Canadian economy and the threat of Quebec separatism are expected to continue keeping the Canadian dollar at relatively weak levels.

Another downside risk is that the projected tourist impacts in this analysis will be lower than forecast. This risk is in addition to factors involving exchange rates just noted. A major determinant of the level of tourism impacts is information gathered from a phone survey of residents of selected areas within the Maritime Provinces, Quebec and Ontario (Toronto) and northern NH, VT and NY, asking whether people would be more likely to visit Maine if highway conditions were improved. The survey results provide a good way of gauging current levels of consumer interest in the possibility of improved highway access to Maine. However, those who reacted favorably to the prospect of a new highway today, would obviously not be able to take advantage of that improvement for many years. Also, there is often a significant difference between survey responses and actual behavioral changes. There is a real likelihood that the number of people who said they would increase their visits to Maine will be greater than those who actually do.

Two other factors are also downside risks to the tourism impact forecasts. First is the assumption that Maine's tourist destinations will be capable of accommodating the increased overnight travel generated by the highway (day trips are not an issue). All of Maine's visitor markets have recently grown and can be expected to continue to grow over the next decade. Although the projected incremental increases in Canadian overnight travel are small relative to total existing visitor traffic to Maine, it is a reasonable question whether Maine's popular Canadian destinations will have the capacity to absorb the additional demand when it occurs.

Secondly, in most cases the measured time savings on a through-trip across an entire east-west corridor, far exceed the savings provided to most of Maine's existing popular tourist destinations. The Phase II survey research uncovered a positive response among Canadians and northern NH, VT, and NY residents, to the prospect of shortened travel times across Maine to Atlantic Canada destinations or, in the case of New Brunswick and Nova Scotia respondents, across Maine to more southerly US destinations. Also, the scope of the tourism research did not survey Mainers regarding the potential of an east-west highway to induce them to travel more to either Atlantic Canada or Quebec. To the extent that Atlantic Canada destinations are in competition with Maine for other Canadian and US visitors, improving access to those regions through Maine could have competitive effects as well as positive effects on local tourism.

It should again be noted that there are several other points inherent in the assumptions used, and in the way the REMI model was modified, that have already been discussed as being biased in favor of the highway. These include the financing assumptions, the assumption that there is a 1:1 relationship between reductions in truck travel time and reductions in transportation costs, and the industry structure of the REMI model, which somewhat overstates the effects of reductions in transportation costs.

The final downside risk is perhaps minor but bears noting. As was reported in the Chapter II discussion of transportation impacts, the various corridors produce significant time savings to external-to-external truck traffic through Maine. In the case of

Corridor D, 60% of the total VHT savings in 2030, benefitted external users rather than Maine industries. It can be reasonably assumed that the resulting industry cost reduction and productivity benefits of those "external" VHT savings would primarily benefit companies located in the Atlantic Provinces. To the extent that these industries are in competition with Maine firms, some negative impacts might occur if the cost savings they receive are proportionally higher than those provided to Maine industries.

Conclusions

When balancing these forecast risks, the likelihood that the economic impacts of an east-west highway will be smaller than those forecast in this report, appear to outweigh likelihood that they will be larger, based on what we know at this point. Decisions to build an east-west highway may still be made in the expectation that business relocations or faster Canadian growth may occur, but at this time there is not a firm empirical basis for such expectations.

The economic impact analysis therefore suggests the following conclusions:

- ▶ Improving east-west transportation corridors through Maine will have positive long term effects on the economies of those regions where the corridors are located, as well as a positive, but relatively modest impact on the state as a whole.
- ▶ From the perspective of Maine's economy alone, the substantially higher costs of constructing a four-lane divided highway on a new alignment, (Corridors D and E), do not appear to be justified, based upon the resulting modest incremental increase in economic benefits they provide to the State. This judgement is also reinforced by the downside risks to the forecast, which favor the use of lower-cost strategies. In addition, there is the potential for those new alignments to cause harmful "bypass effects" on some of the coastal communities of Washington and Hancock Counties which are served by Route 1. Although the results of the case study evaluation (Phase IV) need to be considered before a final determination can be made, the evidence presented above is clearly unfavorable to the four-lane alternatives.
- ▶ Again pending completion of Phase IV, this analysis strongly indicates that emphasis from this point forward, should be directed toward upgrades of existing highways. Based on the assumptions used in this analysis, the proposed Route 2/9 Upgrade (Corridor B) appears to provide the greatest economic impacts relative to the costs involved. The Route 9/27 Upgrade (Corridor C) is slightly less favorable by comparison, but may merit continued evaluation either as a stand-alone concept or in concert with Corridor B.
- ▶ Finally, additional economic analysis of the benefits and costs of any corridor improvements of a substantial nature, should be undertaken as more information, in particular information regarding environmental costs and impacts, becomes available.

The following concluding points are intended to clarify the scope of the analysis that has been presented in this report. This technical report forecasts the economic impacts of the various east-west highway corridors on the State of Maine only. Intuitively, some

readers may believe that the economic impacts of a four-lane east-west highway through Maine, should be substantially greater than the maximum forecasted impact of roughly 3,700 jobs associated with Corridor D. When approached from the perspective of all potential users and beneficiaries of the highway, rather than just Mainers, they may be correct. If the preceding analyses had addressed the highway's economic impacts throughout New England and Atlantic Canada rather than Maine only, the total employment impacts of Corridor D may have been substantially higher.

Although no input-output model is available to project the highway's impacts on Canada, the forecasted time savings on external-to-external trips suggest that order-of-magnitude employment impacts in Atlantic Canada could be comparable to Maine or even higher. Had the scope of this study included measurement of an east-west highway's impact on the Canadian economy, the projected time savings and resulting cost reductions to Canadian users might have been shown to support another 2,500 to 3,500 jobs in Atlantic Canada by 2030, if that region's industry mix and cost structures are somewhat comparable to Maine.

In addition, it is also reasonable to assume that an improved highway through Maine would induce comparable or higher order-of-magnitude increases in tourism travel and resulting employment levels in Canada. If projected 2030 tourism impacts on the Maine economy are in the range of 1,000 jobs, it is reasonable to project that an equivalent or higher number of jobs could be supported in Canada as well.

From this broader perspective, the total employment impacts of Corridor D, both in Maine and in surrounding regions, could have reasonably been forecasted in the range of 5,000 to 10,000 jobs by 2030, perhaps even higher. Whether the total employment impacts fall toward the lower or upper end of that range would depend on a number of additional factors not addressed in this report. Most important among these is the extent to which economic benefits to regions surrounding Maine would, on-balance, become a positive advantage or competitive threat to Maine's economy. The comparable natures of the economies of Maine and Atlantic Canada certainly suggest that some competitive effects would occur. However, the threat of increased competition is more likely to be outweighed by the inherent value of the access improvements to both regions.

IV Appendix

Appendix A: Border Traffic Forecasts

Appendix B: Detailed Inputs to the REMI Model

Appendix C: Forecast Results

Appendix A: Border Traffic Forecasts

FORECASTING METHOD

INTO NEW BRUNSWICK FROM MAIN		X VALUE		2030 Intercept		Coefficient		R2		X VARS		
Trucks		2015		1,426,449	-78812.36	0.333093		0.788	CAN GDP		0.740	EX RATE
Canadian		1,244,000		123.27	180701	-860.4471						
US		123.27										
TOTAL												

Daily Autos		2015		123.27	15795795	-93523.25		0.972	EX RATE
Canadian		123.27							
US									
Growth at 0.57%/year = average growth 1992-1998									
TOTAL									

INTO QUEBEC FROM MAINE		X VALUE		2030 Intercept		Coefficient		R2		X VARS		
Trucks		2015		1,426,449	-1007189	1.956194		0.979	GDP		0.979	GDP
Canadian		1,244,000		123.27	8722002	-50041.25		0.738 <th>EX RATE</th> <td></td> <td></td> <td></td>	EX RATE			
US		10,843		13,596	192443.8	53.6581		0.751 <th>US GDP*</th> <td></td> <td></td> <td></td>	US GDP*			
TOTAL												

Daily Autos		2015		123.27	2547503	-12775.35		0.817	EX RATE
Canadian		123.27							
US									
Growth at 1.72% (=Average growth 1992-1998)									
TOTAL									

INTO MAINE FROM NEW BRUNSWICK		X VALUE		2030 Intercept		Coefficient		R2		X VARS		
Trucks		2015		1,426,449	-269549.8	0.608371		0.909	CAN GDP		0.885	EX RATE
Canadian		1,244,000		123.27	7899704	-42094.27						
US		123.27										
TOTAL												

INTO MAINE FROM QUEBEC		X VALUE		2030 Intercept		Coefficient		R2		X VARS		
Trucks		2015		1,426,449	-155958.7	0.29262		0.949	CAN GDP		0.900	EX RATE
Canadian		1,244,000		123.27	636786	-3494.728						
US		123.27										
TOTAL												

Source of Forecasts
 Canada GDP = DRI to 2015
 2030= Long term trend in real GDP 1961-1998
 US GDP = RFA to 2005, then Linear Exponential Smoothing
 Exchange Rate= Average Exchange Rate 1973-1999
 * Exchange Rate Forecasts Adjusted for Population Growth
 Population Growth Forecasts
 Quebec Institut Statistique de Quebec

Daily Canadian Autos returning to NB Adjusted by Stats Can projection of NB Population
 Overnight Canadian Autos returning to NB adjusted by Stats Can projections of NB, PEI, and NS populations
 US Trucks into NB in 2030 = Trucks in 2015 * Growth rate in Canadian GDP 2015-2030

Appendix B: Detailed Inputs to the REMI Model

APPENDIX B

DETAILED INPUTS TO REMI MODEL

This Appendix presents the detailed changes input to the REMI model for estimation of economic impacts. See Section ___ for a detailed methodological discussion of these inputs. The tables that follow present the inputs for 5 categories of variables:

1. Change in Visitor Days

These are increases in visitor days, in absolute values) by five categories of accomodation.

2. Changes in Production Costs

These are changes in production costs by industry, in percent. The industries are:

Dur	=	Durable Goods Manufacturing
Ndur	=	Nondurable Goods Manufacturing
Mine	=	Mining
Constr	=	Construction
TPU	=	Transportation & Utilities
FIRE	=	Finance, Insurance and Real Estate
Wholesale	=	Wholesale Trade
Retail	=	Retail Trade
Services	=	Services
AFF	=	Agriculture, Fisheries, and Forestry Services

3. Gas Price Change

This is represents an increase in the consumer price for gas and oil in percent.

4. Constr Demand

This is an increase in the demand for construction within a region, in millions of 1999 dollars.

5. Government Spending-Highways

This is spending, in millions of 1999 dollars, for maintenance.

CORRIDOR A INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
AROOSTOOK									
Visitor Days	0	0	0	0	0	0	0	0	0
Hotel/Motel	0	0	0	0	0	0	0	0	0
Summer Home or Rental	0	0	0	0	0	0	0	0	0
Visit Friends/Relatives	0	0	0	0	0	0	0	0	0
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	0	0	0	0	0	0	0	0	0
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.36	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways									
HANCOCK-WASHINGTON									
Visitor Days			8588	8588	8588	8588	8588	8588	8588
Hotel/Motel			1747	1747	1747	1747	1747	1747	1747
Summer Home or Rental			1892	1892	1892	1892	1892	1892	1892
Visit Friends/Relatives			622	622	622	622	622	622	622
Camper			67678	67678	67678	67678	67678	67678	67678
Day Tripper									
Dur			-0.001744	-0.002266	-0.002788	-0.003310	-0.003832	-0.004354	-0.004876
Ndur			-0.001744	-0.002266	-0.002788	-0.003310	-0.003832	-0.004354	-0.004876
Mine			-0.000670	-0.001192	-0.001714	-0.002236	-0.002758	-0.003280	-0.003802
Constr			-0.001736	-0.002258	-0.002780	-0.003302	-0.003824	-0.004346	-0.004868
TPU			-0.277407	-0.277929	-0.278451	-0.278973	-0.279495	-0.280018	-0.280540
FIRE			-0.000398	-0.000920	-0.001442	-0.001965	-0.002487	-0.003009	-0.003531
Retail			-0.000363	-0.000885	-0.001407	-0.001929	-0.002451	-0.002973	-0.003495
Wholesale			-0.000363	-0.000885	-0.001407	-0.001929	-0.002451	-0.002973	-0.003495
Services			-0.000468	-0.000990	-0.001512	-0.002034	-0.002556	-0.003078	-0.003600
AFF									
Gas Price Change	0.36	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60
Constr Demand	15.15	9.98							
Govt Spending-Highways	0.000	0.253	0.253	0.253	0.253	0.253	0.253	0.253	0.253

CORRIDOR A INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021
AROOSTOOK								
Visitor Days	0	0	0	0	0	0	0	0
Hotel/Motel	0	0	0	0	0	0	0	0
Summer Home or Rental	0	0	0	0	0	0	0	0
Visit Friends/Relatives	0	0	0	0	0	0	0	0
Camper	0	0	0	0	0	0	0	0
Day Tripper	0	0	0	0	0	0	0	0
Dur	-0.0003814	-0.0011036	-0.0018259	-0.0025481	-0.0025481	-0.0032704	-0.0039926	-0.0047149
Ndur	-0.0003814	-0.0011036	-0.0018259	-0.0025481	-0.0025481	-0.0032704	-0.0039926	-0.0047149
Production	-0.0001465	-0.0008687	-0.0015910	-0.0023132	-0.0023132	-0.0030355	-0.0037578	-0.0044800
Costs	-0.0003796	-0.0011019	-0.0018241	-0.0025464	-0.0025464	-0.0032686	-0.0039909	-0.0047131
by Industry	-0.0579606	-0.0586828	-0.0594051	-0.0601273	-0.0601273	-0.0608496	-0.0615718	-0.0622941
TPU	-0.0000871	-0.0008094	-0.0015316	-0.0022539	-0.0022539	-0.0029762	-0.0036984	-0.0044207
FIRE	-0.0000794	-0.0008016	-0.0015239	-0.0022461	-0.0022461	-0.0029684	-0.0036906	-0.0044129
Retail	-0.0000794	-0.0008016	-0.0015239	-0.0022461	-0.0022461	-0.0029684	-0.0036906	-0.0044129
Wholesale	-0.0001024	-0.0008247	-0.0015469	-0.0022692	-0.0022692	-0.0029914	-0.0037137	-0.0044359
Services								
AFF								
Gas Price Change	0.63	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand	0	0	0	0	0	0	0	0
Govt Spending--Highways								
HANCOCK-WASHINGTON								
Visitor Days	8588	10506	10506	10506	10506	10506	10506	10506
Hotel/Motel	1747	2137	2137	2137	2137	2137	2137	2137
Summer Home or Rental	1892	2315	2315	2315	2315	2315	2315	2315
Visit Friends/Relatives	622	2849	2849	2849	2849	2849	2849	2849
Camper	67678	57379	57379	57379	57379	57379	57379	57379
Day Tripper								
Dur	-0.005398	-0.005920	-0.006442	-0.006964	-0.007486	-0.008008	-0.008530	-0.009052
Ndur	-0.005398	-0.005920	-0.006442	-0.006964	-0.007486	-0.008008	-0.008530	-0.009052
Production	-0.004324	-0.004846	-0.005368	-0.005890	-0.006412	-0.006934	-0.007456	-0.007978
Costs	-0.005390	-0.005912	-0.006434	-0.006956	-0.007478	-0.008000	-0.008522	-0.009044
by Industry	-0.281062	-0.281584	-0.282106	-0.282628	-0.283150	-0.283672	-0.284194	-0.284716
TPU	-0.004053	-0.004575	-0.005097	-0.005619	-0.006141	-0.006663	-0.007185	-0.007707
FIRE	-0.004017	-0.004539	-0.005061	-0.005583	-0.006105	-0.006627	-0.007149	-0.007671
Retail	-0.004017	-0.004539	-0.005061	-0.005583	-0.006105	-0.006627	-0.007149	-0.007671
Wholesale	-0.004122	-0.004644	-0.005166	-0.005688	-0.006210	-0.006732	-0.007254	-0.007776
Services								
AFF								
Gas Price Change	0.63	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand	0.253	0.253	0.253	0.253	0.253	0.253	0.253	0.253
Govt Spending--Highways								

CORRIDOR A INPUTS

	2022	2023	2024	2025	2026	2027	2028	2029	2030
AROOSTOOK									
Visitor Days	0	0	0	0	0	0	0	0	0
Hotel/Motel	0	0	0	0	0	0	0	0	0
Summer Home or Rental	0	0	0	0	0	0	0	0	0
Visit Friends/Relatives	0	0	0	0	0	0	0	0	0
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	0	0	0	0	0	0	0	0	0
Change in Dur	-0.0054371	-0.0061594	-0.0068817	-0.0076039	-0.0083262	-0.0090484	-0.0097707	-0.0104929	-0.0112152
Production Ndur	-0.0054371	-0.0061594	-0.0068817	-0.0076039	-0.0083262	-0.0090484	-0.0097707	-0.0104929	-0.0112152
Costs by Industry	-0.0052023	-0.0059245	-0.0066468	-0.0073690	-0.0080913	-0.0088135	-0.0095358	-0.0102580	-0.0109803
Mine	-0.0054354	-0.0061576	-0.0068799	-0.0076022	-0.0083244	-0.0090467	-0.0097689	-0.0104912	-0.0112134
Constr	-0.0630163	-0.0637386	-0.0644608	-0.0651831	-0.0659053	-0.0666276	-0.0673499	-0.0680721	-0.0687944
TPU	-0.0051429	-0.0058652	-0.0065874	-0.0073097	-0.0080319	-0.0087542	-0.0094764	-0.0101987	-0.0109209
FIRE	-0.0051352	-0.0058574	-0.0065797	-0.0073019	-0.0080242	-0.0087464	-0.0094687	-0.0101909	-0.0109132
Retail	-0.0051352	-0.0058574	-0.0065797	-0.0073019	-0.0080242	-0.0087464	-0.0094687	-0.0101909	-0.0109132
Wholesale	-0.0051582	-0.0058804	-0.0066027	-0.0073250	-0.0080472	-0.0087695	-0.0094917	-0.0102140	-0.0109362
Services									
AFF									
Gas Price Change	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways									

	2022	2023	2024	2025	2026	2027	2028	2029	2030
HANCOCK-WASHINGTON									
Visitor Days	10506	10506	10506	10506	10506	10506	10506	10506	10506
Hotel/Motel	2137	2137	2137	2137	2137	2137	2137	2137	2137
Summer Home or Rental	2315	2315	2315	2315	2315	2315	2315	2315	2315
Visit Friends/Relatives	2849	2849	2849	2849	2849	2849	2849	2849	2849
Camper	57379	57379	57379	57379	57379	57379	57379	57379	57379
Day Tripper									
Change in Dur	-0.009574	-0.009574	-0.009574	-0.009574	-0.009574	-0.009574	-0.009574	-0.009574	-0.009574
Production Ndur	-0.009574	-0.009574	-0.009574	-0.009574	-0.009574	-0.009574	-0.009574	-0.009574	-0.009574
Costs by Industry	-0.008500	-0.008500	-0.008500	-0.008500	-0.008500	-0.008500	-0.008500	-0.008500	-0.008500
Mine	-0.009566	-0.009566	-0.009566	-0.009566	-0.009566	-0.009566	-0.009566	-0.009566	-0.009566
Constr	-0.285238	-0.285238	-0.285238	-0.285238	-0.285238	-0.285238	-0.285238	-0.285238	-0.285238
TPU	-0.008229	-0.008229	-0.008229	-0.008229	-0.008229	-0.008229	-0.008229	-0.008229	-0.008229
FIRE	-0.008193	-0.008193	-0.008193	-0.008193	-0.008193	-0.008193	-0.008193	-0.008193	-0.008193
Retail	-0.008193	-0.008193	-0.008193	-0.008193	-0.008193	-0.008193	-0.008193	-0.008193	-0.008193
Wholesale	-0.008298	-0.008298	-0.008298	-0.008298	-0.008298	-0.008298	-0.008298	-0.008298	-0.008298
Services									
AFF									
Gas Price Change	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand									
Govt Spending-Highways	0.253	0.253	0.253	0.253	0.253	0.253	0.253	0.253	0.253

CORRIDOR A INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
PENOBSCOT-PISCATAQUIS									
Visitor Days			19216	19216	19216	19216	19216	19216	37651
Hotel/Motel			3908	3908	3908	3908	3908	3908	7658
Summer Home or Rental			4234	4234	4234	4234	4234	4234	8296
Visit Friends/Relatives			2229	2229	2229	2229	2229	2229	10210
Camper			151422	151422	151422	151422	151422	151422	256758
Day Tripper			-0.00102	-0.00111	-0.00119	-0.00128	-0.00136	-0.00144	-0.00153
Change in			-0.00102	-0.00111	-0.00119	-0.00128	-0.00136	-0.00144	-0.00153
Production			-0.00039	-0.00048	-0.00056	-0.00065	-0.00073	-0.00081	-0.00090
Costs			-0.00102	-0.00110	-0.00119	-0.00127	-0.00135	-0.00144	-0.00152
by Industry			-0.06063	-0.06072	-0.06080	-0.06089	-0.06097	-0.06105	-0.06114
Constr			-0.00023	-0.00032	-0.00040	-0.00049	-0.00057	-0.00065	-0.00074
TPU			-0.00021	-0.00030	-0.00038	-0.00047	-0.00055	-0.00063	-0.00072
FIRE			-0.00027	-0.00036	-0.00044	-0.00053	-0.00061	-0.00070	-0.00078
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.358	0.388	0.418	0.448	0.477	0.507	0.537	0.567	0.597
Constr Demand		5.171	15.154	15.154	15.154	15.082	5.386		
Govt Spending-Highways		0.086	0.340	0.593	0.846	1.098	1.188	1.188	1.188
KENNEBEC-SOMERSET									
Visitor Days			13508	13508	13508	13508	13508	13508	13508
Hotel/Motel			600	600	600	600	600	600	600
Summer Home or Rental			650	650	650	650	650	650	650
Visit Friends/Relatives			968	968	968	968	968	968	968
Camper			11622	11622	11622	11622	11622	11622	11622
Day Tripper									
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.358	0.388	0.418	0.448	0.477	0.507	0.537	0.567	0.597
Constr Demand							9.768	15.154	15.154
Govt Spending-Highways								0.163	0.416

CORRIDOR A INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021
PENOBSCOT-PISCATAQUIS								
Visitor Days	37651	37651	37651	37651	37651	37651	37651	37651
Hotel/Motel	7658	7658	7658	7658	7658	7658	7658	7658
Summer Home or Rental	8296	8296	8296	8296	8296	8296	8296	8296
Visit Friends/Relatives	10210	10210	10210	10210	10210	10210	10210	10210
Camper	256758	256758	256758	256758	256758	256758	256758	256758
Day Tripper	-0.00161	-0.002045	-0.002213	-0.002382	-0.002550	-0.002719	-0.002887	-0.003055
Dur	-0.00161	-0.002045	-0.002213	-0.002382	-0.002550	-0.002719	-0.002887	-0.003055
Ndur	-0.00098	-0.000786	-0.000954	-0.001122	-0.001291	-0.001459	-0.001627	-0.001796
Mine	-0.00161	-0.002036	-0.002204	-0.002372	-0.002541	-0.002709	-0.002877	-0.003046
Constr	-0.06122	-0.121266	-0.121435	-0.121603	-0.121771	-0.121940	-0.122108	-0.122277
TPU	-0.00082	-0.000467	-0.000636	-0.000804	-0.000972	-0.001141	-0.001309	-0.001477
FIRE	-0.00080	-0.000426	-0.000594	-0.000762	-0.000931	-0.001099	-0.001267	-0.001436
Retail	-0.00080	-0.000426	-0.000594	-0.000762	-0.000931	-0.001099	-0.001267	-0.001436
Wholesale	-0.00086	-0.000549	-0.000718	-0.000886	-0.001054	-0.001223	-0.001391	-0.001559
Services								
AFF								
Gas Price Change	0.627	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand								
Govt Spending-Highways	1.188	1.188	1.188	1.188	1.188	1.188	1.188	1.188
KENNEBEC-SOMERSET								
Visitor Days	13508	16346	16346	16346	16346	16346	16346	16346
Hotel/Motel	600	3325	3325	3325	3325	3325	3325	3325
Summer Home or Rental	650	3602	3602	3602	3602	3602	3602	3602
Visit Friends/Relatives	968	4433	4433	4433	4433	4433	4433	4433
Camper	11622	91765	91765	91765	91765	91765	91765	91765
Day Tripper								
Dur		-0.000349	-0.000353	-0.000356	-0.000360	-0.000363	-0.000367	-0.000371
Ndur		-0.000349	-0.000353	-0.000356	-0.000360	-0.000363	-0.000367	-0.000371
Mine		-0.000134	-0.000138	-0.000141	-0.000145	-0.000148	-0.000152	-0.000156
Constr		-0.000347	-0.000351	-0.000355	-0.000358	-0.000362	-0.000365	-0.000369
TPU		-0.019413	-0.019417	-0.019420	-0.019424	-0.019428	-0.019431	-0.019435
FIRE		-0.000080	-0.000083	-0.000087	-0.000090	-0.000094	-0.000098	-0.000101
Retail		-0.000073	-0.000076	-0.000080	-0.000083	-0.000087	-0.000091	-0.000094
Wholesale		-0.000073	-0.000076	-0.000080	-0.000083	-0.000087	-0.000091	-0.000094
Services		-0.000094	-0.000097	-0.000101	-0.000104	-0.000108	-0.000112	-0.000115
AFF								
Gas Price Change	0.627	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand	15.154							
Govt Spending-Highways	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670

CORRIDOR A INPUTS

	2022	2023	2024	2025	2026	2027	2028	2029	2030
PENOBSCOT-PISCATAQUIS									
Visitor Days	37651	37651	37651	37651	37651	37651	37651	37651	37651
Hotel/Motel	7658	7658	7658	7658	7658	7658	7658	7658	7658
Summer Home or Rental	8296	8296	8296	8296	8296	8296	8296	8296	8296
Visit Friends/Relatives	10210	10210	10210	10210	10210	10210	10210	10210	10210
Camper	256758	256758	256758	256758	256758	256758	256758	256758	256758
Day Tripper	-0.003224	-0.003392	-0.003560	-0.003729	-0.003897	-0.004065	-0.004234	-0.004402	-0.004570
Dur	-0.003224	-0.003392	-0.003560	-0.003729	-0.003897	-0.004065	-0.004234	-0.004402	-0.004570
Ndur	-0.001964	-0.002132	-0.002301	-0.002469	-0.002637	-0.002806	-0.002974	-0.003142	-0.003311
Mine	-0.003214	-0.003382	-0.003551	-0.003719	-0.003888	-0.004056	-0.004224	-0.004393	-0.004561
Constr	-0.122445	-0.122613	-0.122782	-0.122950	-0.123118	-0.123287	-0.123455	-0.123623	-0.123792
TPU	-0.001646	-0.001814	-0.001982	-0.002151	-0.002319	-0.002487	-0.002656	-0.002824	-0.002993
FIRE	-0.001604	-0.001772	-0.001941	-0.002109	-0.002278	-0.002446	-0.002614	-0.002783	-0.002951
Retail	-0.001604	-0.001772	-0.001941	-0.002109	-0.002278	-0.002446	-0.002614	-0.002783	-0.002951
Wholesale	-0.001728	-0.001896	-0.002064	-0.002233	-0.002401	-0.002569	-0.002738	-0.002906	-0.003074
Services									
AFF									
Gas Price Change	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand									
Govt Spending-Highways	1.188	1.188	1.188	1.188	1.188	1.188	1.188	1.188	1.188
KENNEBEC-SOMERSET									
Visitor Days	16346	16346	16346	16346	16346	16346	16346	16346	16346
Hotel/Motel	3325	3325	3325	3325	3325	3325	3325	3325	3325
Summer Home or Rental	3602	3602	3602	3602	3602	3602	3602	3602	3602
Visit Friends/Relatives	4433	4433	4433	4433	4433	4433	4433	4433	4433
Camper	91765	91765	91765	91765	91765	91765	91765	91765	91765
Day Tripper	-0.000374	-0.000378	-0.000381	-0.000385	-0.000388	-0.000392	-0.000396	-0.000399	-0.000403
Dur	-0.000374	-0.000378	-0.000381	-0.000385	-0.000388	-0.000392	-0.000396	-0.000399	-0.000403
Ndur	-0.000159	-0.000163	-0.000166	-0.000170	-0.000173	-0.000177	-0.000181	-0.000184	-0.000188
Mine	-0.000372	-0.000376	-0.000380	-0.000383	-0.000387	-0.000390	-0.000394	-0.000398	-0.000401
Constr	-0.019438	-0.019442	-0.019445	-0.019449	-0.019453	-0.019456	-0.019460	-0.019463	-0.019467
TPU	-0.000105	-0.000108	-0.000112	-0.000116	-0.000119	-0.000123	-0.000126	-0.000130	-0.000133
FIRE	-0.000098	-0.000101	-0.000105	-0.000108	-0.000112	-0.000116	-0.000119	-0.000123	-0.000126
Retail	-0.000098	-0.000101	-0.000105	-0.000108	-0.000112	-0.000116	-0.000119	-0.000123	-0.000126
Wholesale	-0.000119	-0.000122	-0.000126	-0.000130	-0.000133	-0.000137	-0.000140	-0.000144	-0.000147
Services									
AFF									
Gas Price Change	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand									
Govt Spending-Highways	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670

CORRIDOR A INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
WALDO-KNOX									
Visitor Days									
Hotel/Motel									
Summer Home or Rental									
Visit Friends/Relatives									
Camper									
Day Tripper									
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.36	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60
Constr Demand									
Govt Spending-Highways									
LINCOLN-SAGADAHOC									
Visitor Days									
Hotel/Motel					0	0	0	0	0
Summer Home or Rental					0	0	0	0	0
Visit Friends/Relatives					0	0	0	0	0
Camper					124	124	124	124	124
Day Tripper					0	0	0	0	0
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.36	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60
Constr Demand									
Govt Spending-Highways									

CORRIDOR A INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021
WALDO-KNOX								
Visitor Days								
Hotel/Motel		0	0	0	0	0	0	0
Summer Home or Rental		0	0	0	0	0	0	0
Visit Friends/Relatives		0	0	0	0	0	0	0
Camper		0	0	0	0	0	0	0
Day Tripper		0	0	0	0	0	0	0
Change in		-0.0000007	-0.0000011	-0.0000015	-0.0000019	-0.0000024	-0.0000028	-0.0000032
Production		-0.0000007	-0.0000011	-0.0000015	-0.0000019	-0.0000024	-0.0000028	-0.0000032
Costs		-0.0000003	-0.0000007	-0.0000011	-0.0000015	-0.0000020	-0.0000024	-0.0000028
by Industry		-0.0000007	-0.0000011	-0.0000015	-0.0000019	-0.0000024	-0.0000028	-0.0000032
TPU		-0.0000394	-0.0000398	-0.0000402	-0.0000407	-0.0000411	-0.0000415	-0.0000419
FIRE		-0.0000002	-0.0000006	-0.0000010	-0.0000014	-0.0000019	-0.0000023	-0.0000027
Retail		-0.0000001	-0.0000006	-0.0000010	-0.0000014	-0.0000018	-0.0000023	-0.0000027
Wholesale		-0.0000001	-0.0000006	-0.0000010	-0.0000014	-0.0000018	-0.0000023	-0.0000027
Services		-0.0000002	-0.0000006	-0.0000010	-0.0000015	-0.0000019	-0.0000023	-0.0000027
AFF								
Gas Price Change	0.63	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand								
Govt Spending-Highways								
LINCOLN-SAGADAHO								
Visitor Days								
Hotel/Motel	0	2092	2092	2092	2092	2092	2092	2092
Summer Home or Rental	0	425	425	425	425	425	425	425
Visit Friends/Relatives	0	461	461	461	461	461	461	461
Camper	124	567	567	567	567	567	567	567
Day Tripper	0	0	0	0	0	0	0	0
Change in		-0.000007	-0.00004	-0.00001	0.00003	0.00006	0.00009	0.00012
Production		-0.00007	-0.00004	-0.00001	0.00003	0.00006	0.00009	0.00012
Costs		-0.00003	0.00000	0.00004	0.00007	0.00010	0.00014	0.00017
by Industry		-0.00007	-0.00004	-0.00001	0.00003	0.00006	0.00009	0.00012
TPU		-0.00530	-0.00527	-0.00524	-0.00521	-0.00517	-0.00514	-0.00511
FIRE		-0.00002	0.00002	0.00005	0.00008	0.00011	0.00015	0.00018
Retail		-0.00002	0.00002	0.00005	0.00008	0.00012	0.00015	0.00018
Wholesale		-0.00002	0.00002	0.00005	0.00008	0.00012	0.00015	0.00018
Services		-0.00002	0.00001	0.00005	0.00008	0.00011	0.00014	0.00018
AFF								
Gas Price Change	0.63	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand								
Govt Spending-Highways								

CORRIDOR A INPUTS

	2022	2023	2024	2025	2026	2027	2028	2029	2030
WALDO-KNOX									
Visitor Days									
Hotel/Motel	0	0	0	0	0	0	0	0	0
Summer Home or Rental	0	0	0	0	0	0	0	0	0
Visit Friends/Relatives	0	0	0	0	0	0	0	0	0
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	0	0	0	0	0	0	0	0	0
Change in	-0.0000037	-0.0000041	-0.0000045	-0.0000049	-0.0000054	-0.0000058	-0.0000062	-0.0000066	-0.0000071
Production	-0.0000037	-0.0000041	-0.0000045	-0.0000049	-0.0000054	-0.0000058	-0.0000062	-0.0000066	-0.0000071
Costs	-0.0000032	-0.0000037	-0.0000041	-0.0000045	-0.0000050	-0.0000054	-0.0000058	-0.0000062	-0.0000067
by Industry	-0.0000037	-0.0000041	-0.0000045	-0.0000049	-0.0000054	-0.0000058	-0.0000062	-0.0000066	-0.0000071
TPU	-0.0000424	-0.0000428	-0.0000432	-0.0000436	-0.0000441	-0.0000445	-0.0000449	-0.0000454	-0.0000458
FIRE	-0.0000031	-0.0000036	-0.0000040	-0.0000044	-0.0000048	-0.0000053	-0.0000057	-0.0000061	-0.0000066
Retail	-0.0000031	-0.0000036	-0.0000040	-0.0000044	-0.0000048	-0.0000053	-0.0000057	-0.0000061	-0.0000066
Wholesale	-0.0000031	-0.0000036	-0.0000040	-0.0000044	-0.0000048	-0.0000053	-0.0000057	-0.0000061	-0.0000066
Services	-0.0000032	-0.0000036	-0.0000040	-0.0000044	-0.0000049	-0.0000053	-0.0000057	-0.0000062	-0.0000066
AFF									
Gas Price Change	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand									
Govt Spending-Highways									
LINCOLN-SAGADAHOC									
Visitor Days									
Hotel/Motel	2092	2092	2092	2092	2092	2092	2092	2092	2092
Summer Home or Rental	425	425	425	425	425	425	425	425	425
Visit Friends/Relatives	461	461	461	461	461	461	461	461	461
Camper	567	567	567	567	567	567	567	567	567
Day Tripper	0	0	0	0	0	0	0	0	0
Change in	0.00016	0.00019	0.00022	0.00025	0.00029	0.00032	0.00035	0.00038	0.00042
Production	0.00016	0.00019	0.00022	0.00025	0.00029	0.00032	0.00035	0.00038	0.00042
Costs	0.00020	0.00023	0.00027	0.00030	0.00033	0.00036	0.00040	0.00043	0.00046
by Industry	0.00016	0.00019	0.00022	0.00025	0.00029	0.00032	0.00035	0.00038	0.00042
TPU	-0.00508	-0.00504	-0.00501	-0.00498	-0.00494	-0.00491	-0.00488	-0.00485	-0.00481
FIRE	0.00021	0.00024	0.00028	0.00031	0.00034	0.00038	0.00041	0.00044	0.00047
Retail	0.00021	0.00025	0.00028	0.00031	0.00034	0.00038	0.00041	0.00044	0.00047
Wholesale	0.00021	0.00025	0.00028	0.00031	0.00034	0.00038	0.00041	0.00044	0.00047
Services	0.00021	0.00024	0.00027	0.00031	0.00034	0.00037	0.00040	0.00044	0.00047
AFF									
Gas Price Change	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand									
Govt Spending-Highways									

CORRIDOR A INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
CUMBERLAND									
Visitor Days									
Hotel/Motel					0	0	0	0	0
Summer Home or Rental					0	0	0	0	0
Visit Friends/Relatives					0	0	0	0	0
Camper					186	186	186	186	186
Day Tripper					0	0	0	0	0
Dur									
Ndur									
Mine									
Costs by Industry									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.36	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60
Constr Demand									
Govt Spending-Highways									
ANDROSCOGGIN-FRANKLIN-OXFORD									
Visitor Days									
Hotel/Motel					0	0	0	0	0
Summer Home or Rental					0	0	0	0	0
Visit Friends/Relatives					0	0	0	0	0
Camper					124	124	124	124	124
Day Tripper					0	0	0	0	0
Dur									
Ndur									
Mine									
Costs by Industry									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.36	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60
Constr Demand									
Govt Spending-Highways									

CORRIDOR A INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021
CUMBERLAND								
Visitor Days	0	3137	3137	3137	3137	3137	3137	3137
Hotel/Motel	0	638	638	638	638	638	638	638
Summer Home or Rental	0	691	691	691	691	691	691	691
Visit Friends/Relatives	186	851	851	851	851	851	851	851
Camper	0	0	0	0	0	0	0	0
Day Tripper								
Dur		-0.00012	-0.00027	-0.00043	-0.00058	-0.00073	-0.00088	-0.00104
Ndur		-0.00012	-0.00027	-0.00043	-0.00058	-0.00073	-0.00088	-0.00104
Mine		-0.00005	-0.00020	-0.00035	-0.00050	-0.00066	-0.00081	-0.00096
Costs		-0.00012	-0.00027	-0.00043	-0.00058	-0.00073	-0.00088	-0.00104
by Industry		-0.00726	-0.00741	-0.00756	-0.00771	-0.00787	-0.00802	-0.00817
TPU		-0.00003	-0.00018	-0.00033	-0.00048	-0.00064	-0.00079	-0.00094
FIRE		-0.00003	-0.00018	-0.00033	-0.00048	-0.00063	-0.00079	-0.00094
Retail		-0.00003	-0.00018	-0.00033	-0.00048	-0.00063	-0.00079	-0.00094
Wholesale		-0.00003	-0.00019	-0.00034	-0.00049	-0.00064	-0.00079	-0.00095
Services								
AFF								
Gas Price Change	0.63	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand								
Govt Spending-Highways								
ANDROSCOGGIN-FRANKLIN-C								
Visitor Days	0	2092	2092	2092	2092	2092	2092	2092
Hotel/Motel	0	425	425	425	425	425	425	425
Summer Home or Rental	0	461	461	461	461	461	461	461
Visit Friends/Relatives	124	567	567	567	567	567	567	567
Camper	0	14263	14263	14263	14263	14263	14263	14263
Day Tripper								
Dur		-0.000286	-0.000385	-0.000484	-0.000583	-0.000682	-0.000781	-0.000880
Ndur		-0.000286	-0.000385	-0.000484	-0.000583	-0.000682	-0.000781	-0.000880
Mine		-0.000110	-0.000209	-0.000308	-0.000407	-0.000506	-0.000605	-0.000704
Costs		-0.000285	-0.000384	-0.000483	-0.000582	-0.000681	-0.000780	-0.000879
by Industry		-0.016852	-0.016951	-0.017050	-0.017150	-0.017249	-0.017348	-0.017447
TPU		-0.000065	-0.000164	-0.000263	-0.000362	-0.000461	-0.000560	-0.000659
FIRE		-0.000060	-0.000159	-0.000258	-0.000357	-0.000456	-0.000555	-0.000654
Retail		-0.000060	-0.000159	-0.000258	-0.000357	-0.000456	-0.000555	-0.000654
Wholesale		-0.000077	-0.000176	-0.000275	-0.000374	-0.000473	-0.000572	-0.000671
Services								
AFF								
Gas Price Change	0.63	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand								
Govt Spending-Highways								

CORRIDOR A INPUTS

	2022	2023	2024	2025	2026	2027	2028	2029	2030
CUMBERLAND									
Visitor Days	3137	3137	3137	3137	3137	3137	3137	3137	3137
Hotel/Motel	638	638	638	638	638	638	638	638	638
Summer Home or Rental	691	691	691	691	691	691	691	691	691
Visit Friends/Relatives	851	851	851	851	851	851	851	851	851
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	-0.00119	-0.00134	-0.00149	-0.00165	-0.00180	-0.00195	-0.00210	-0.00226	-0.00241
Dur	-0.00119	-0.00134	-0.00149	-0.00165	-0.00180	-0.00195	-0.00210	-0.00226	-0.00241
Ndur	-0.00111	-0.00127	-0.00142	-0.00157	-0.00172	-0.00188	-0.00203	-0.00218	-0.00233
Mine	-0.00119	-0.00134	-0.00149	-0.00165	-0.00180	-0.00195	-0.00210	-0.00225	-0.00241
Constr	-0.00832	-0.00848	-0.00863	-0.00878	-0.00893	-0.00909	-0.00924	-0.00939	-0.00954
TPU	-0.00109	-0.00125	-0.00140	-0.00155	-0.00170	-0.00186	-0.00201	-0.00216	-0.00231
FIRE	-0.00109	-0.00124	-0.00140	-0.00155	-0.00170	-0.00185	-0.00201	-0.00216	-0.00231
Retail	-0.00109	-0.00124	-0.00140	-0.00155	-0.00170	-0.00185	-0.00201	-0.00216	-0.00231
Wholesale	-0.00110	-0.00125	-0.00140	-0.00156	-0.00171	-0.00186	-0.00201	-0.00217	-0.00232
Services	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
AFF									
Gas Price Change									
Constr Demand									
Govt Spending-Highways									

	2022	2023	2024	2025	2026	2027	2028	2029	2030
ANDROSCOGGIN-FRANKLIN-C									
Visitor Days	2092	2092	2092	2092	2092	2092	2092	2092	2092
Hotel/Motel	425	425	425	425	425	425	425	425	425
Summer Home or Rental	461	461	461	461	461	461	461	461	461
Visit Friends/Relatives	567	567	567	567	567	567	567	567	567
Camper	14263	14263	14263	14263	14263	14263	14263	14263	14263
Day Tripper	-0.000979	-0.001078	-0.001177	-0.001276	-0.001375	-0.001474	-0.001573	-0.001672	-0.001771
Dur	-0.000979	-0.001078	-0.001177	-0.001276	-0.001375	-0.001474	-0.001573	-0.001672	-0.001771
Ndur	-0.000803	-0.000902	-0.001001	-0.001100	-0.001199	-0.001298	-0.001397	-0.001496	-0.001595
Mine	-0.000978	-0.001077	-0.001176	-0.001275	-0.001374	-0.001473	-0.001572	-0.001671	-0.001770
Constr	-0.017546	-0.017645	-0.017744	-0.017843	-0.017942	-0.018041	-0.018140	-0.018239	-0.018338
TPU	-0.000758	-0.000857	-0.000956	-0.001055	-0.001155	-0.001254	-0.001353	-0.001452	-0.001551
FIRE	-0.000753	-0.000852	-0.000951	-0.001050	-0.001149	-0.001248	-0.001347	-0.001446	-0.001545
Retail	-0.000753	-0.000852	-0.000951	-0.001050	-0.001149	-0.001248	-0.001347	-0.001446	-0.001545
Wholesale	-0.000770	-0.000869	-0.000968	-0.001067	-0.001166	-0.001265	-0.001364	-0.001463	-0.001562
Services	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
AFF									
Gas Price Change									
Constr Demand									
Govt Spending-Highways									

CORRIDOR A INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
YORK									
Visitor Days									
Hotel/Motel					0	0	0	0	0
Summer Home or Rental					0	0	0	0	0
Visit Friends/Relatives					0	0	0	0	0
Camper					4087	4087	4087	4087	4087
Day Tripper					0	0	0	0	0
Change in									
Production									
Costs									
by Industry									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.36	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60
Constr Demand									
Govt Spending-Highways									

CORRIDOR A INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021
YORK								
Visitor Days	0	69022	69022	69022	69022	69022	69022	69022
Hotel/Motel	0	14038	14038	14038	14038	14038	14038	14038
Summer Home or Rental	0	15208	15208	15208	15208	15208	15208	15208
Visit Friends/Relatives	4087	18718	18718	18718	18718	18718	18718	18718
Camper	0	0	0	0	0	0	0	0
Day Tripper								
Dur		-0.00010	-0.00021	-0.00031	-0.00042	-0.00053	-0.00063	-0.00074
Ndur		-0.00010	-0.00021	-0.00031	-0.00042	-0.00053	-0.00063	-0.00074
Mine		-0.00004	-0.00015	-0.00025	-0.00036	-0.00046	-0.00057	-0.00067
Costs		-0.00010	-0.00021	-0.00031	-0.00042	-0.00053	-0.00063	-0.00074
by Industry		-0.00636	-0.00646	-0.00657	-0.00667	-0.00678	-0.00688	-0.00699
TPU		-0.00002	-0.00013	-0.00024	-0.00034	-0.00045	-0.00055	-0.00066
FIRE		-0.00002	-0.00013	-0.00023	-0.00034	-0.00044	-0.00055	-0.00066
Retail		-0.00002	-0.00013	-0.00023	-0.00034	-0.00044	-0.00055	-0.00066
Wholesale		-0.00002	-0.00013	-0.00023	-0.00034	-0.00044	-0.00055	-0.00066
Services		-0.00003	-0.00013	-0.00024	-0.00034	-0.00045	-0.00056	-0.00066
AFF								
Gas Price Change	0.63	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand								
Govt Spending-Highways								

CORRIDOR A INPUTS

	2022	2023	2024	2025	2026	2027	2028	2029	2030
YORK									
Visitor Days	69022	69022	69022	69022	69022	69022	69022	69022	69022
Hotel/Motel	14038	14038	14038	14038	14038	14038	14038	14038	14038
Summer Home or Rental	15208	15208	15208	15208	15208	15208	15208	15208	15208
Visit Friends/Relatives	18718	18718	18718	18718	18718	18718	18718	18718	18718
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	-0.00084	-0.00095	-0.00105	-0.00116	-0.00127	-0.00137	-0.00148	-0.00158	-0.00169
Dur	-0.00084	-0.00095	-0.00105	-0.00116	-0.00127	-0.00137	-0.00148	-0.00158	-0.00169
Ndur	-0.00078	-0.00089	-0.00099	-0.00110	-0.00120	-0.00131	-0.00141	-0.00152	-0.00163
Mine	-0.00084	-0.00095	-0.00105	-0.00116	-0.00127	-0.00137	-0.00148	-0.00158	-0.00169
Costs by Industry	-0.00077	-0.00087	-0.00097	-0.00107	-0.00117	-0.00127	-0.00137	-0.00147	-0.00157
Constr	-0.00710	-0.00720	-0.00731	-0.00741	-0.00752	-0.00762	-0.00773	-0.00784	-0.00794
TPU	-0.00076	-0.00087	-0.00098	-0.00108	-0.00119	-0.00129	-0.00140	-0.00150	-0.00161
FIRE	-0.00076	-0.00087	-0.00097	-0.00108	-0.00118	-0.00129	-0.00140	-0.00150	-0.00161
Retail	-0.00076	-0.00087	-0.00097	-0.00108	-0.00118	-0.00129	-0.00140	-0.00150	-0.00161
Wholesale	-0.00077	-0.00087	-0.00098	-0.00109	-0.00119	-0.00130	-0.00140	-0.00151	-0.00161
Services									
AFF									
Gas Price Change	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand									
Govt Spending-Highways									

CORRIDOR B INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
AROOSTOOK									
Visitor Days									
Hotel/Motel					0	0	0	0	0
Summer Home or Rental					0	0	0	0	0
Visit Friends/Relatives					0	0	0	0	0
Camper					462	467	472	476	481
Day Tripper					0	0	0	0	0
Change in									
Production									
Costs									
by Industry									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60	0.63
Constr Demand									
Govt Spending-Highways									
HANCOCK-WASHINGTON									
Visitor Days									
Hotel/Motel					13480	15559	17679	19840	20038
Summer Home or Rental					2742	3165	3596	4035	4076
Visit Friends/Relatives					2970	3428	3895	4372	4415
Camper					2343	2704	3072	3448	3482
Day Tripper					42749	49344	56067	62920	63549
Change in									
Production									
Costs									
by Industry									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60	0.63
Constr Demand	16.5	16.5	16.5	11.0					
Govt Spending-Highways	0.252	0.504	0.756	0.924	0.924	0.924	0.924	0.924	0.924

CORRIDOR B INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
AROOSTOOK									
Visitor Days	0	7230	7266	7303	7339	7376	7413	7450	7487
Hotel/Motel	0	1471	1478	1485	1493	1500	1508	1515	1523
Summer Home or Rental	0	1593	1601	1609	1617	1625	1633	1641	1650
Visit Friends/Relatives	486	1961	1971	1980	1990	2000	2010	2020	2030
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	-0.0006	-0.0007	-0.0008	-0.0008	-0.0009	-0.0010	-0.0011	-0.0012	-0.0013
Change in	-0.0006	-0.0007	-0.0008	-0.0008	-0.0009	-0.0010	-0.0011	-0.0012	-0.0013
Production	-0.0002	-0.0003	-0.0004	-0.0004	-0.0005	-0.0006	-0.0007	-0.0008	-0.0009
Costs	-0.0006	-0.0007	-0.0008	-0.0008	-0.0009	-0.0010	-0.0011	-0.0012	-0.0013
by Industry	-0.0447	-0.0448	-0.0449	-0.0450	-0.0451	-0.0452	-0.0453	-0.0454	-0.0454
Constr	-0.0001	-0.0002	-0.0003	-0.0003	-0.0004	-0.0005	-0.0006	-0.0007	-0.0008
TPU	-0.0001	-0.0002	-0.0003	-0.0003	-0.0004	-0.0005	-0.0006	-0.0007	-0.0008
FIRE	-0.0001	-0.0002	-0.0003	-0.0003	-0.0004	-0.0005	-0.0006	-0.0007	-0.0008
Retail	-0.0001	-0.0002	-0.0003	-0.0003	-0.0004	-0.0005	-0.0006	-0.0007	-0.0008
Wholesale	-0.0001	-0.0002	-0.0003	-0.0003	-0.0004	-0.0005	-0.0006	-0.0007	-0.0008
Services	-0.0002	-0.0003	-0.0004	-0.0004	-0.0005	-0.0006	-0.0007	-0.0008	-0.0009
AFF	0.67	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Gas Price Change									
Constr Demand									
Govt Spending-Highways									
HANCOCK-WASHINGTON									
Visitor Days	20239	52343	52605	52868	53132	53398	53665	53933	54203
Hotel/Motel	4116	10646	10699	10753	10807	10861	10915	10969	11024
Summer Home or Rental	4459	11533	11591	11649	11707	11766	11824	11884	11943
Visit Friends/Relatives	3517	14195	14266	14337	14409	14481	14553	14626	14699
Camper	64185	219371	220468	221571	222678	223792	224911	226035	227165
Day Tripper	-0.011249	-0.0123868	-0.013524	-0.014662	-0.0158	-0.016937	-0.018075	-0.019213	-0.02035
Change in	-0.011249	-0.0123868	-0.013524	-0.014662	-0.0158	-0.016937	-0.018075	-0.019213	-0.02035
Production	-0.007824	-0.0089619	-0.0101	-0.011237	-0.012375	-0.013512	-0.01465	-0.015788	-0.016925
Costs	-0.011224	-0.0123612	-0.013499	-0.014637	-0.015774	-0.016912	-0.018049	-0.019187	-0.020325
by Industry	-0.36659	-0.3677273	-0.368865	-0.370003	-0.37114	-0.372278	-0.373415	-0.374553	-0.375691
Constr	-0.006959	-0.0080965	-0.009234	-0.010372	-0.011509	-0.012647	-0.013785	-0.014922	-0.01606
TPU	-0.006846	-0.0079833	-0.009121	-0.010259	-0.011396	-0.012534	-0.013672	-0.014809	-0.015947
FIRE	-0.006846	-0.0079833	-0.009121	-0.010259	-0.011396	-0.012534	-0.013672	-0.014809	-0.015947
Retail	-0.007182	-0.0083192	-0.009457	-0.010595	-0.011732	-0.01287	-0.014007	-0.015145	-0.016283
Wholesale									
Services									
AFF	0.67	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Gas Price Change									
Constr Demand									
Govt Spending-Highways	0.924	0.924	0.924	0.924	0.924	0.924	0.924	0.924	0.924

CORRIDOR B INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
AROOSTOOK								
Visitor Days	7524	7562	7600	7638	7676	7714	7753	7792
Hotel/Motel	1530	1538	1546	1553	1561	1569	1577	1585
Summer Home or Rental	1658	1666	1675	1683	1691	1700	1708	1717
Visit Friends/Relatives	2041	2051	2061	2071	2082	2092	2103	2113
Camper	0	0	0	0	0	0	0	0
Day Tripper	-0.0014	-0.0015	-0.0016	-0.0017	-0.0018	-0.0019	-0.0020	-0.0021
Dur	-0.0014	-0.0015	-0.0016	-0.0017	-0.0018	-0.0019	-0.0020	-0.0021
Ndur	-0.0010	-0.0011	-0.0012	-0.0013	-0.0014	-0.0015	-0.0016	-0.0017
Mine	-0.0014	-0.0015	-0.0016	-0.0017	-0.0018	-0.0019	-0.0020	-0.0021
Constr	-0.0455	-0.0456	-0.0457	-0.0458	-0.0459	-0.0460	-0.0461	-0.0462
TPU	-0.0009	-0.0010	-0.0011	-0.0012	-0.0013	-0.0014	-0.0015	-0.0016
FIRE	-0.0009	-0.0010	-0.0011	-0.0012	-0.0013	-0.0014	-0.0015	-0.0016
Retail	-0.0009	-0.0010	-0.0011	-0.0012	-0.0013	-0.0014	-0.0015	-0.0016
Wholesale	-0.0010	-0.0011	-0.0012	-0.0013	-0.0014	-0.0015	-0.0016	-0.0017
Services	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
AFF								
Gas Price Change								
Constr Demand								
Govt Spending-Highways								
HANCOCK-WASHINGTON								
Visitor Days	54474	54746	55020	55295	55572	55850	56129	56409
Hotel/Motel	11079	11135	11191	11246	11303	11359	11416	11473
Summer Home or Rental	12003	12063	12123	12184	12245	12306	12367	12429
Visit Friends/Relatives	14773	14846	14921	14995	15070	15146	15221	15297
Camper	228301	229443	230590	231743	232902	234066	235237	236413
Day Tripper	-0.021488	-0.022626	-0.02263	-0.02263	-0.02263	-0.02263	-0.02263	-0.02263
Dur	-0.021488	-0.022626	-0.02263	-0.02263	-0.02263	-0.02263	-0.02263	-0.02263
Ndur	-0.018063	-0.019201	-0.01920	-0.01920	-0.01920	-0.01920	-0.01920	-0.01920
Mine	-0.021462	-0.0226	-0.02260	-0.02260	-0.02260	-0.02260	-0.02260	-0.02260
Constr	-0.376828	-0.377966	-0.37797	-0.37797	-0.37797	-0.37797	-0.37797	-0.37797
TPU	-0.017198	-0.018335	-0.01834	-0.01834	-0.01834	-0.01834	-0.01834	-0.01834
FIRE	-0.017084	-0.018222	-0.01822	-0.01822	-0.01822	-0.01822	-0.01822	-0.01822
Retail	-0.017084	-0.018222	-0.01822	-0.01822	-0.01822	-0.01822	-0.01822	-0.01822
Wholesale	-0.01742	-0.018558	-0.01856	-0.01856	-0.01856	-0.01856	-0.01856	-0.01856
Services	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
AFF								
Gas Price Change								
Constr Demand								
Govt Spending-Highways	0.924	0.924	0.924	0.924	0.924	0.924	0.924	0.924

CORRIDOR B INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
PENOBSCOT-PISCATAQUIS									
Visitor Days									
Hotel/Motel					9270	9363	9456	9551	9646
Summer Home or Rental					1885	1904	1923	1943	1962
Visit Friends/Relatives					2042	2063	2084	2104	2125
Camper					3565	3600	3636	3673	3709
Day Tripper					136635	138002	139382	140775	142183
Change in					-0.001847	-0.002286	-0.002724	-0.003162	-0.003601
Production					-0.001847	-0.002286	-0.002724	-0.003162	-0.003601
Costs					-0.00071	-0.001148	-0.001586	-0.002025	-0.002463
by Industry					-0.001839	-0.002277	-0.002716	-0.003154	-0.003592
TPU					-0.113038	-0.113476	-0.113915	-0.114353	-0.114791
FIRE					-0.000422	-0.00086	-0.001299	-0.001737	-0.002175
Retail					-0.000385	-0.000823	-0.001261	-0.0017	-0.002138
Wholesale					-0.000385	-0.000823	-0.001261	-0.0017	-0.002138
Services					-0.000496	-0.000934	-0.001373	-0.001811	-0.002249
AFF									
Gas Price Change	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60	0.63
Constr Demand				5.5	10.2				
Govt Spending-Highways	0	0	0			0.24	0.24	0.24	0.24
KENNEBEC-SOMERSET									
Visitor Days									
Hotel/Motel					2862	2890	2919	2948	2978
Summer Home or Rental					145	146	148	149	151
Visit Friends/Relatives					157	158	160	162	163
Camper					228	230	233	235	237
Day Tripper					10487	10592	10697	10804	10912
Change in									
Production									
Costs									
by Industry									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60	0.63
Constr Demand					6.28	16.49	7.85		
Govt Spending-Highways	0.00	0.00	0.00	0.00	0.10	0.35	0.47	0.47	0.47

CORRIDOR B INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
PENOBSCOT-PISCATAQUA									
Visitor Days	9743	55756	56035	56315	56597	56880	57164	57450	57737
Hotel/Motel	1982	11340	11397	11454	11511	11569	11627	11685	11743
Summer Home or Rental	2147	12285	12347	12408	12471	12533	12596	12659	12722
Visit Friends/Relatives	3747	15120	15196	15272	15348	15425	15502	15580	15658
Camper	143605	282333	283745	285163	286589	288022	289462	290910	292364
Day Tripper	-0.004039	-0.00369	-0.00457	-0.00545	-0.00632	-0.00720	-0.00808	-0.00895	-0.00983
Change in	-0.004039	-0.00369	-0.00457	-0.00545	-0.00632	-0.00720	-0.00808	-0.00895	-0.00983
Production	-0.002901	-0.00142	-0.00230	-0.00317	-0.00405	-0.00493	-0.00580	-0.00668	-0.00756
Costs	-0.004031	-0.00368	-0.00455	-0.00543	-0.00631	-0.00718	-0.00806	-0.00894	-0.00981
by Industry	-0.11523	-0.22608	-0.22695	-0.22783	-0.22871	-0.22958	-0.23046	-0.23134	-0.23221
TPU	-0.002614	-0.00084	-0.00172	-0.00260	-0.00347	-0.00435	-0.00523	-0.00610	-0.00698
FIRE	-0.002576	-0.00077	-0.00165	-0.00252	-0.00340	-0.00428	-0.00515	-0.00603	-0.00691
Retail	-0.002576	-0.00077	-0.00165	-0.00252	-0.00340	-0.00428	-0.00515	-0.00603	-0.00691
Wholesale	-0.002688	-0.00099	-0.00187	-0.00275	-0.00362	-0.00450	-0.00538	-0.00625	-0.00713
Services									
AFF	0.67	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Gas Price Change									
Constr Demand	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Govt Spending-Highways									
KENNEBEC-SOMERSET									
Visitor Days	3008	3568	3586	3604	3622	3640	3659	3677	3695
Hotel/Motel	152	726	729	733	737	740	744	748	752
Summer Home or Rental	165	786	790	794	798	802	806	810	814
Visit Friends/Relatives	240	968	973	977	982	987	992	997	1002
Camper	11022	62875	63189	63505	63822	64142	64462	64785	65109
Day Tripper		-0.0095	-0.0109	-0.0123	-0.0137	-0.0151	-0.0165	-0.0179	-0.0193
Change in		-0.0095	-0.0109	-0.0123	-0.0137	-0.0151	-0.0165	-0.0179	-0.0193
Production		-0.0036	-0.0051	-0.0065	-0.0079	-0.0093	-0.0107	-0.0121	-0.0135
Costs		-0.0094	-0.0108	-0.0123	-0.0137	-0.0151	-0.0165	-0.0179	-0.0193
by Industry		-0.5959	-0.5973	-0.5987	-0.6001	-0.6015	-0.6029	-0.6043	-0.6057
TPU		-0.0022	-0.0036	-0.0050	-0.0064	-0.0078	-0.0092	-0.0106	-0.0120
FIRE		-0.0020	-0.0034	-0.0048	-0.0062	-0.0076	-0.0090	-0.0104	-0.0118
Retail		-0.0020	-0.0034	-0.0048	-0.0062	-0.0076	-0.0090	-0.0104	-0.0118
Wholesale		-0.0025	-0.0040	-0.0054	-0.0068	-0.0082	-0.0096	-0.0110	-0.0124
Services									
AFF	0.67	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Gas Price Change									
Constr Demand	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47
Govt Spending-Highways									

CORRIDOR B INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
PENOBSCOT-PISCATAWAY								
Visitor Days	58026	58316	58608	58901	59195	59491	59789	60088
Hotel/Motel	11802	11861	11920	11980	12040	12100	12160	12221
Summer Home or Rental	12785	12849	12914	12978	13043	13108	13174	13240
Visit Friends/Relatives	15736	15815	15894	15973	16053	16133	16214	16295
Camper	293826	295295	296772	298255	299747	301245	302752	304265
Day Tripper	-0.01071	-0.01158	-0.01246	-0.01334	-0.01421	-0.01509	-0.01597	-0.01684
Change in	-0.01071	-0.01158	-0.01246	-0.01334	-0.01421	-0.01509	-0.01597	-0.01684
Production	-0.00843	-0.00931	-0.01019	-0.01106	-0.01194	-0.01282	-0.01369	-0.01457
Costs	-0.01069	-0.01157	-0.01244	-0.01332	-0.01420	-0.01507	-0.01595	-0.01683
by Industry	-0.23309	-0.23397	-0.23484	-0.23572	-0.23660	-0.23747	-0.23835	-0.23923
TPU	-0.00786	-0.00873	-0.00961	-0.01049	-0.01136	-0.01224	-0.01312	-0.01399
FIRE	-0.00778	-0.00866	-0.00954	-0.01041	-0.01129	-0.01217	-0.01304	-0.01392
Retail	-0.00778	-0.00866	-0.00954	-0.01041	-0.01129	-0.01217	-0.01304	-0.01392
Wholesale	-0.00801	-0.00888	-0.00976	-0.01064	-0.01151	-0.01239	-0.01327	-0.01414
Services								
AFF	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Gas Price Change								
Constr Demand	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Govt Spending-Highways								
KENNEBEC-SOMERSET								
Visitor Days	3714	3732	3751	3770	3789	3807	3826	3846
Hotel/Motel	755	759	763	767	771	774	778	782
Summer Home or Rental	818	822	826	831	835	839	843	847
Visit Friends/Relatives	1007	1012	1017	1022	1027	1033	1038	1043
Camper	65434	65761	66090	66420	66753	67086	67422	67759
Day Tripper	-0.0208	-0.0222	-0.0236	-0.0250	-0.0264	-0.0278	-0.0292	-0.0306
Change in	-0.0208	-0.0222	-0.0236	-0.0250	-0.0264	-0.0278	-0.0292	-0.0306
Production	-0.0149	-0.0163	-0.0177	-0.0191	-0.0206	-0.0220	-0.0234	-0.0248
Costs	-0.0207	-0.0221	-0.0235	-0.0249	-0.0264	-0.0278	-0.0292	-0.0306
by Industry	-0.6071	-0.6085	-0.6100	-0.6114	-0.6128	-0.6142	-0.6156	-0.6170
TPU	-0.0134	-0.0149	-0.0163	-0.0177	-0.0191	-0.0205	-0.0219	-0.0233
FIRE	-0.0132	-0.0147	-0.0161	-0.0175	-0.0189	-0.0203	-0.0217	-0.0231
Retail	-0.0132	-0.0147	-0.0161	-0.0175	-0.0189	-0.0203	-0.0217	-0.0231
Wholesale	-0.0138	-0.0152	-0.0166	-0.0180	-0.0195	-0.0209	-0.0223	-0.0237
Services								
AFF	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Gas Price Change								
Constr Demand	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47
Govt Spending-Highways								

CORRIDOR B INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
WALDO-KNOX									
Visitor Days									
Hotel/Motel					0	0	0	0	0
Summer Home or Rental					0	0	0	0	0
Visit Friends/Relatives					0	0	0	0	0
Camper					347	350	354	357	361
Day Tripper					0	0	0	0	0
Change in									
Production									
Costs									
by Industry									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60	0.63
Constr Demand									
Govt Spending-Highways									
LINCOLN-SAGADAHOC									
Visitor Days									
Hotel/Motel									
Summer Home or Rental									
Visit Friends/Relatives									
Camper									
Day Tripper									
Change in									
Production									
Costs									
by Industry									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60	0.63
Constr Demand									
Govt Spending-Highways									

CORRIDOR B INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
WALDO-KNOX									
Visitor Days	0	5423	5450	5477	5504	5532	5560	5587	5615
Hotel/Motel	0	1103	1108	1114	1120	1125	1131	1136	1142
Summer Home or Rental	0	1195	1201	1207	1213	1219	1225	1231	1237
Visit Friends/Relatives	364	1471	1478	1485	1493	1500	1508	1515	1523
Camper	0	22146	22257	22368	22480	22592	22705	22819	22933
Day Tripper		-0.00126	-0.00145	-0.00164	-0.00182	-0.00201	-0.00220	-0.00239	-0.00257
Change in		-0.00126	-0.00145	-0.00164	-0.00182	-0.00201	-0.00220	-0.00239	-0.00257
Production		-0.00048	-0.00067	-0.00086	-0.00105	-0.00123	-0.00142	-0.00161	-0.00180
Costs		-0.00125	-0.00144	-0.00163	-0.00182	-0.00200	-0.00219	-0.00238	-0.00257
by Industry		-0.07290	-0.07309	-0.07328	-0.07347	-0.07365	-0.07384	-0.07403	-0.07422
		-0.00029	-0.00048	-0.00066	-0.00085	-0.00104	-0.00123	-0.00141	-0.00160
		-0.00026	-0.00045	-0.00064	-0.00083	-0.00101	-0.00120	-0.00139	-0.00158
		-0.00026	-0.00045	-0.00064	-0.00083	-0.00101	-0.00120	-0.00139	-0.00158
		-0.00034	-0.00053	-0.00071	-0.00090	-0.00109	-0.00128	-0.00146	-0.00165
	0.67	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Gas Price Change									
Constr Demand									
Govt Spending-Highways									
LINCOLN-SAGADAHOC									
Visitor Days									
Hotel/Motel									
Summer Home or Rental									
Visit Friends/Relatives									
Camper									
Day Tripper									
Change in		-0.00039	-0.00021	-0.00003	0.00015	0.00033	0.00052	0.00070	0.00088
Production		-0.00039	-0.00021	-0.00003	0.00015	0.00033	0.00052	0.00070	0.00088
Costs		-0.00015	0.00003	0.00021	0.00039	0.00057	0.00076	0.00094	0.00112
by Industry		-0.00039	-0.00021	-0.00003	0.00016	0.00034	0.00052	0.00070	0.00088
		-0.03164	-0.03146	-0.03128	-0.03110	-0.03092	-0.03074	-0.03055	-0.03037
		-0.00009	0.00009	0.00027	0.00045	0.00063	0.00082	0.00100	0.00118
		-0.00008	0.00010	0.00028	0.00046	0.00064	0.00082	0.00100	0.00119
		-0.00008	0.00010	0.00028	0.00046	0.00064	0.00082	0.00100	0.00119
		-0.00010	0.00008	0.00026	0.00044	0.00062	0.00080	0.00098	0.00116
	0.67	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Gas Price Change									
Constr Demand									
Govt Spending-Highways									

CORRIDOR B INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
WALDO-KNOX								
Visitor Days	5643	5672	5700	5728	5757	5786	5815	5844
Hotel/Motel	1148	1154	1159	1165	1171	1177	1183	1189
Summer Home or Rental	1243	1250	1256	1262	1268	1275	1281	1288
Visit Friends/Relatives	1530	1538	1546	1553	1561	1569	1577	1585
Camper	23047	23163	23278	23395	23512	23629	23747	23866
Day Tripper	-0.00276	-0.00295	-0.00314	-0.00332	-0.00351	-0.00370	-0.00389	-0.00408
Dur	-0.00276	-0.00295	-0.00314	-0.00332	-0.00351	-0.00370	-0.00389	-0.00408
Ndur	-0.00199	-0.00217	-0.00236	-0.00255	-0.00274	-0.00292	-0.00311	-0.00330
Mine	-0.00276	-0.00294	-0.00313	-0.00332	-0.00351	-0.00369	-0.00388	-0.00407
Constr	-0.07441	-0.07459	-0.07478	-0.07497	-0.07516	-0.07534	-0.07553	-0.07572
TPU	-0.00179	-0.00198	-0.00217	-0.00235	-0.00254	-0.00273	-0.00292	-0.00310
FIRE	-0.00176	-0.00195	-0.00214	-0.00233	-0.00251	-0.00270	-0.00289	-0.00308
Retail	-0.00176	-0.00195	-0.00214	-0.00233	-0.00251	-0.00270	-0.00289	-0.00308
Wholesale	-0.00184	-0.00203	-0.00222	-0.00240	-0.00259	-0.00278	-0.00297	-0.00315
Services								
AFF	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Gas Price Change								
Constr Demand								
Govt Spending-Highways								
LINCOLN-SAGADAHOC								
Visitor Days								
Hotel/Motel								
Summer Home or Rental								
Visit Friends/Relatives								
Camper								
Day Tripper								
Dur	0.00106	0.00124	0.00142	0.00160	0.00178	0.00196	0.00214	0.00232
Ndur	0.00106	0.00124	0.00142	0.00160	0.00178	0.00196	0.00214	0.00232
Mine	0.00130	0.00148	0.00166	0.00184	0.00202	0.00220	0.00238	0.00256
Constr	0.00106	0.00124	0.00142	0.00160	0.00178	0.00196	0.00215	0.00233
TPU	-0.03019	-0.03001	-0.02983	-0.02965	-0.02947	-0.02929	-0.02911	-0.02893
FIRE	0.00136	0.00154	0.00172	0.00190	0.00208	0.00226	0.00244	0.00262
Retail	0.00137	0.00155	0.00173	0.00191	0.00209	0.00227	0.00245	0.00263
Wholesale	0.00137	0.00155	0.00173	0.00191	0.00209	0.00227	0.00245	0.00263
Services	0.00134	0.00152	0.00170	0.00189	0.00207	0.00225	0.00243	0.00261
AFF								
Gas Price Change	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand								
Govt Spending-Highways								

CORRIDOR B INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
CUMBERLAND									
Visitor Days					711	719	726	733	740
Hotel/Motel					145	146	148	149	151
Summer Home or Rental					157	158	160	162	163
Visit Friends/Relatives					152	154	155	157	158
Camper					0	0	0	0	0
Day Tripper									
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60	0.63
Constr Demand									
Govt Spending-Highways									
ANDROSCOGGIN-FRANKLIN-OXFORD									
Visitor Days					2124	2145	2167	2188	2210
Hotel/Motel					432	436	441	445	450
Summer Home or Rental					468	473	477	482	487
Visit Friends/Relatives					682	689	696	703	710
Camper					0	0	0	0	0
Day Tripper									
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.39	0.42	0.45	0.48	0.51	0.54	0.57	0.60	0.63
Constr Demand							8.64	16.49	16.49
Govt Spending-Highways	0	0	0	0	0	0	0.132	0.384	0.636

CORRIDOR B INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
CUMBERLAND									
Visitor Days	748	2379	2391	2403	2415	2427	2439	2451	2463
Hotel/Motel	152	484	486	489	491	494	496	499	501
Summer Home or Rental	165	524	527	529	532	535	537	540	543
Visit Friends/Relatives	160	645	648	652	655	658	661	665	668
Camper	0	0	0	0	0	0	0	0	0
Day Tripper									
Change in		-0.00723	-0.00908	-0.01093	-0.01278	-0.01463	-0.01648	-0.01834	-0.02019
Production		-0.00278	-0.00463	-0.00648	-0.00833	-0.01018	-0.01203	-0.01388	-0.01573
Costs		-0.00720	-0.00905	-0.01090	-0.01275	-0.01460	-0.01645	-0.01830	-0.02015
by Industry		-0.47122	-0.47307	-0.47492	-0.47677	-0.47862	-0.48047	-0.48232	-0.48418
TPU		-0.00165	-0.00350	-0.00535	-0.00720	-0.00906	-0.01091	-0.01276	-0.01461
FIRE		-0.00150	-0.00336	-0.00521	-0.00706	-0.00891	-0.01076	-0.01261	-0.01446
Retail		-0.00150	-0.00336	-0.00521	-0.00706	-0.00891	-0.01076	-0.01261	-0.01446
Wholesale		-0.00194	-0.00379	-0.00564	-0.00749	-0.00934	-0.01120	-0.01305	-0.01490
Services		0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
AFF									
Gas Price Change	0.67	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand									
Govt Spending-Highways									
ANDROSCOGGIN-FRANK									
Visitor Days	2232	10670	10724	10777	10831	10885	10940	10994	11049
Hotel/Motel	454	2170	2181	2192	2203	2214	2225	2236	2247
Summer Home or Rental	492	2351	2363	2375	2387	2398	2410	2422	2435
Visit Friends/Relatives	717	2894	2908	2923	2937	2952	2967	2982	2996
Camper	0	43506	43723	43942	44162	44383	44604	44828	45052
Day Tripper									
Change in		-0.0072	-0.0091	-0.0109	-0.0128	-0.0146	-0.0165	-0.0183	-0.0202
Production		-0.0072	-0.0091	-0.0109	-0.0128	-0.0146	-0.0165	-0.0183	-0.0202
Costs		-0.0028	-0.0046	-0.0065	-0.0083	-0.0102	-0.0120	-0.0139	-0.0157
by Industry		-0.0072	-0.0090	-0.0109	-0.0127	-0.0146	-0.0165	-0.0183	-0.0202
TPU		-0.4712	-0.4731	-0.4749	-0.4768	-0.4786	-0.4805	-0.4823	-0.4842
FIRE		-0.0017	-0.0035	-0.0054	-0.0072	-0.0091	-0.0109	-0.0128	-0.0146
Retail		-0.0015	-0.0034	-0.0052	-0.0071	-0.0089	-0.0108	-0.0126	-0.0145
Wholesale		-0.0015	-0.0034	-0.0052	-0.0071	-0.0089	-0.0108	-0.0126	-0.0145
Services		-0.0019	-0.0038	-0.0056	-0.0075	-0.0093	-0.0112	-0.0130	-0.0149
AFF									
Gas Price Change	0.67	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Constr Demand	16.49								
Govt Spending-Highways	0.888	0.888	0.888	0.888	0.888	0.888	0.888	0.888	0.888

CORRIDOR B INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
CUMBERLAND								
Visitor Days	2476	2488	2501	2513	2526	2538	2551	2564
Hotel/Motel	504	506	509	511	514	516	519	521
Summer Home or Rental	546	548	551	554	557	559	562	565
Visit Friends/Relatives	671	675	678	682	685	688	692	695
Camper	0	0	0	0	0	0	0	0
Day Tripper	-0.02204	-0.02389	-0.02574	-0.02759	-0.02944	-0.03129	-0.03314	-0.03499
Change in Dur	-0.01758	-0.01943	-0.02129	-0.02314	-0.02499	-0.02684	-0.02869	-0.03054
Production Ndur	-0.02200	-0.02385	-0.02571	-0.02756	-0.02941	-0.03126	-0.03311	-0.03496
Costs Mine	-0.48603	-0.48788	-0.48973	-0.49158	-0.49343	-0.49528	-0.49713	-0.49898
by Industry Constr	-0.01646	-0.01831	-0.02016	-0.02201	-0.02386	-0.02571	-0.02756	-0.02941
TPU	-0.01631	-0.01816	-0.02001	-0.02186	-0.02371	-0.02557	-0.02742	-0.02927
FIRE	-0.01631	-0.01816	-0.02001	-0.02186	-0.02371	-0.02557	-0.02742	-0.02927
Retail	-0.01675	-0.01860	-0.02045	-0.02230	-0.02415	-0.02600	-0.02785	-0.02970
Wholesale	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Services								
AFF	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Gas Price Change								
Constr Demand								
Govt Spending-Highways								
ANDROSGOGGIN-FRANT								
Visitor Days	11105	11160	11216	11272	11328	11385	11442	11499
Hotel/Motel	2259	2270	2281	2293	2304	2316	2327	2339
Summer Home or Rental	2447	2459	2471	2484	2496	2509	2521	2534
Visit Friends/Relatives	3011	3026	3042	3057	3072	3087	3103	3118
Camper	45277	45503	45731	45959	46189	46420	46652	46886
Day Tripper	-0.0220	-0.0239	-0.0257	-0.0276	-0.0294	-0.0313	-0.0331	-0.0350
Change in Dur	-0.0220	-0.0239	-0.0257	-0.0276	-0.0294	-0.0313	-0.0331	-0.0350
Production Ndur	-0.0176	-0.0194	-0.0213	-0.0231	-0.0250	-0.0268	-0.0287	-0.0305
Costs Mine	-0.0220	-0.0239	-0.0257	-0.0276	-0.0294	-0.0313	-0.0331	-0.0350
by Industry Constr	-0.4860	-0.4879	-0.4897	-0.4916	-0.4934	-0.4953	-0.4971	-0.4990
TPU	-0.0165	-0.0183	-0.0202	-0.0220	-0.0239	-0.0257	-0.0276	-0.0294
FIRE	-0.0163	-0.0182	-0.0200	-0.0219	-0.0237	-0.0256	-0.0274	-0.0293
Retail	-0.0163	-0.0182	-0.0200	-0.0219	-0.0237	-0.0256	-0.0274	-0.0293
Wholesale	-0.0167	-0.0186	-0.0204	-0.0223	-0.0242	-0.0260	-0.0279	-0.0297
Services								
AFF	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Gas Price Change								
Constr Demand								
Govt Spending-Highways	0.888	0.888	0.888	0.888	0.888	0.888	0.888	0.888

CORRIDOR B INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
YORK									
Visitor Days									
Hotel/Motel					1475	1490	1505	1520	1535
Summer Home or Rental					300	303	306	309	312
Visit Friends/Relatives					325	328	332	335	338
Camper					315	319	322	325	328
Day Tripper					0	0	0	0	0
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									

CORRIDOR B INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
YORK									
Visitor Days	1550	4933	4957	4982	5007	5032	5057	5083	5108
Hotel/Motel	315	1003	1008	1013	1018	1023	1029	1034	1039
Summer Home or Rental	342	1087	1092	1098	1103	1109	1114	1120	1126
Visit Friends/Relatives	331	1338	1344	1351	1358	1365	1371	1378	1385
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	-0.00033	-0.00031	-0.00030	-0.00028	-0.00027	-0.00026	-0.00025	-0.00024	-0.00022
Dur	-0.00013	-0.00011	-0.00010	-0.00008	-0.00006	-0.00005	-0.00004	-0.00003	-0.00002
Ndur	-0.00032	-0.00031	-0.00029	-0.00028	-0.00026	-0.00025	-0.00023	-0.00022	-0.00022
Mine	-0.02765	-0.02763	-0.02762	-0.02760	-0.02759	-0.02757	-0.02756	-0.02756	-0.02754
Constr	-0.00007	-0.00006	-0.00004	-0.00003	-0.00001	-0.00001	0.00000	0.00002	0.00003
TPU	-0.00007	-0.00005	-0.00004	-0.00002	-0.00001	-0.00001	0.00001	0.00002	0.00004
FIRE	-0.00007	-0.00005	-0.00004	-0.00002	-0.00001	-0.00001	0.00001	0.00002	0.00004
Retail	-0.00009	-0.00007	-0.00006	-0.00004	-0.00003	-0.00003	-0.00001	0.00000	0.00002
Wholesale	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Services									

CORRIDOR B INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
YORK								
Visitor Days	5134	5159	5185	5211	5237	5263	5290	5316
Hotel/Motel	1044	1049	1055	1060	1065	1070	1076	1081
Summer Home or Rental	1131	1137	1142	1148	1154	1160	1165	1171
Visit Friends/Relatives	1392	1399	1406	1413	1420	1427	1434	1442
Camper	0	0	0	0	0	0	0	0
Day Tripper	-0.00021	-0.00019	-0.00018	-0.00016	-0.00014	-0.00013	-0.00011	-0.00010
Dur	0.00000	0.00001	0.00003	0.00004	0.00006	0.00007	0.00009	0.00010
Ndur	-0.00020	-0.00019	-0.00017	-0.00016	-0.00014	-0.00013	-0.00011	-0.00010
Mine	-0.02753	-0.02751	-0.02750	-0.02748	-0.02747	-0.02745	-0.02744	-0.02742
by Industry	0.00005	0.00006	0.00008	0.00009	0.00011	0.00012	0.00014	0.00015
Constr	0.00005	0.00007	0.00008	0.00010	0.00011	0.00013	0.00014	0.00016
TPU	0.00005	0.00007	0.00008	0.00010	0.00011	0.00013	0.00014	0.00016
FIRE	0.00005	0.00007	0.00008	0.00010	0.00011	0.00013	0.00014	0.00016
Retail	0.00003	0.00005	0.00006	0.00008	0.00009	0.00011	0.00012	0.00014
Wholesale	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Services	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

CORRIDOR C INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
AROOSTOOK									
Visitor Days									
Hotel/Motel									
Summer Home or Rental									
Visit Friends/Relatives									
Camper									
Day Tripper									
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.49	0.52	0.55	0.58	0.61	0.64	0.67	0.70	0.73
Constr Demand									
Govt Spending-Highways									
HANCOCK-WASHINGTON									
Visitor Days									
Hotel/Motel									
Summer Home or Rental									
Visit Friends/Relatives									
Camper									
Day Tripper									
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.49	0.52	0.55	0.58	0.61	0.64	0.67	0.70	0.73
Constr Demand	20.80	20.80	20.80	14.60					
Govt Spending-Highways	0	0.2496	0.4992	0.7488	0.924	0.924	0.924	0.924	0.924

CORRIDOR C INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
AROOSTOOK									
Visitor Days									
Hotel/Motel									
Summer Home or Rental									
Visit Friends/Relatives									
Camper									
Day Tripper									
Change in									
Dur	-0.00030	-0.00037	-0.00045	-0.00052	-0.00059	-0.00067	-0.00074	-0.00081	-0.00081
Production	-0.00030	-0.00037	-0.00045	-0.00052	-0.00059	-0.00067	-0.00074	-0.00081	-0.00081
Costs	-0.00012	-0.00019	-0.00026	-0.00033	-0.00041	-0.00048	-0.00055	-0.00062	-0.00062
by Industry									
Constr	-0.00030	-0.00037	-0.00045	-0.00052	-0.00059	-0.00066	-0.00074	-0.00081	-0.00081
TPU	-0.02192	-0.02199	-0.02207	-0.02214	-0.02221	-0.02228	-0.02236	-0.02243	-0.02243
FIRE	-0.00007	-0.00014	-0.00021	-0.00029	-0.00036	-0.00043	-0.00051	-0.00058	-0.00058
Retail	-0.00006	-0.00014	-0.00021	-0.00028	-0.00035	-0.00043	-0.00050	-0.00057	-0.00057
Wholesale	-0.00006	-0.00014	-0.00021	-0.00028	-0.00035	-0.00043	-0.00050	-0.00057	-0.00057
Services	-0.00008	-0.00015	-0.00023	-0.00030	-0.00037	-0.00044	-0.00052	-0.00059	-0.00059
AFF									
Gas Price Change	0.76	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Constr Demand									
Govt Spending-Highways									
HANCOCK-WASHINGTON									
Visitor Days									
Hotel/Motel	17506	55589	55589	55589	55589	55589	55589	55589	55589
Summer Home or Rental	3561	11306	11306	11306	11306	11306	11306	11306	11306
Visit Friends/Relatives	3857	12248	12248	12248	12248	12248	12248	12248	12248
Camper	2918	15075	15075	15075	15075	15075	15075	15075	15075
Day Tripper	55518	212475	212475	212475	212475	212475	212475	212475	212475
Change in	-0.01679	-0.018506	-0.020222	-0.021937	-0.023653	-0.025369	-0.027085	-0.028801	-0.030516
Dur	-0.01679	-0.018506	-0.020222	-0.021937	-0.023653	-0.025369	-0.027085	-0.028801	-0.030516
Production	-0.01733	-0.013449	-0.015165	-0.01688	-0.018596	-0.020312	-0.022028	-0.023744	-0.025459
Costs	-0.016752	-0.018468	-0.020184	-0.0219	-0.023615	-0.025331	-0.027047	-0.028763	-0.030479
by Industry									
Constr	-0.529787	-0.531503	-0.533219	-0.534935	-0.53665	-0.538366	-0.540082	-0.541798	-0.543514
TPU	-0.010455	-0.012171	-0.013887	-0.015603	-0.017318	-0.019034	-0.02075	-0.022466	-0.024182
FIRE	-0.010288	-0.012004	-0.01372	-0.015435	-0.017151	-0.018867	-0.020583	-0.022299	-0.024014
Retail	-0.010288	-0.012004	-0.01372	-0.015435	-0.017151	-0.018867	-0.020583	-0.022299	-0.024014
Wholesale	-0.010288	-0.012004	-0.01372	-0.015435	-0.017151	-0.018867	-0.020583	-0.022299	-0.024014
Services	-0.010784	-0.0125	-0.014216	-0.015931	-0.017647	-0.019363	-0.021079	-0.022795	-0.02451
AFF									
Gas Price Change	0.76	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Constr Demand									
Govt Spending-Highways	0.924	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92

CORRIDOR C INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
ARROOSTOOK								
Visitor Days								
Hotel/Motel								
Summer Home or Rental								
Visit Friends/Relatives								
Camper								
Day Tripper								
Dur	-0.00088	-0.00096	-0.00103	-0.00110	-0.00117	-0.00125	-0.00132	-0.00139
Ndur	-0.00088	-0.00096	-0.00103	-0.00110	-0.00117	-0.00125	-0.00132	-0.00139
Mine	-0.00070	-0.00077	-0.00084	-0.00092	-0.00099	-0.00106	-0.00113	-0.00121
Constr	-0.00088	-0.00095	-0.00103	-0.00110	-0.00117	-0.00125	-0.00132	-0.00139
TPU	-0.02250	-0.02258	-0.02265	-0.02272	-0.02279	-0.02287	-0.02294	-0.02301
FIRE	-0.00065	-0.00072	-0.00080	-0.00087	-0.00094	-0.00101	-0.00109	-0.00116
Retail	-0.00064	-0.00072	-0.00079	-0.00086	-0.00094	-0.00101	-0.00108	-0.00115
Wholesale	-0.00064	-0.00072	-0.00079	-0.00086	-0.00094	-0.00101	-0.00108	-0.00115
Services	-0.00066	-0.00074	-0.00081	-0.00088	-0.00095	-0.00103	-0.00110	-0.00117
AFF								
Gas Price Change	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Constr Demand								
Govt Spending-Highways								
HANCOCK-WASHINGTON								
Visitor Days								
Hotel/Motel	55589	55589	55589	55589	55589	55589	55589	55589
Summer Home or Rental	11306	11306	11306	11306	11306	11306	11306	11306
Visit Friends/Relatives	12248	12248	12248	12248	12248	12248	12248	12248
Camper	15075	15075	15075	15075	15075	15075	15075	15075
Day Tripper	212475	212475	212475	212475	212475	212475	212475	212475
Dur	-0.032232	-0.033948	-0.03395	-0.03395	-0.03395	-0.03395	-0.03395	-0.03395
Ndur	-0.032232	-0.033948	-0.03395	-0.03395	-0.03395	-0.03395	-0.03395	-0.03395
Mine	-0.027175	-0.028891	-0.02889	-0.02889	-0.02889	-0.02889	-0.02889	-0.02889
Constr	-0.032194	-0.03391	-0.03391	-0.03391	-0.03391	-0.03391	-0.03391	-0.03391
TPU	-0.545229	-0.546945	-0.54695	-0.54695	-0.54695	-0.54695	-0.54695	-0.54695
FIRE	-0.025897	-0.027613	-0.02761	-0.02761	-0.02761	-0.02761	-0.02761	-0.02761
Retail	-0.02573	-0.027446	-0.02745	-0.02745	-0.02745	-0.02745	-0.02745	-0.02745
Wholesale	-0.02573	-0.027446	-0.02745	-0.02745	-0.02745	-0.02745	-0.02745	-0.02745
Services	-0.026226	-0.027942	-0.02794	-0.02794	-0.02794	-0.02794	-0.02794	-0.02794
AFF								
Gas Price Change	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Constr Demand								
Govt Spending-Highways	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92

CORRIDOR C INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
PENOBSCOT-PISCATAQUIS									
Visitor Days					8427	8427	8427	8427	8427
Hotel/Motel					1714	1714	1714	1714	1714
Summer Home or Rental					1857	1857	1857	1857	1857
Visit Friends/Relatives					2755	2755	2755	2755	2755
Camper					124214	124214	124214	124214	124214
Day Tripper					-0.0027	-0.0027	-0.0027	-0.0027	-0.0029
Dur					-0.0027	-0.0027	-0.0027	-0.0027	-0.0029
Ndur					-0.0014	-0.0014	-0.0014	-0.0014	-0.0016
Mine					-0.0027	-0.0027	-0.0027	-0.0027	-0.0029
Constr					-0.1235	-0.1235	-0.1235	-0.1235	-0.1237
TPU					-0.0011	-0.0011	-0.0011	-0.0011	-0.0013
FIRE					-0.0011	-0.0011	-0.0011	-0.0011	-0.0013
Retail					-0.0011	-0.0011	-0.0011	-0.0011	-0.0013
Wholesale					-0.0012	-0.0012	-0.0012	-0.0012	-0.0014
Services									
AFF	0.49	0.52	0.55	0.58	0.61	0.64	0.67	0.70	0.73
Gas Price Change				6.20	13.80				
Constr Demand				0	0.0744	0.24	0.24	0.24	0.24
Govt Spending-Highways	0	0	0	0					
KENNEBEC-SOMERSET									
Visitor Days					3342	3342	3342	3342	3342
Hotel/Motel					132	132	132	132	132
Summer Home or Rental					143	143	143	143	143
Visit Friends/Relatives					888	888	888	888	888
Camper					9533	9533	9533	9533	9533
Day Tripper									
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF	0.49	0.52	0.55	0.58	0.61	0.64	0.67	0.70	0.73
Gas Price Change				7.00	20.80	20.80	20.80	20.80	20.80
Constr Demand				0.00	0.08	0.08	0.33	0.58	0.65
Govt Spending-Highways	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.58	0.65

CORRIDOR C INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
PENOBSCOT-PISCATAQ									
Visitor Days	8427	52494	52494	52494	52494	52494	52494	52494	52494
Hotel/Motel	1714	10677	10677	10677	10677	10677	10677	10677	10677
Summer Home or Rental	1857	11567	11567	11567	11567	11567	11567	11567	11567
Visit Friends/Relatives	2755	14236	14236	14236	14236	14236	14236	14236	14236
Camper	124214	219476	219476	219476	219476	219476	219476	219476	219476
Day Tripper	-0.0031	-0.00537	-0.00537	-0.00537	-0.005366	-0.005785	-0.006204	-0.006623	-0.007042
Change in	-0.0031	-0.00537	-0.00537	-0.00537	-0.005366	-0.005785	-0.006204	-0.006623	-0.007042
Production	-0.0018	-0.00284	-0.00284	-0.00284	-0.002835	-0.003254	-0.003673	-0.004092	-0.004511
Costs	-0.0031	-0.00535	-0.00535	-0.00535	-0.005347	-0.005766	-0.006185	-0.006604	-0.007023
by Industry	-0.1239	-0.24697	-0.24697	-0.24697	-0.246973	-0.247392	-0.247811	-0.24823	-0.248649
TPU	-0.0015	-0.00220	-0.00220	-0.00220	-0.002196	-0.002615	-0.003034	-0.003453	-0.003872
FIRE	-0.0015	-0.00211	-0.00211	-0.00211	-0.002112	-0.002531	-0.00295	-0.003369	-0.003788
Retail	-0.0015	-0.00211	-0.00211	-0.00211	-0.002112	-0.002531	-0.00295	-0.003369	-0.003788
Wholesale	-0.0016	-0.00236	-0.00236	-0.00236	-0.00236	-0.002779	-0.003198	-0.003617	-0.004036
Services									
AFF									
Gas Price Change	0.76	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Constr Demand									
Govt Spending-Highways	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
KENNEBEC-SOMERSET									
Visitor Days	3342	16918	16918	16918	16918	16918	16918	16918	16918
Hotel/Motel	132	3441	3441	3441	3441	3441	3441	3441	3441
Summer Home or Rental	143	3728	3728	3728	3728	3728	3728	3728	3728
Visit Friends/Relatives	888	4588	4588	4588	4588	4588	4588	4588	4588
Camper	9533	79133	79133	79133	79133	79133	79133	79133	79133
Day Tripper									
Change in	-0.011665	-0.013396	-0.015127	-0.015127	-0.016858	-0.018589	-0.02032	-0.022051	-0.023782
Production	-0.011665	-0.013396	-0.015127	-0.015127	-0.016858	-0.018589	-0.02032	-0.022051	-0.023782
Costs	-0.004481	-0.006212	-0.007943	-0.009674	-0.011405	-0.013136	-0.014867	-0.016598	-0.018329
by Industry	-0.011612	-0.013343	-0.015074	-0.016805	-0.018536	-0.020267	-0.021998	-0.023729	-0.025460
TPU	-0.727704	-0.729435	-0.731166	-0.732897	-0.734628	-0.736359	-0.73809	-0.739821	-0.741552
FIRE	-0.002665	-0.004396	-0.006128	-0.007859	-0.00959	-0.011321	-0.013052	-0.014783	-0.016514
Retail	-0.002428	-0.004159	-0.00589	-0.007621	-0.009352	-0.011083	-0.012814	-0.014545	-0.016276
Wholesale	-0.002428	-0.004159	-0.00589	-0.007621	-0.009352	-0.011083	-0.012814	-0.014545	-0.016276
Services	-0.003133	-0.004864	-0.006595	-0.008326	-0.010057	-0.011788	-0.013519	-0.015250	-0.016981
AFF									
Gas Price Change	0.76	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Constr Demand									
Govt Spending-Highways	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65

CORRIDOR C INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
PENOBSCOT-PISCATAQUA								
Visitor Days	52494	52494	52494	52494	52494	52494	52494	52494
Hotel/Motel	10677	10677	10677	10677	10677	10677	10677	10677
Summer Home or Rental	11567	11567	11567	11567	11567	11567	11567	11567
Visit Friends/Relatives	14236	14236	14236	14236	14236	14236	14236	14236
Camper	219476	219476	219476	219476	219476	219476	219476	219476
Day Tripper	-0.007461	-0.00788	-0.008299	-0.008718	-0.009137	-0.009556	-0.009975	-0.010394
Change in	-0.007461	-0.00788	-0.008299	-0.008718	-0.009137	-0.009556	-0.009975	-0.010394
Production	-0.00493	-0.005349	-0.005768	-0.006187	-0.006606	-0.007025	-0.007444	-0.007863
Costs	-0.007442	-0.007861	-0.00828	-0.008699	-0.009118	-0.009537	-0.009956	-0.010375
by Industry	-0.249067	-0.249486	-0.249905	-0.250324	-0.250743	-0.251162	-0.251581	-0.252
Dur	-0.004291	-0.00471	-0.005129	-0.005548	-0.005967	-0.006386	-0.006805	-0.007224
Ndur	-0.004207	-0.004626	-0.005045	-0.005464	-0.005883	-0.006302	-0.006721	-0.00714
Mine	-0.004207	-0.004626	-0.005045	-0.005464	-0.005883	-0.006302	-0.006721	-0.00714
Constr	-0.004455	-0.004874	-0.005293	-0.005712	-0.006131	-0.00655	-0.006969	-0.007388
TPU	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
FIRE	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Retail	16918	16918	16918	16918	16918	16918	16918	16918
Wholesale	3441	3441	3441	3441	3441	3441	3441	3441
Services	3728	3728	3728	3728	3728	3728	3728	3728
AFF	4588	4588	4588	4588	4588	4588	4588	4588
Gas Price Change	79133	79133	79133	79133	79133	79133	79133	79133
Constr Demand	-0.025514	-0.027245	-0.028976	-0.030707	-0.032438	-0.034169	-0.0359	-0.037631
Govt Spending-Highways	-0.025514	-0.027245	-0.028976	-0.030707	-0.032438	-0.034169	-0.0359	-0.037631
KENNEBEC-SOMERSET								
Visitor Days	16918	16918	16918	16918	16918	16918	16918	16918
Hotel/Motel	3441	3441	3441	3441	3441	3441	3441	3441
Summer Home or Rental	3728	3728	3728	3728	3728	3728	3728	3728
Visit Friends/Relatives	4588	4588	4588	4588	4588	4588	4588	4588
Camper	79133	79133	79133	79133	79133	79133	79133	79133
Day Tripper	-0.025514	-0.027245	-0.028976	-0.030707	-0.032438	-0.034169	-0.0359	-0.037631
Change in	-0.025514	-0.027245	-0.028976	-0.030707	-0.032438	-0.034169	-0.0359	-0.037631
Production	-0.018329	-0.02006	-0.021791	-0.023522	-0.025253	-0.026984	-0.028715	-0.030446
Costs	-0.02546	-0.027191	-0.028922	-0.030653	-0.032384	-0.034115	-0.035846	-0.037577
by Industry	-0.741552	-0.743283	-0.745014	-0.746746	-0.748477	-0.750208	-0.751939	-0.75367
Dur	-0.016514	-0.018245	-0.019976	-0.021707	-0.023438	-0.025169	-0.0269	-0.028631
Ndur	-0.016276	-0.018007	-0.019738	-0.021469	-0.023201	-0.024932	-0.026663	-0.028394
Mine	-0.016276	-0.018007	-0.019738	-0.021469	-0.023201	-0.024932	-0.026663	-0.028394
Constr	-0.016981	-0.018712	-0.020443	-0.022174	-0.023905	-0.025636	-0.027367	-0.029098
TPU	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
FIRE	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Retail	16918	16918	16918	16918	16918	16918	16918	16918
Wholesale	3441	3441	3441	3441	3441	3441	3441	3441
Services	3728	3728	3728	3728	3728	3728	3728	3728
AFF	4588	4588	4588	4588	4588	4588	4588	4588
Gas Price Change	79133	79133	79133	79133	79133	79133	79133	79133
Constr Demand	-0.025514	-0.027245	-0.028976	-0.030707	-0.032438	-0.034169	-0.0359	-0.037631
Govt Spending-Highways	-0.025514	-0.027245	-0.028976	-0.030707	-0.032438	-0.034169	-0.0359	-0.037631

CORRIDOR C INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
WALDO-KNOX									
Visitor Days									
Hotel/Motel					0	0	0	0	0
Summer Home or Rental					0	0	0	0	0
Visit Friends/Relatives					0	0	0	0	0
Camper					888	888	888	888	888
Day Tripper					0	0	0	0	0
Change in									
Production									
Costs									
by Industry									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.49	0.52	0.55	0.58	0.61	0.64	0.67	0.70	0.73
Constr Demand									
Govt Spending-Highways									
LINCOLN-SAGADAHOC									
Visitor Days									
Hotel/Motel									
Summer Home or Rental									
Visit Friends/Relatives									
Camper									
Day Tripper									
Change in									
Production									
Costs									
by Industry									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.49	0.52	0.55	0.58	0.61	0.64	0.67	0.70	0.73
Constr Demand									
Govt Spending-Highways									

CORRIDOR C INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
WALDO-KNOX									
Visitor Days	0	16918	16918	16918	16918	16918	16918	16918	16918
Hotel/Motel	0	3441	3441	3441	3441	3441	3441	3441	3441
Summer Home or Rental	0	3728	3728	3728	3728	3728	3728	3728	3728
Visit Friends/Relatives	888	4588	4588	4588	4588	4588	4588	4588	4588
Camper	0	0	0	0	0	0	0	0	0
Day Tripper									
Dur		-0.011626	-0.012978	-0.014329	-0.015681	-0.017032	-0.018383	-0.019735	-0.021086
Ndur		-0.004466	-0.005817	-0.007169	-0.00852	-0.009871	-0.011223	-0.012574	-0.013926
Mine		-0.011573	-0.012924	-0.014276	-0.015627	-0.016979	-0.01833	-0.019681	-0.021033
Constr		-0.682073	-0.683425	-0.684776	-0.686128	-0.687479	-0.68883	-0.690182	-0.691533
TPU		-0.002657	-0.004008	-0.005359	-0.006711	-0.008062	-0.009414	-0.010765	-0.012116
FIRE		-0.00242	-0.003771	-0.005123	-0.006474	-0.007826	-0.009177	-0.010528	-0.01188
Retail		-0.00242	-0.003771	-0.005123	-0.006474	-0.007826	-0.009177	-0.010528	-0.01188
Wholesale		-0.003122	-0.004474	-0.005825	-0.007176	-0.008528	-0.009879	-0.011231	-0.012582
Services									
AFF									
Gas Price Change	0.76	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Constr Demand									
Govt Spending-Highways									
LINCOLN-SAGADAHO									
Visitor Days									
Hotel/Motel									
Summer Home or Rental									
Visit Friends/Relatives									
Camper									
Day Tripper									
Dur		-0.00015	-0.00002	0.00011	0.00024	0.00038	0.00051	0.00064	0.00077
Ndur		-0.00015	-0.00002	0.00011	0.00024	0.00038	0.00051	0.00064	0.00077
Mine		-0.00006	0.00007	0.00021	0.00034	0.00047	0.00060	0.00073	0.00086
Constr		-0.00015	-0.00002	0.00011	0.00025	0.00038	0.00051	0.00064	0.00077
TPU		-0.01426	-0.01413	-0.01400	-0.01387	-0.01374	-0.01361	-0.01348	-0.01334
FIRE		-0.00003	0.00010	0.00023	0.00036	0.00049	0.00062	0.00075	0.00088
Retail		-0.00003	0.00010	0.00023	0.00036	0.00049	0.00063	0.00076	0.00089
Wholesale		-0.00003	0.00010	0.00023	0.00036	0.00049	0.00063	0.00076	0.00089
Services		-0.00004	0.00009	0.00022	0.00035	0.00049	0.00062	0.00075	0.00088
AFF									
Gas Price Change	0.76	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Constr Demand									
Govt Spending-Highways									

CORRIDOR C INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
WALDO-KNOX								
Visitor Days	16918	16918	16918	16918	16918	16918	16918	16918
Hotel/Motel	3441	3441	3441	3441	3441	3441	3441	3441
Summer Home or Rental	3728	3728	3728	3728	3728	3728	3728	3728
Visit Friends/Relatives	4588	4588	4588	4588	4588	4588	4588	4588
Camper	0	0	0	0	0	0	0	0
Day Tripper	-0.022438	-0.023789	-0.02514	-0.026492	-0.027843	-0.029195	-0.030546	-0.031897
Change in	-0.015277	-0.016628	-0.01798	-0.019331	-0.020683	-0.022034	-0.023386	-0.024737
Production	-0.022384	-0.023736	-0.025087	-0.026438	-0.02779	-0.029141	-0.030493	-0.031844
Costs	-0.692885	-0.694236	-0.695587	-0.696939	-0.69829	-0.699642	-0.700993	-0.702344
by Industry	-0.013468	-0.014819	-0.016171	-0.017522	-0.018873	-0.020225	-0.021576	-0.022928
TPU	-0.013231	-0.014583	-0.015934	-0.017285	-0.018637	-0.019988	-0.02134	-0.022691
FIRE	-0.013231	-0.014583	-0.015934	-0.017285	-0.018637	-0.019988	-0.02134	-0.022691
Retail	-0.013934	-0.015285	-0.016636	-0.017988	-0.019339	-0.020691	-0.022042	-0.023393
Wholesale								
Services								
AFF								
Gas Price Change	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Constr Demand								
Govt Spending-Highways								
LINCOLN-SAGADAHOC								
Visitor Days								
Hotel/Motel								
Summer Home or Rental								
Visit Friends/Relatives								
Camper								
Day Tripper								
Change in	0.00090	0.00103	0.00116	0.00129	0.00143	0.00156	0.00169	0.00182
Production	0.00090	0.00103	0.00116	0.00129	0.00143	0.00156	0.00169	0.00182
Costs	0.00099	0.00112	0.00126	0.00139	0.00152	0.00165	0.00178	0.00191
by Industry	0.00090	0.00103	0.00116	0.00130	0.00143	0.00156	0.00169	0.00182
TPU	-0.01321	-0.01308	-0.01295	-0.01282	-0.01269	-0.01256	-0.01243	-0.01229
FIRE	0.00102	0.00115	0.00128	0.00141	0.00154	0.00167	0.00180	0.00193
Retail	0.00102	0.00115	0.00128	0.00141	0.00154	0.00168	0.00181	0.00194
Wholesale	0.00102	0.00115	0.00128	0.00141	0.00154	0.00168	0.00181	0.00194
Services	0.00101	0.00114	0.00127	0.00140	0.00154	0.00167	0.00180	0.00193
AFF								
Gas Price Change	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Constr Demand								
Govt Spending-Highways								

CORRIDOR C INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
CUMBERLAND									
Visitor Days					647	647	647	647	647
Hotel/Motel					132	132	132	132	132
Summer Home or Rental					143	143	143	143	143
Visit Friends/Relatives					55	55	55	55	55
Camper					0	0	0	0	0
Day Tripper									
Dur									
Ndur									
Mine									
Costs by Industry									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.49	0.52	0.55	0.58	0.61	0.64	0.67	0.70	0.73
Constr Demand									
Govt Spending-Highways									
ANDROSCOGGIN-FRANKLIN-OXFORD									
Visitor Days					1931	1931	1931	1931	1931
Hotel/Motel					393	393	393	393	393
Summer Home or Rental					425	425	425	425	425
Visit Friends/Relatives					572	572	572	572	572
Camper					0	0	0	0	0
Day Tripper									
Dur									
Ndur									
Mine									
Costs by Industry									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	0.49	0.52	0.55	0.58	0.61	0.64	0.67	0.70	0.73
Constr Demand								15.40	20.80
Govt Spending-Highways	0	0	0	0	0	0	0	0	0.1848

CORRIDOR C INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
CUMBERLAND									
Visitor Days	647	1041	1041	1041	1041	1041	1041	1041	1041
Hotel/Motel	132	212	212	212	212	212	212	212	212
Summer Home or Rental	143	229	229	229	229	229	229	229	229
Visit Friends/Relatives	55	282	282	282	282	282	282	282	282
Camper	0	0	0	0	0	0	0	0	0
Day Tripper									
Change in Dur	-0.000465	-0.000563	-0.000661	-0.000758	-0.000856	-0.000953	-0.001051	-0.001149	
Production Ndur	-0.000465	-0.000563	-0.000661	-0.000758	-0.000856	-0.000953	-0.001051	-0.001149	
Costs Mine	-0.000179	-0.000276	-0.000374	-0.000472	-0.000569	-0.000667	-0.000764	-0.000862	
by Industry Constr	-0.000463	-0.000561	-0.000658	-0.000756	-0.000854	-0.000951	-0.001049	-0.001146	
TPU	-0.032578	-0.032675	-0.032773	-0.03287	-0.032968	-0.033066	-0.033163	-0.033261	
FIRE	-0.000106	-0.000204	-0.000302	-0.000399	-0.000497	-0.000594	-0.000692	-0.00079	
Retail	-9.68E-05	-0.000194	-0.000292	-0.00039	-0.000487	-0.000585	-0.000682	-0.00078	
Wholesale	-9.68E-05	-0.000194	-0.000292	-0.00039	-0.000487	-0.000585	-0.000682	-0.00078	
Services	-0.000125	-0.000223	-0.00032	-0.000418	-0.000515	-0.000613	-0.000711	-0.000808	
AFF									
Gas Price Change	0.76	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Constr Demand									
Govt Spending-Highways									
ANDROSCOGGIN-FRANK									
Visitor Days	1931	10896	10896	10896	10896	10896	10896	10896	10896
Hotel/Motel	393	2216	2216	2216	2216	2216	2216	2216	2216
Summer Home or Rental	425	2401	2401	2401	2401	2401	2401	2401	2401
Visit Friends/Relatives	572	2955	2955	2955	2955	2955	2955	2955	2955
Camper	0	46527	46527	46527	46527	46527	46527	46527	46527
Day Tripper									
Change in Dur	-0.00215	-0.00248	-0.00281	-0.003139	-0.003469	-0.003798	-0.004128	-0.004458	
Production Ndur	-0.00215	-0.00248	-0.00281	-0.003139	-0.003469	-0.003798	-0.004128	-0.004458	
Costs Mine	-0.000826	-0.001156	-0.001485	-0.001815	-0.002144	-0.002474	-0.002804	-0.003133	
by Industry Constr	-0.00214	-0.00247	-0.0028	-0.003129	-0.003459	-0.003789	-0.004118	-0.004448	
TPU	-0.144389	-0.144719	-0.145048	-0.145378	-0.145708	-0.146037	-0.146367	-0.146696	
FIRE	-0.000491	-0.000821	-0.001151	-0.00148	-0.00181	-0.002139	-0.002469	-0.002799	
Retail	-0.000448	-0.000777	-0.001107	-0.001436	-0.001766	-0.002096	-0.002425	-0.002755	
Wholesale	-0.000448	-0.000777	-0.001107	-0.001436	-0.001766	-0.002096	-0.002425	-0.002755	
Services	-0.000577	-0.000907	-0.001237	-0.001566	-0.001896	-0.002226	-0.002555	-0.002885	
AFF									
Gas Price Change	0.76	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Constr Demand	20.80								
Govt Spending-Highways	0.4344	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684

CORRIDOR C INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
CUMBERLAND								
Visitor Days	1041	1041	1041	1041	1041	1041	1041	1041
Hotel/Motel	212	212	212	212	212	212	212	212
Summer Home or Rental	229	229	229	229	229	229	229	229
Visit Friends/Relatives	282	282	282	282	282	282	282	282
Camper	0	0	0	0	0	0	0	0
Day Tripper	-0.001246	-0.001344	-0.001441	-0.001539	-0.001637	-0.001734	-0.001832	-0.001929
Change in	-0.001246	-0.001344	-0.001441	-0.001539	-0.001637	-0.001734	-0.001832	-0.001929
Production	-0.00096	-0.001057	-0.001155	-0.001252	-0.00135	-0.001448	-0.001545	-0.001643
Costs	-0.001244	-0.001342	-0.001439	-0.001537	-0.001634	-0.001732	-0.00183	-0.001927
by Industry	-0.033358	-0.033456	-0.033554	-0.033651	-0.033749	-0.033846	-0.033944	-0.034042
TPU	-0.000887	-0.000985	-0.001082	-0.00118	-0.001278	-0.001375	-0.001473	-0.00157
FIRE	-0.000878	-0.000975	-0.001073	-0.00117	-0.001268	-0.001366	-0.001463	-0.001561
Retail	-0.000878	-0.000975	-0.001073	-0.00117	-0.001268	-0.001366	-0.001463	-0.001561
Wholesale	-0.000906	-0.001003	-0.001101	-0.001199	-0.001296	-0.001394	-0.001491	-0.001589
Services	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
AFF								
Gas Price Change								
Constr Demand								
Govt Spending-Highways								
ANDROSCOGGIN-FRANK								
Visitor Days	10896	10896	10896	10896	10896	10896	10896	10896
Hotel/Motel	2216	2216	2216	2216	2216	2216	2216	2216
Summer Home or Rental	2401	2401	2401	2401	2401	2401	2401	2401
Visit Friends/Relatives	2955	2955	2955	2955	2955	2955	2955	2955
Camper	46527	46527	46527	46527	46527	46527	46527	46527
Day Tripper	-0.004787	-0.005117	-0.005446	-0.005776	-0.006106	-0.006435	-0.006765	-0.007094
Change in	-0.004787	-0.005117	-0.005446	-0.005776	-0.006106	-0.006435	-0.006765	-0.007094
Production	-0.003463	-0.003792	-0.004122	-0.004452	-0.004781	-0.005111	-0.005441	-0.00577
Costs	-0.004777	-0.005107	-0.005437	-0.005766	-0.006096	-0.006425	-0.006755	-0.007085
by Industry	-0.147026	-0.147356	-0.147685	-0.148015	-0.148344	-0.148674	-0.149004	-0.149333
TPU	-0.003128	-0.003458	-0.003787	-0.004117	-0.004447	-0.004776	-0.005106	-0.005435
FIRE	-0.003084	-0.003414	-0.003744	-0.004073	-0.004403	-0.004733	-0.005062	-0.005392
Retail	-0.003084	-0.003414	-0.003744	-0.004073	-0.004403	-0.004733	-0.005062	-0.005392
Wholesale	-0.003214	-0.003544	-0.003874	-0.004203	-0.004533	-0.004862	-0.005192	-0.005522
Services	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
AFF								
Gas Price Change								
Constr Demand								
Govt Spending-Highways	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684

CORRIDOR C INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
YORK									
Visitor Days					1341	1341	1341	1341	1341
Hotel/Motel					273	273	273	273	273
Summer Home or Rental					295	295	295	295	295
Visit Friends/Relatives					113	113	113	113	113
Camper					0	0	0	0	0
Day Tripper									
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF	0.49	0.52	0.55	0.58	0.61	0.64	0.67	0.70	0.73
Gas Price Change									
Constr Demand									
Govt Spending-Highways									

CORRIDOR C INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
YORK									
Visitor Days	1341	2158	2158	2158	2158	2158	2158	2158	2158
Hotel/Motel	273	439	439	439	439	439	439	439	439
Summer Home or Rental	295	475	475	475	475	475	475	475	475
Visit Friends/Relatives	113	585	585	585	585	585	585	585	585
Camper	0	0	0	0	0	0	0	0	0
Day Tripper									
Dur		-0.00024	-0.00029	-0.00035	-0.00041	-0.00047	-0.00052	-0.00058	-0.00064
Change in		-0.00024	-0.00029	-0.00035	-0.00041	-0.00047	-0.00052	-0.00058	-0.00064
Production		-0.00009	-0.00015	-0.00021	-0.00026	-0.00032	-0.00038	-0.00043	-0.00049
Costs		-0.00024	-0.00029	-0.00035	-0.00041	-0.00046	-0.00052	-0.00058	-0.00064
by Industry		-0.01968	-0.01974	-0.01979	-0.01985	-0.01991	-0.01996	-0.02002	-0.02008
TPU		-0.00005	-0.00011	-0.00017	-0.00023	-0.00028	-0.00034	-0.00040	-0.00045
FIRE		-0.00005	-0.00011	-0.00016	-0.00022	-0.00028	-0.00034	-0.00039	-0.00045
Retail		-0.00005	-0.00011	-0.00016	-0.00022	-0.00028	-0.00034	-0.00039	-0.00045
Wholesale		-0.00006	-0.00012	-0.00018	-0.00024	-0.00029	-0.00035	-0.00041	-0.00046
Services		0.76	0.29	0.29	0.29	0.29	0.29	0.29	0.29
AFF									
Gas Price Change									
Constr Demand									
Govt Spending-Highways									

CORRIDOR C INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
YORK								
Visitor Days	2158	2158	2158	2158	2158	2158	2158	2158
Hotel/Motel	439	439	439	439	439	439	439	439
Summer Home or Rental	475	475	475	475	475	475	475	475
Visit Friends/Relatives	585	585	585	585	585	585	585	585
Camper	0	0	0	0	0	0	0	0
Day Tripper	-0.00069	-0.00075	-0.00081	-0.00087	-0.00092	-0.00098	-0.00104	-0.00109
Dur	-0.00069	-0.00075	-0.00081	-0.00087	-0.00092	-0.00098	-0.00104	-0.00109
Ndur	-0.00055	-0.00061	-0.00066	-0.00072	-0.00078	-0.00083	-0.00089	-0.00095
Mine	-0.00069	-0.00075	-0.00081	-0.00086	-0.00092	-0.00098	-0.00104	-0.00109
Constr	-0.02014	-0.02019	-0.02025	-0.02031	-0.02036	-0.02042	-0.02048	-0.02054
TPU	-0.00051	-0.00057	-0.00063	-0.00068	-0.00074	-0.00080	-0.00085	-0.00091
FIRE	-0.00051	-0.00056	-0.00062	-0.00068	-0.00074	-0.00079	-0.00085	-0.00091
Retail	-0.00051	-0.00056	-0.00062	-0.00068	-0.00074	-0.00079	-0.00085	-0.00091
Wholesale	-0.00052	-0.00058	-0.00064	-0.00069	-0.00075	-0.00081	-0.00086	-0.00092
Services								
AFF	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Gas Price Change								
Constr Demand								
Govt Spending-Highways								

CORRIDOR D INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
AROOSTOOK									
Visitor Days	0	0	0	0	0	0	0	0	0
Hotel/Motel	0	0	0	0	0	0	0	0	0
Summer Home or Rental	0	0	0	0	0	0	0	0	0
Visit Friends/Relatives	0	0	0	0	0	0	0	0	0
Camper	0	0	0	0	204	204	204	204	204
Day Tripper	0	0	0	0	0	0	0	0	0
Dur	0	0	0	0	0	0	0	0	0
Ndur	0	0	0	0	0	0	0	0	0
Mine	0	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
TPU	0	0	0	0	0	0	0	0	0
FIRE	0	0	0	0	0	0	0	0	0
Retail	0	0	0	0	0	0	0	0	0
Wholesale	0	0	0	0	0	0	0	0	0
Services	0	0	0	0	0	0	0	0	0
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.76	2.80	2.85	2.89	2.93	2.97	3.01	3.05	3.10
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0	0
HANCOCK-WASHINGTON									
Visitor Days	0	0	0	0	39250	39250	39250	39250	39250
Hotel/Motel	0	0	0	0	7983	7983	7983	7983	7983
Summer Home or Rental	0	0	0	0	8648	8648	8648	8648	8648
Visit Friends/Relatives	0	0	0	0	6734	6734	6734	6734	6734
Camper	0	0	0	0	111035	111035	111035	111035	111035
Day Tripper	0	0	0	0	-0.079624	-0.093021	-0.106418	-0.119815	-0.133211
Dur	0	0	0	0	-0.079624	-0.093021	-0.106418	-0.119815	-0.133211
Ndur	0	0	0	0	-0.030584	-0.043981	-0.057378	-0.070775	-0.084172
Mine	0	0	0	0	-0.079258	-0.092655	-0.106052	-0.119449	-0.132846
Constr	0	0	0	0	-4.919676	-4.933073	-4.946469	-4.959866	-4.973263
TPU	0	0	0	0	-0.018194	-0.031591	-0.044988	-0.058385	-0.071782
FIRE	0	0	0	0	-0.016573	-0.02997	-0.043367	-0.056764	-0.070161
Retail	0	0	0	0	-0.016573	-0.02997	-0.043367	-0.056764	-0.070161
Wholesale	0	0	0	0	-0.021383	-0.03478	-0.048177	-0.061574	-0.074971
Services	0	0	0	0	0	0	0	0	0
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.763	2.804	2.846	2.888	2.930	2.971	3.013	3.055	3.097
Constr Demand	117.00	117.00	117.00	82.13	0	0	0	0	0
Govt Spending-Highways	0	0.3536	0.7072	1.0608	1.4144	1.768	2.1216	2.4752	2.8288

CORRIDOR D INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
AROOSTOOK									
Visitor Days	0	2936	2936	2936	2936	2936	2936	2936	2936
Hotel/Motel	0	597	597	597	597	597	597	597	597
Summer Home or Rental	0	647	647	647	647	647	647	647	647
Visit Friends/Relatives	204	796	796	796	796	796	796	796	796
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	0	-0.0042	-0.0046	-0.0050	-0.0054	-0.0057	-0.0061	-0.0065	-0.0069
Dur	0	-0.0042	-0.0046	-0.0050	-0.0054	-0.0057	-0.0061	-0.0065	-0.0069
Ndur	0	-0.0016	-0.0020	-0.0024	-0.0028	-0.0032	-0.0036	-0.0040	-0.0044
Mine	0	-0.0041	-0.0045	-0.0049	-0.0053	-0.0057	-0.0061	-0.0065	-0.0069
Constr	0	-0.3232	-0.3236	-0.3240	-0.3244	-0.3248	-0.3252	-0.3256	-0.3260
TPU	0	-0.0010	-0.0013	-0.0017	-0.0021	-0.0025	-0.0029	-0.0033	-0.0037
FIRE	0	-0.0009	-0.0013	-0.0017	-0.0021	-0.0024	-0.0028	-0.0032	-0.0036
Retail	0	-0.0009	-0.0013	-0.0017	-0.0021	-0.0024	-0.0028	-0.0032	-0.0036
Wholesale	0	-0.0011	-0.0015	-0.0019	-0.0023	-0.0027	-0.0031	-0.0035	-0.0039
Services	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
AFF	3.14	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Gas Price Change	0	0	0	0	0	0	0	0	0
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0	0
HANCOCK-WASHINGTON									
Visitor Days	39250	96764	96764	96764	96764	96764	96764	96764	96764
Hotel/Motel	7983	19681	19681	19681	19681	19681	19681	19681	19681
Summer Home or Rental	8648	21321	21321	21321	21321	21321	21321	21321	21321
Visit Friends/Relatives	6734	26241	26241	26241	26241	26241	26241	26241	26241
Camper	111035	419510	419510	419510	419510	419510	419510	419510	419510
Day Tripper	-0.146608	-0.160005	-0.173402	-0.186799	-0.200196	-0.213593	-0.22699	-0.240387	-0.253784
Dur	-0.146608	-0.160005	-0.173402	-0.186799	-0.200196	-0.213593	-0.22699	-0.240387	-0.253784
Ndur	-0.097569	-0.110966	-0.124363	-0.13776	-0.151157	-0.164554	-0.177951	-0.191348	-0.204745
Mine	-0.146242	-0.159639	-0.173036	-0.186433	-0.19983	-0.213227	-0.226624	-0.240021	-0.253418
Constr	-4.98666	-5.00057	-5.013454	-5.026851	-5.040248	-5.053645	-5.067042	-5.080439	-5.093836
TPU	-0.085179	-0.098576	-0.111972	-0.125369	-0.138766	-0.152163	-0.16556	-0.178957	-0.192354
FIRE	-0.083558	-0.096955	-0.110352	-0.123749	-0.137146	-0.150543	-0.16394	-0.177337	-0.190734
Retail	-0.083558	-0.096955	-0.110352	-0.123749	-0.137146	-0.150543	-0.16394	-0.177337	-0.190734
Wholesale	-0.088368	-0.101765	-0.115162	-0.128559	-0.141956	-0.155352	-0.168749	-0.182146	-0.195543
Services	0	0	0	0	0	0	0	0	0
AFF	3.138	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417
Gas Price Change	0	0	0	0	0	0	0	0	0
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways	3.1824	3.1824	3.1824	3.1824	3.1824	3.1824	3.1824	3.1824	3.1824

CORRIDOR D INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
AROOSTOOK								
Visitor Days	2936	2936	2936	2936	2936	2936	2936	2936
Hotel/Motel	597	597	597	597	597	597	597	597
Summer Home or Rental	647	647	647	647	647	647	647	647
Visit Friends/Relatives	796	796	796	796	796	796	796	796
Camper	0	0	0	0	0	0	0	0
Day Tripper	-0.0073	-0.0077	-0.0081	-0.0085	-0.0089	-0.0093	-0.0097	-0.0101
Change in	-0.0073	-0.0077	-0.0081	-0.0085	-0.0089	-0.0093	-0.0097	-0.0101
Production	-0.0048	-0.0052	-0.0056	-0.0060	-0.0063	-0.0067	-0.0071	-0.0075
Costs	-0.0073	-0.0077	-0.0081	-0.0085	-0.0089	-0.0093	-0.0097	-0.0101
by Industry	-0.3264	-0.3268	-0.3272	-0.3276	-0.3280	-0.3284	-0.3288	-0.3292
TPU	-0.0041	-0.0045	-0.0049	-0.0053	-0.0057	-0.0061	-0.0065	-0.0069
FIRE	-0.0040	-0.0044	-0.0048	-0.0052	-0.0056	-0.0060	-0.0064	-0.0068
Retail	-0.0040	-0.0044	-0.0048	-0.0052	-0.0056	-0.0060	-0.0064	-0.0068
Wholesale	-0.0043	-0.0047	-0.0051	-0.0055	-0.0059	-0.0063	-0.0067	-0.0071
Services	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
AFF	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Gas Price Change	0	0	0	0	0	0	0	0
Constr Demand	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0
HANCOCK-WASHINGTON								
Visitor Days	96764	96764	96764	96764	96764	96764	96764	96764
Hotel/Motel	19681	19681	19681	19681	19681	19681	19681	19681
Summer Home or Rental	21321	21321	21321	21321	21321	21321	21321	21321
Visit Friends/Relatives	26241	26241	26241	26241	26241	26241	26241	26241
Camper	419510	419510	419510	419510	419510	419510	419510	419510
Day Tripper	-0.267181	-0.280578	-0.280578	-0.280578	-0.280578	-0.280578	-0.280578	-0.280578
Change in	-0.267181	-0.280578	-0.280578	-0.280578	-0.280578	-0.280578	-0.280578	-0.280578
Production	-0.218142	-0.231539	-0.231539	-0.231539	-0.231539	-0.231539	-0.231539	-0.231539
Costs	-0.266815	-0.280212	-0.280212	-0.280212	-0.280212	-0.280212	-0.280212	-0.280212
by Industry	-5.107233	-5.12063	-5.12063	-5.12063	-5.12063	-5.12063	-5.12063	-5.12063
TPU	-0.205751	-0.219148	-0.219148	-0.219148	-0.219148	-0.219148	-0.219148	-0.219148
FIRE	-0.204131	-0.217527	-0.217527	-0.217527	-0.217527	-0.217527	-0.217527	-0.217527
Retail	-0.204131	-0.217527	-0.217527	-0.217527	-0.217527	-0.217527	-0.217527	-0.217527
Wholesale	-0.20894	-0.222337	-0.222337	-0.222337	-0.222337	-0.222337	-0.222337	-0.222337
Services	0	0	0	0	0	0	0	0
AFF	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417
Gas Price Change	0	0	0	0	0	0	0	0
Constr Demand	3.1824	3.1824	3.1824	3.1824	3.1824	3.1824	3.1824	3.1824
Govt Spending-Highways	3.1824	3.1824	3.1824	3.1824	3.1824	3.1824	3.1824	3.1824

CORRIDOR D INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
PENOBSCOT-PISCATAQUIS									
Visitor Days	0	0	0	0	14105	14105	14105	14105	14105
Hotel/Motel	0	0	0	0	2869	2869	2869	2869	2869
Summer Home or Rental	0	0	0	0	3108	3108	3108	3108	3108
Visit Friends/Relatives	0	0	0	0	4877	4877	4877	4877	4877
Camper	0	0	0	0	248428	248428	248428	248428	248428
Day Tripper	0	0	0	0	-0.0115	-0.0115	-0.0115	-0.0115	-0.0119
Dur	0	0	0	0	-0.0115	-0.0115	-0.0115	-0.0115	-0.0119
Ndur	0	0	0	0	-0.0052	-0.0052	-0.0052	-0.0052	-0.0057
Mine	0	0	0	0	-0.0114	-0.0114	-0.0114	-0.0114	-0.0119
Constr	0	0	0	0	-0.6580	-0.6580	-0.6580	-0.6580	-0.6585
TPU	0	0	0	0	-0.0036	-0.0036	-0.0036	-0.0036	-0.0041
FIRE	0	0	0	0	-0.0034	-0.0034	-0.0034	-0.0034	-0.0039
Retail	0	0	0	0	-0.0034	-0.0034	-0.0034	-0.0034	-0.0039
Wholesale	0	0	0	0	-0.0041	-0.0041	-0.0041	-0.0041	-0.0045
Services	0	0	0	0	0	0	0	0	0
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.763	2.804	2.846	2.888	2.930	2.971	3.013	3.055	3.097
Constr Demand	0	0	0	34.88	77.63	0	0	0	0
Govt Spending-Highways	0.00	0.00	0.00	0.11	0.34	0.34	0.34	0.34	0.34
KENNEBEC-SOMERSET									
Visitor Days	0	0	0	0	4218	4218	4218	4218	4218
Hotel/Motel	0	0	0	0	220	220	220	220	220
Summer Home or Rental	0	0	0	0	239	239	239	239	239
Visit Friends/Relatives	0	0	0	0	1627	1627	1627	1627	1627
Camper	0	0	0	0	19067	19067	19067	19067	19067
Day Tripper	0	0	0	0	0	0	0	0	0
Dur	0	0	0	0	0	0	0	0	0
Ndur	0	0	0	0	0	0	0	0	0
Mine	0	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
TPU	0	0	0	0	0	0	0	0	0
FIRE	0	0	0	0	0	0	0	0	0
Retail	0	0	0	0	0	0	0	0	0
Wholesale	0	0	0	0	0	0	0	0	0
Services	0	0	0	0	0	0	0	0	0
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.763	2.804	2.846	2.888	2.930	2.971	3.013	3.055	3.097
Constr Demand	0	0	0	0	39.38	117.00	117.00	30.38	0
Govt Spending-Highways	0.00	0.00	0.00	0.00	0.12	0.47	0.83	0.92	0.92

CORRIDOR D INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
PENOBSCOT-PISCATAQUIS									
Visitor Days									
Hotel/Motel	14105	70082	70082	70082	70082	70082	70082	70082	70082
Summer Home or Rental	2869	14254	14254	14254	14254	14254	14254	14254	14254
Visit Friends/Relatives	3108	15442	15442	15442	15442	15442	15442	15442	15442
Camper	4877	19005	19005	19005	19005	19005	19005	19005	19005
Day Tripper	248428	308153	308153	308153	308153	308153	308153	308153	308153
Dur	-0.0124	-0.0230	-0.0230	-0.0230	-0.022953	-0.023836	-0.024719	-0.025603	-0.026486
Ndur	-0.0124	-0.0230	-0.0230	-0.0230	-0.022953	-0.023836	-0.024719	-0.025603	-0.026486
Mine	-0.0061	-0.0104	-0.0104	-0.0104	-0.010449	-0.011332	-0.012215	-0.013099	-0.013982
Constr	-0.0123	-0.0229	-0.0229	-0.0229	-0.022859	-0.023743	-0.024626	-0.02551	-0.026393
TPU	-0.6589	-1.3161	-1.3161	-1.3161	-1.316056	-1.31694	-1.317823	-1.318707	-1.31959
FIRE	-0.0045	-0.0073	-0.0073	-0.0073	-0.007289	-0.008173	-0.009056	-0.00994	-0.010823
Retail	-0.0043	-0.0069	-0.0069	-0.0069	-0.006876	-0.007759	-0.008643	-0.009526	-0.01041
Wholesale	-0.0043	-0.0069	-0.0069	-0.0069	-0.006876	-0.007759	-0.008643	-0.009526	-0.01041
Services	-0.0049	-0.0081	-0.0081	-0.0081	-0.008102	-0.008986	-0.009869	-0.010753	-0.011636
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	3.138	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
KENNEBEC-SOMERSET									
Visitor Days									
Hotel/Motel	4218	23379	23379	23379	23379	23379	23379	23379	23379
Summer Home or Rental	220	4755	4755	4755	4755	4755	4755	4755	4755
Visit Friends/Relatives	239	5151	5151	5151	5151	5151	5151	5151	5151
Camper	1627	6340	6340	6340	6340	6340	6340	6340	6340
Day Tripper	19067	111106	111106	111106	111106	111106	111106	111106	111106
Dur	0	-0.017406	-0.020758	-0.024109	-0.027461	-0.030813	-0.034164	-0.037516	-0.040868
Ndur	0	-0.017406	-0.020758	-0.024109	-0.027461	-0.030813	-0.034164	-0.037516	-0.040868
Mine	0	-0.006686	-0.010037	-0.013389	-0.016741	-0.020093	-0.023444	-0.026796	-0.030148
Constr	0	-0.017326	-0.020678	-0.024029	-0.027381	-0.030733	-0.034084	-0.037436	-0.040788
TPU	0	-1.212106	-1.215458	-1.21881	-1.222162	-1.225513	-1.228865	-1.232217	-1.235568
FIRE	0	-0.003977	-0.007329	-0.010681	-0.014032	-0.017384	-0.020736	-0.024087	-0.027439
Retail	0	-0.003623	-0.006975	-0.010326	-0.013678	-0.01703	-0.020381	-0.023733	-0.027085
Wholesale	0	-0.003623	-0.006975	-0.010326	-0.013678	-0.01703	-0.020381	-0.023733	-0.027085
Services	0	-0.004674	-0.008026	-0.011378	-0.014729	-0.018081	-0.021433	-0.024785	-0.028136
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	3.138	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92

CORRIDOR D INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
PENOBSCOT-PISCATAQUIS								
Visitor Days	70082	70082	70082	70082	70082	70082	70082	70082
Hotel/Motel	14254	14254	14254	14254	14254	14254	14254	14254
Summer Home or Rental	15442	15442	15442	15442	15442	15442	15442	15442
Visit Friends/Relatives	19005	19005	19005	19005	19005	19005	19005	19005
Camper	308153	308153	308153	308153	308153	308153	308153	308153
Day Tripper	-0.02737	-0.028253	-0.029137	-0.03002	-0.030903	-0.031787	-0.03267	-0.033554
Dur	-0.02737	-0.028253	-0.029137	-0.03002	-0.030903	-0.031787	-0.03267	-0.033554
Ndur	-0.014866	-0.015749	-0.016633	-0.017516	-0.018399	-0.019283	-0.020166	-0.02105
Mine	-0.027276	-0.02816	-0.029043	-0.029927	-0.03081	-0.031694	-0.032577	-0.03346
Constr	-1.320474	-1.321357	-1.32224	-1.323124	-1.324007	-1.324891	-1.325774	-1.326658
TPU	-0.011706	-0.01259	-0.013473	-0.014357	-0.01524	-0.016124	-0.017007	-0.01789
FIRE	-0.011293	-0.012177	-0.01306	-0.013943	-0.014827	-0.01571	-0.016594	-0.017477
Retail	-0.011293	-0.012177	-0.01306	-0.013943	-0.014827	-0.01571	-0.016594	-0.017477
Wholesale	-0.01252	-0.013403	-0.014286	-0.01517	-0.016053	-0.016937	-0.01782	-0.018704
Services	0	0	0	0	0	0	0	0
AFF	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417
Gas Price Change	0	0	0	0	0	0	0	0
Constr Demand	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
Govt Spending-Highways	23379	23379	23379	23379	23379	23379	23379	23379
KENNEBEC-SOMERSET								
Visitor Days	4755	4755	4755	4755	4755	4755	4755	4755
Hotel/Motel	5151	5151	5151	5151	5151	5151	5151	5151
Summer Home or Rental	6340	6340	6340	6340	6340	6340	6340	6340
Visit Friends/Relatives	111106	111106	111106	111106	111106	111106	111106	111106
Camper	-0.044219	-0.047571	-0.050923	-0.054275	-0.057626	-0.060978	-0.06433	-0.067681
Day Tripper	-0.044219	-0.047571	-0.050923	-0.054275	-0.057626	-0.060978	-0.06433	-0.067681
Dur	-0.033499	-0.036851	-0.040203	-0.043554	-0.046906	-0.050258	-0.05361	-0.056961
Ndur	-0.044139	-0.047491	-0.050843	-0.054195	-0.057546	-0.060898	-0.06425	-0.067601
Mine	-1.23892	-1.242272	-1.245623	-1.248975	-1.252327	-1.255678	-1.25903	-1.262382
Constr	-0.030791	-0.034142	-0.037494	-0.040846	-0.044198	-0.047549	-0.050901	-0.054253
TPU	-0.030436	-0.033788	-0.03714	-0.040492	-0.043843	-0.047195	-0.050547	-0.053898
FIRE	-0.030436	-0.033788	-0.03714	-0.040492	-0.043843	-0.047195	-0.050547	-0.053898
Retail	-0.031488	-0.03484	-0.038191	-0.041543	-0.044895	-0.048246	-0.051598	-0.05495
Wholesale	0	0	0	0	0	0	0	0
Services	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417
AFF	0	0	0	0	0	0	0	0
Gas Price Change	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Constr Demand	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Govt Spending-Highways	23379	23379	23379	23379	23379	23379	23379	23379

CORRIDOR D INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
WALDO-KNOX									
Visitor Days	0	0	0	0	0	0	0	0	0
Hotel/Motel	0	0	0	0	0	0	0	0	0
Summer Home or Rental	0	0	0	0	0	0	0	0	0
Visit Friends/Relatives	0	0	0	0	1661	1661	1661	1661	1661
Camper	0	0	0	0	1661	1661	1661	1661	1661
Day Tripper	0	0	0	0	0	0	0	0	0
Dur	0	0	0	0	0	0	0	0	0
Ndur	0	0	0	0	0	0	0	0	0
Mine	0	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
TPU	0	0	0	0	0	0	0	0	0
FIRE	0	0	0	0	0	0	0	0	0
Retail	0	0	0	0	0	0	0	0	0
Wholesale	0	0	0	0	0	0	0	0	0
Services	0	0	0	0	0	0	0	0	0
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.763	2.804	2.846	2.888	2.930	2.971	3.013	3.055	3.097
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0	0
LINCOLN-SAGADAHOC									
Visitor Days	0	0	0	0	0	0	0	0	0
Hotel/Motel	0	0	0	0	0	0	0	0	0
Summer Home or Rental	0	0	0	0	0	0	0	0	0
Visit Friends/Relatives	0	0	0	0	0	0	0	0	0
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	0	0	0	0	0	0	0	0	0
Dur	0	0	0	0	0	0	0	0	0
Ndur	0	0	0	0	0	0	0	0	0
Mine	0	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
TPU	0	0	0	0	0	0	0	0	0
FIRE	0	0	0	0	0	0	0	0	0
Retail	0	0	0	0	0	0	0	0	0
Wholesale	0	0	0	0	0	0	0	0	0
Services	0	0	0	0	0	0	0	0	0
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.76	2.80	2.85	2.89	2.93	2.97	3.01	3.05	3.10
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0	0

CORRIDOR D INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
WALDO-KNOX									
Visitor Days	0	23868	23868	23868	23868	23868	23868	23868	23868
Hotel/Motel	0	4855	4855	4855	4855	4855	4855	4855	4855
Summer Home or Rental	0	5259	5259	5259	5259	5259	5259	5259	5259
Visit Friends/Relatives	1661	6473	6473	6473	6473	6473	6473	6473	6473
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	0	-0.042273	-0.051684	-0.061095	-0.070505	-0.079916	-0.089327	-0.098737	-0.108148
Dur	0	-0.042273	-0.051684	-0.061095	-0.070505	-0.079916	-0.089327	-0.098737	-0.108148
Ndur	0	-0.016238	-0.025648	-0.035059	-0.04447	-0.05388	-0.063291	-0.072702	-0.082112
Mine	0	-0.042079	-0.05149	-0.0609	-0.070311	-0.079722	-0.089132	-0.098543	-0.107954
Constr	0	-2.384064	-2.393475	-2.402885	-2.412296	-2.421707	-2.431117	-2.440528	-2.449939
TPU	0	-0.009659	-0.01907	-0.028481	-0.037891	-0.047302	-0.056713	-0.066123	-0.075534
FIRE	0	-0.008799	-0.018209	-0.02762	-0.037031	-0.046441	-0.055852	-0.065263	-0.074673
Retail	0	-0.008799	-0.018209	-0.02762	-0.037031	-0.046441	-0.055852	-0.065263	-0.074673
Wholesale	0	-0.011352	-0.020763	-0.030174	-0.039584	-0.048995	-0.058406	-0.067816	-0.077227
Services	0	0	0	0	0	0	0	0	0
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	3.138	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0	0
LINCOLN-SAGADAHOC									
Visitor Days	0	0	0	0	0	0	0	0	0
Hotel/Motel	0	0	0	0	0	0	0	0	0
Summer Home or Rental	0	0	0	0	0	0	0	0	0
Visit Friends/Relatives	0	0	0	0	0	0	0	0	0
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	0	0	0	0	0	0	0	0	0
Dur	0	-0.005069	-0.004127	-0.003184	-0.002242	-0.0013	-0.000358	0.000584	0.001526
Ndur	0	-0.005069	-0.004127	-0.003184	-0.002242	-0.0013	-0.000358	0.000584	0.001526
Mine	0	-0.001947	-0.001005	-6.26E-05	0.00088	0.001822	0.002764	0.003706	0.004648
Constr	0	-0.005045	-0.004103	-0.003161	-0.002219	-0.001277	-0.000335	0.000608	0.00155
TPU	0	-0.266275	-0.265332	-0.26439	-0.263448	-0.262506	-0.261564	-0.260621	-0.259679
FIRE	0	-0.001158	-0.000216	0.000726	0.001668	0.002611	0.003553	0.004495	0.005437
Retail	0	-0.001055	-0.000113	0.000829	0.001772	0.002714	0.003656	0.004598	0.00554
Wholesale	0	-0.001055	-0.000113	0.000829	0.001772	0.002714	0.003656	0.004598	0.00554
Services	0	-0.001361	-0.000419	0.000523	0.001465	0.002407	0.00335	0.004292	0.005234
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	3.14	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0	0

CORRIDOR D INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
WALDO-KNOX								
Visitor Days	23868	23868	23868	23868	23868	23868	23868	23868
Hotel/Motel	4855	4855	4855	4855	4855	4855	4855	4855
Summer Home or Rental	5259	5259	5259	5259	5259	5259	5259	5259
Visit Friends/Relatives	6473	6473	6473	6473	6473	6473	6473	6473
Camper	0	0	0	0	0	0	0	0
Day Tripper	-0.117558	-0.126969	-0.13638	-0.14579	-0.155201	-0.164612	-0.174022	-0.183433
Change in Dur	-0.117558	-0.126969	-0.13638	-0.14579	-0.155201	-0.164612	-0.174022	-0.183433
Production Ndur	-0.091523	-0.100933	-0.110344	-0.119755	-0.129165	-0.138576	-0.147987	-0.157397
Costs Mine	-0.117364	-0.126775	-0.136185	-0.145596	-0.155007	-0.164417	-0.173828	-0.183239
by Industry Constr	-2.459349	-2.46876	-2.478171	-2.487581	-2.496992	-2.506403	-2.515813	-2.525224
TPU FIRE	-0.084945	-0.094355	-0.103766	-0.113176	-0.122587	-0.131998	-0.141408	-0.150819
Retail	-0.084084	-0.093495	-0.102905	-0.112316	-0.121727	-0.131137	-0.140548	-0.149959
Wholesale	-0.084084	-0.093495	-0.102905	-0.112316	-0.121727	-0.131137	-0.140548	-0.149959
Services	-0.086638	-0.096048	-0.105459	-0.11487	-0.12428	-0.133691	-0.143102	-0.152512
AFF	0	0	0	0	0	0	0	0
Gas Price Change	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417
Constr Demand	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0
LINCOLN-SAGADAHOC								
Visitor Days	0	0	0	0	0	0	0	0
Hotel/Motel	0	0	0	0	0	0	0	0
Summer Home or Rental	0	0	0	0	0	0	0	0
Visit Friends/Relatives	0	0	0	0	0	0	0	0
Camper	0	0	0	0	0	0	0	0
Day Tripper	0	0	0	0	0	0	0	0
Change in Dur	0.002469	0.003411	0.004353	0.005295	0.006237	0.00718	0.008122	0.009064
Production Ndur	0.002469	0.003411	0.004353	0.005295	0.006237	0.00718	0.008122	0.009064
Costs Mine	0.00559	0.006533	0.007475	0.008417	0.009359	0.010301	0.011244	0.012186
by Industry Constr	0.002492	0.003434	0.004376	0.005318	0.006261	0.007203	0.008145	0.009087
TPU	-0.258737	-0.257795	-0.256853	-0.255911	-0.254968	-0.254026	-0.253084	-0.252142
FIRE	0.006379	0.007321	0.008264	0.009206	0.010148	0.01109	0.012032	0.012974
Retail	0.006482	0.007425	0.008367	0.009309	0.010251	0.011193	0.012135	0.013078
Wholesale	0.006482	0.007425	0.008367	0.009309	0.010251	0.011193	0.012135	0.013078
Services	0.006176	0.007118	0.008061	0.009003	0.009945	0.010887	0.011829	0.012771
AFF	0	0	0	0	0	0	0	0
Gas Price Change	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Constr Demand	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0

CORRIDOR D INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
CUMBERLAND									
Visitor Days	0	0	0	0	1083	1083	1083	1083	1083
Hotel/Motel	0	0	0	0	220	220	220	220	220
Summer Home or Rental	0	0	0	0	239	239	239	239	239
Visit Friends/Relatives	0	0	0	0	136	136	136	136	136
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	0	0	0	0	0	0	0	0	0
Dur	0	0	0	0	0	0	0	0	0
Ndur	0	0	0	0	0	0	0	0	0
Mine	0	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
TPU	0	0	0	0	0	0	0	0	0
FIRE	0	0	0	0	0	0	0	0	0
Retail	0	0	0	0	0	0	0	0	0
Wholesale	0	0	0	0	0	0	0	0	0
Services	0	0	0	0	0	0	0	0	0
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.76	2.80	2.85	2.89	2.93	2.97	3.01	3.05	3.10
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0	0
ANDROSCOGGIN-FRANKLIN-OXFORD									
Visitor Days	0	0	0	0	3232	3232	3232	3232	3232
Hotel/Motel	0	0	0	0	657	657	657	657	657
Summer Home or Rental	0	0	0	0	712	712	712	712	712
Visit Friends/Relatives	0	0	0	0	1019	1019	1019	1019	1019
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	0	0	0	0	0	0	0	0	0
Dur	0	0	0	0	0	0	0	0	0
Ndur	0	0	0	0	0	0	0	0	0
Mine	0	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
TPU	0	0	0	0	0	0	0	0	0
FIRE	0	0	0	0	0	0	0	0	0
Retail	0	0	0	0	0	0	0	0	0
Wholesale	0	0	0	0	0	0	0	0	0
Services	0	0	0	0	0	0	0	0	0
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.76	2.80	2.85	2.89	2.93	2.97	3.01	3.05	3.10
Constr Demand	0	0	0	0	0	0	0	86.625	117
Govt Spending-Highways	0	0	0	0	0	0	0	0	0

CORRIDOR D INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
CUMBERLAND									
Visitor Days	1083	1958	1958	1958	1958	1958	1958	1958	1958
Hotel/Motel		398	398	398	398	398	398	398	398
Summer Home or Rental	220	431	431	431	431	431	431	431	431
Visit Friends/Relatives	239	531	531	531	531	531	531	531	531
Camper	136	0	0	0	0	0	0	0	0
Day Tripper	0	-0.005116	-0.00718	-0.009243	-0.011306	-0.01337	-0.015433	-0.017497	-0.01956
Change in	0	-0.005116	-0.00718	-0.009243	-0.011306	-0.01337	-0.015433	-0.017497	-0.01956
Production	0	-0.001965	-0.004029	-0.006092	-0.008155	-0.010219	-0.012282	-0.014346	-0.016409
Costs	0	-0.005093	-0.007156	-0.009219	-0.011283	-0.013346	-0.01541	-0.017473	-0.019537
by Industry	0	-0.346246	-0.34831	-0.350373	-0.352437	-0.3545	-0.356564	-0.358627	-0.36069
TPU	0	-0.001169	-0.003232	-0.005296	-0.007359	-0.009423	-0.011486	-0.01355	-0.015613
FIRE	0	-0.001065	-0.003128	-0.005192	-0.007255	-0.009319	-0.011382	-0.013445	-0.015509
Retail	0	-0.001065	-0.003128	-0.005192	-0.007255	-0.009319	-0.011382	-0.013445	-0.015509
Wholesale	0	-0.001374	-0.003437	-0.005501	-0.007564	-0.009628	-0.011691	-0.013755	-0.015818
Services	0	0	0	0	0	0	0	0	0
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	3.14	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0	0
ANDROSCOGGIN-FRANKLIN									
Visitor Days	3232	14638	14638	14638	14638	14638	14638	14638	14638
Hotel/Motel	657	2977	2977	2977	2977	2977	2977	2977	2977
Summer Home or Rental	712	3225	3225	3225	3225	3225	3225	3225	3225
Visit Friends/Relatives	1019	3970	3970	3970	3970	3970	3970	3970	3970
Camper	0	65325	65325	65325	65325	65325	65325	65325	65325
Day Tripper	0	-0.013648	-0.017508	-0.021368	-0.025228	-0.029088	-0.032947	-0.036807	-0.040667
Change in	0	-0.013648	-0.017508	-0.021368	-0.025228	-0.029088	-0.032947	-0.036807	-0.040667
Production	0	-0.005242	-0.009102	-0.012962	-0.016822	-0.020682	-0.024542	-0.028402	-0.032261
Costs	0	-0.013585	-0.017445	-0.021305	-0.025165	-0.029025	-0.032885	-0.036745	-0.040604
by Industry	0	-0.918378	-0.922238	-0.926098	-0.929958	-0.933818	-0.937677	-0.941537	-0.945397
TPU	0	-0.003119	-0.006978	-0.010838	-0.014698	-0.018558	-0.022418	-0.026278	-0.030138
FIRE	0	-0.002841	-0.006701	-0.01056	-0.01442	-0.01828	-0.02214	-0.026	-0.02986
Retail	0	-0.002841	-0.006701	-0.01056	-0.01442	-0.01828	-0.02214	-0.026	-0.02986
Wholesale	0	-0.003665	-0.007525	-0.011385	-0.015245	-0.019105	-0.022965	-0.026824	-0.030684
Services	0	0	0	0	0	0	0	0	0
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	3.14	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Constr Demand	117	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97

CORRIDOR D INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
CUMBERLAND								
Visitor Days	1958	1958	1958	1958	1958	1958	1958	1958
Hotel/Motel	398	398	398	398	398	398	398	398
Summer Home or Rental	431	431	431	431	431	431	431	431
Visit Friends/Relatives	531	531	531	531	531	531	531	531
Camper	0	0	0	0	0	0	0	0
Day Tripper	-0.021624	-0.023687	-0.02575	-0.027814	-0.029877	-0.031941	-0.034004	-0.036068
Change in	-0.021624	-0.023687	-0.02575	-0.027814	-0.029877	-0.031941	-0.034004	-0.036068
Production	-0.018473	-0.020536	-0.0226	-0.024663	-0.026726	-0.02879	-0.030853	-0.032917
Costs	-0.0216	-0.023664	-0.025727	-0.02779	-0.029854	-0.031917	-0.033981	-0.036044
by Industry	-0.362754	-0.364817	-0.366881	-0.368944	-0.371008	-0.373071	-0.375135	-0.377198
TPU	-0.017676	-0.01974	-0.021803	-0.023867	-0.02593	-0.027994	-0.030057	-0.032121
FIRE	-0.017572	-0.019636	-0.021699	-0.023763	-0.025826	-0.02789	-0.029953	-0.032016
Retail	-0.017572	-0.019636	-0.021699	-0.023763	-0.025826	-0.02789	-0.029953	-0.032016
Wholesale	-0.017881	-0.019945	-0.022008	-0.024072	-0.026135	-0.028199	-0.030262	-0.032325
Services	0	0	0	0	0	0	0	0
AFF	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Gas Price Change	0	0	0	0	0	0	0	0
Constr Demand	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0
ANDROSCOGGIN-FRANKLIN								
Visitor Days	14638	14638	14638	14638	14638	14638	14638	14638
Hotel/Motel	2977	2977	2977	2977	2977	2977	2977	2977
Summer Home or Rental	3225	3225	3225	3225	3225	3225	3225	3225
Visit Friends/Relatives	3970	3970	3970	3970	3970	3970	3970	3970
Camper	65325	65325	65325	65325	65325	65325	65325	65325
Day Tripper	-0.044527	-0.048387	-0.052247	-0.056107	-0.059967	-0.063826	-0.067686	-0.071546
Change in	-0.044527	-0.048387	-0.052247	-0.056107	-0.059967	-0.063826	-0.067686	-0.071546
Production	-0.036121	-0.039981	-0.043841	-0.047701	-0.051561	-0.055421	-0.059281	-0.06314
Costs	-0.044464	-0.048324	-0.052184	-0.056044	-0.059904	-0.063764	-0.067624	-0.071483
by Industry	-0.949257	-0.953117	-0.956977	-0.960837	-0.964697	-0.968556	-0.972416	-0.976276
TPU	-0.033998	-0.037857	-0.041717	-0.045577	-0.049437	-0.053297	-0.057157	-0.061017
FIRE	-0.03372	-0.03758	-0.041439	-0.045299	-0.049159	-0.053019	-0.056879	-0.060739
Retail	-0.03372	-0.03758	-0.041439	-0.045299	-0.049159	-0.053019	-0.056879	-0.060739
Wholesale	-0.034544	-0.038404	-0.042264	-0.046124	-0.049984	-0.053844	-0.057703	-0.061563
Services	0	0	0	0	0	0	0	0
AFF	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Gas Price Change	0	0	0	0	0	0	0	0
Constr Demand	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Govt Spending-Highways	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97

CORRIDOR D INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
YORK									
Hotel/Motel	0	0	0	0	2245	2245	2245	2245	2245
Summer Home or Rental	0	0	0	0	457	457	457	457	457
Visit Friends/Relatives	0	0	0	0	495	495	495	495	495
Camper	0	0	0	0	282	282	282	282	282
Day Tripper	0	0	0	0	0	0	0	0	0
Dur	0	0	0	0	0	0	0	0	0
Ndur	0	0	0	0	0	0	0	0	0
Mine	0	0	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0	0	0
TPU	0	0	0	0	0	0	0	0	0
FIRE	0	0	0	0	0	0	0	0	0
Retail	0	0	0	0	0	0	0	0	0
Wholesale	0	0	0	0	0	0	0	0	0
Services	0	0	0	0	0	0	0	0	0
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.76	2.80	2.85	2.89	2.93	2.97	3.01	3.05	3.10
Constr Demand	0	0	0	0	0	0	0	0	0
Govt Spending-Highways	0	0	0	0	0	0	0	0	0.2618

Visitor Days

Change in
Production
Costs
by Industry

CORRIDOR D INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
YORK									
Visitor Days	2245	4059	4059	4059	4059	4059	4059	4059	4059
Hotel/Motel	457	826	826	826	826	826	826	826	826
Summer Home or Rental	495	894	894	894	894	894	894	894	894
Visit Friends/Relatives	282	1101	1101	1101	1101	1101	1101	1101	1101
Camper	0	0	0	0	0	0	0	0	0
Day Tripper	0	-0.004104	-0.004269	-0.004433	-0.004598	-0.004763	-0.004928	-0.005093	-0.005258
Dur	0	-0.004104	-0.004269	-0.004433	-0.004598	-0.004763	-0.004928	-0.005093	-0.005258
Ndur	0	-0.001576	-0.001741	-0.001906	-0.002071	-0.002236	-0.002401	-0.002566	-0.002731
Mine	0	-0.004085	-0.00425	-0.004415	-0.004579	-0.004744	-0.004909	-0.005074	-0.005239
Constr	0	-0.285194	-0.285359	-0.285524	-0.285689	-0.285854	-0.286019	-0.286184	-0.286349
TPU	0	-0.000938	-0.001103	-0.001267	-0.001432	-0.001597	-0.001762	-0.001927	-0.002092
FIRE	0	-0.000854	-0.001019	-0.001184	-0.001349	-0.001514	-0.001679	-0.001844	-0.002009
Retail	0	-0.000854	-0.001019	-0.001184	-0.001349	-0.001514	-0.001679	-0.001844	-0.002009
Wholesale	0	-0.001102	-0.001267	-0.001432	-0.001597	-0.001762	-0.001927	-0.002092	-0.002256
Services	0	0	0	0	0	0	0	0	0
AFF	3.14	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Gas Price Change	0	0	0	0	0	0	0	0	0
Constr Demand	0.6154	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Govt Spending-Highways									

CORRIDOR D INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
YORK								
Visitor Days	4059	4059	4059	4059	4059	4059	4059	4059
Hotel/Motel	826	826	826	826	826	826	826	826
Summer Home or Rental	894	894	894	894	894	894	894	894
Visit Friends/Relatives	1101	1101	1101	1101	1101	1101	1101	1101
Camper	0	0	0	0	0	0	0	0
Day Tripper	-0.005423	-0.005588	-0.005753	-0.005918	-0.006083	-0.006248	-0.006412	-0.006577
Change in	-0.005423	-0.005588	-0.005753	-0.005918	-0.006083	-0.006248	-0.006412	-0.006577
Production	-0.002896	-0.003061	-0.003225	-0.00339	-0.003555	-0.00372	-0.003885	-0.00405
Costs	-0.005404	-0.005569	-0.005734	-0.005899	-0.006064	-0.006229	-0.006394	-0.006559
by Industry	-0.286514	-0.286678	-0.286843	-0.287008	-0.287173	-0.287338	-0.287503	-0.287668
TPU	-0.002257	-0.002422	-0.002587	-0.002752	-0.002917	-0.003082	-0.003247	-0.003411
FIRE	-0.002174	-0.002338	-0.002503	-0.002668	-0.002833	-0.002998	-0.003163	-0.003328
Retail	-0.002174	-0.002338	-0.002503	-0.002668	-0.002833	-0.002998	-0.003163	-0.003328
Wholesale	-0.002421	-0.002586	-0.002751	-0.002916	-0.003081	-0.003246	-0.003411	-0.003576
Services	0	0	0	0	0	0	0	0
AFF	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Gas Price Change	0	0	0	0	0	0	0	0
Constr Demand	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Govt Spending-Highways								

CORRIDOR E INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
AROOSTOOK									
Visitor Days									
Hotel/Motel									
Summer Home or Rental									
Visit Friends/Relatives									
Camper									
Day Tripper									
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	1.88	1.91	1.94	1.97	2.01	2.04	2.07	2.10	2.13
Constr Demand									
Govt Spending-Highways									
HANCOCK-WASHINGTON									
Visitor Days									
Hotel/Motel									
Summer Home or Rental									
Visit Friends/Relatives									
Camper									
Day Tripper									
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	1.88	1.91	1.94	1.97	2.01	2.04	2.07	2.10	2.13
Constr Demand	79.60	79.60	79.60	79.60	71.99				
Govt Spending-Highways	0.27	0.53	0.80	1.07	1.31	1.31	1.31	1.31	1.31
PENOBSCOT-PISCATAQUIS									

CORRIDOR E INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
AROOSTOOK									
Visitor Days									
Hotel/Motel									
Summer Home or Rental									
Visit Friends/Relatives									
Camper									
Day Tripper									
Change in									
Production									
Costs									
by Industry									
Dur	-0.0022	-0.0025	-0.0029	-0.0029	-0.0032	-0.0036	-0.0039	-0.0043	-0.0046
Ndur	-0.0022	-0.0025	-0.0029	-0.0029	-0.0032	-0.0036	-0.0039	-0.0043	-0.0046
Mine	-0.0008	-0.0012	-0.0015	-0.0015	-0.0019	-0.0022	-0.0026	-0.0029	-0.0032
Constr	-0.0022	-0.0025	-0.0029	-0.0029	-0.0032	-0.0036	-0.0039	-0.0042	-0.0046
TPU	-0.1913	-0.1917	-0.1920	-0.1920	-0.1924	-0.1927	-0.1930	-0.1934	-0.1937
FIRE	-0.0005	-0.0008	-0.0012	-0.0012	-0.0015	-0.0019	-0.0022	-0.0026	-0.0029
Retail	-0.0005	-0.0008	-0.0011	-0.0011	-0.0015	-0.0018	-0.0022	-0.0025	-0.0029
Wholesale	-0.0005	-0.0008	-0.0011	-0.0011	-0.0015	-0.0018	-0.0022	-0.0025	-0.0029
Services	-0.0006	-0.0009	-0.0013	-0.0013	-0.0016	-0.0020	-0.0023	-0.0026	-0.0030
AFF	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Gas Price Change	2.16	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand									
Govt Spending-Highways									
HANCOCK-WASHINGTON									
Visitor Days									
Hotel/Motel	39250	45646	45646	45646	45646	45646	45646	45646	45646
Summer Home or Rental	7983	9284	9284	9284	9284	9284	9284	9284	9284
Visit Friends/Relatives	8648	10058	10058	10058	10058	10058	10058	10058	10058
Camper	3805	12379	12379	12379	12379	12379	12379	12379	12379
Day Tripper	111035	259900	259900	259900	259900	259900	259900	259900	259900
Change in									
Production	-0.105465	-0.115963	-0.12646	-0.136958	-0.147456	-0.157954	-0.168451	-0.178949	-0.189447
Costs	-0.105465	-0.115963	-0.12646	-0.136958	-0.147456	-0.157954	-0.168451	-0.178949	-0.189447
by Industry									
Dur	-0.066372	-0.07687	-0.087367	-0.097865	-0.108363	-0.11886	-0.129358	-0.139856	-0.150353
Ndur	-0.105173	-0.115671	-0.126169	-0.136666	-0.147164	-0.157662	-0.168159	-0.178657	-0.189155
Mine	-4.010029	-4.020527	-4.031024	-4.041522	-4.05202	-4.062517	-4.073015	-4.083513	-4.094011
Constr	-0.056494	-0.066992	-0.07749	-0.087988	-0.098485	-0.108983	-0.119481	-0.129978	-0.140476
TPU	-0.055202	-0.0657	-0.076198	-0.086696	-0.097193	-0.107691	-0.118189	-0.128686	-0.139184
FIRE	-0.055202	-0.0657	-0.076198	-0.086696	-0.097193	-0.107691	-0.118189	-0.128686	-0.139184
Retail	-0.059037	-0.069534	-0.080032	-0.09053	-0.101028	-0.111525	-0.122023	-0.132521	-0.143018
Wholesale									
Services									
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.16	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand									
Govt Spending-Highways	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31
PENOBSCOT-PISCATAQ									

CORRIDOR E INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
AROOSTOOK								
Visitor Days								
Hotel/Motel								
Summer Home or Rental								
Visit Friends/Relatives								
Camper								
Day Tripper								
Dur	-0.0049	-0.0053	-0.0056	-0.0060	-0.0063	-0.0067	-0.0070	-0.0073
Ndur	-0.0049	-0.0053	-0.0056	-0.0060	-0.0063	-0.0067	-0.0070	-0.0073
Mine	-0.0036	-0.0039	-0.0043	-0.0046	-0.0050	-0.0053	-0.0056	-0.0060
Constr	-0.0049	-0.0053	-0.0056	-0.0060	-0.0063	-0.0066	-0.0070	-0.0073
TPU	-0.1941	-0.1944	-0.1947	-0.1951	-0.1954	-0.1958	-0.1961	-0.1965
FIRE	-0.0032	-0.0036	-0.0039	-0.0043	-0.0046	-0.0050	-0.0053	-0.0056
Retail	-0.0032	-0.0035	-0.0039	-0.0042	-0.0046	-0.0049	-0.0052	-0.0056
Wholesale	-0.0032	-0.0035	-0.0039	-0.0042	-0.0046	-0.0049	-0.0052	-0.0056
Services	-0.0033	-0.0037	-0.0040	-0.0044	-0.0047	-0.0050	-0.0054	-0.0057
AFF	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Gas Price Change	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand								
Govt Spending-Highways								
HANCOCK-WASHINGTON								
Visitor Days								
Hotel/Motel	45646	45646	45646	45646	45646	45646	45646	45646
Summer Home or Rental	9284	9284	9284	9284	9284	9284	9284	9284
Visit Friends/Relatives	10058	10058	10058	10058	10058	10058	10058	10058
Camper	12379	12379	12379	12379	12379	12379	12379	12379
Day Tripper	259900	259900	259900	259900	259900	259900	259900	259900
Dur	-0.199944	-0.210442	-0.22094	-0.2209	-0.2209	-0.2209	-0.2209	-0.2209
Ndur	-0.199944	-0.210442	-0.22094	-0.2209	-0.2209	-0.2209	-0.2209	-0.2209
Mine	-0.160851	-0.171349	-0.181847	-0.1818	-0.1818	-0.1818	-0.1818	-0.1818
Constr	-0.199653	-0.21015	-0.220648	-0.2206	-0.2206	-0.2206	-0.2206	-0.2206
TPU	-4.104508	-4.115006	-4.125504	-4.1255	-4.1255	-4.1255	-4.1255	-4.1255
FIRE	-0.150974	-0.161471	-0.171969	-0.1720	-0.1720	-0.1720	-0.1720	-0.1720
Retail	-0.149682	-0.160179	-0.170677	-0.1707	-0.1707	-0.1707	-0.1707	-0.1707
Wholesale	-0.149682	-0.160179	-0.170677	-0.1707	-0.1707	-0.1707	-0.1707	-0.1707
Services	-0.153516	-0.164014	-0.174511	-0.1745	-0.1745	-0.1745	-0.1745	-0.1745
AFF	0	0	0	0	0	0	0	0
Gas Price Change	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand								
Govt Spending-Highways	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31
PENOBSCOT-PISCATAQ								
Visitor Days								
Hotel/Motel								
Summer Home or Rental								
Visit Friends/Relatives								
Camper								
Day Tripper								
Dur								
Ndur								
Mine								
Constr								
TPU								
FIRE								
Retail								
Wholesale								
Services								
AFF								
Gas Price Change								
Constr Demand								
Govt Spending-Highways								

CORRIDOR E INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Visitor Days					14105	14105	14105	14105	14105
Hotel/Motel					14105	14105	14105	14105	14105
Summer Home or Rental					2869	2869	2869	2869	2869
Visit Friends/Relatives					3108	3108	3108	3108	3108
Camper					2051	2051	2051	2051	2051
Day Tripper					248428	248428	248428	248428	248428
Change in Dur					-0.0057	-0.0057	-0.0057	-0.0057	-0.0057
Production Ndur					-0.0057	-0.0057	-0.0057	-0.0057	-0.0057
Costs Mine					-0.0022	-0.0022	-0.0022	-0.0022	-0.0022
by Industry Constr					-0.0057	-0.0057	-0.0057	-0.0057	-0.0057
TPU					-0.4264	-0.4264	-0.4264	-0.4264	-0.4264
FIRE					-0.0013	-0.0013	-0.0013	-0.0013	-0.0013
Retail					-0.0012	-0.0012	-0.0012	-0.0012	-0.0012
Wholesale					-0.0012	-0.0012	-0.0012	-0.0012	-0.0012
Services					-0.0015	-0.0015	-0.0015	-0.0015	-0.0015
AFF									
Gas Price Change	1.88	1.91	1.94	1.97	2.01	2.04	2.07	2.10	2.13
Constr Demand					7.61	79.60			
Govt Spending-Highways	0.00	0.00	0.00	0.00	0.00	0.03	0.29	0.34	0.34
KENNEBEC-SOMERSET									
Visitor Days									
Hotel/Motel					3522	3522	3522	3522	3522
Summer Home or Rental					220	220	220	220	220
Visit Friends/Relatives					239	239	239	239	239
Camper					210	210	210	210	210
Day Tripper					19067	19067	19067	19067	19067
Change in Dur									
Production Ndur									
Costs Mine									
by Industry Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	1.88	1.91	1.94	1.97	2.01	2.04	2.07	2.10	2.13
Constr Demand									
Govt Spending-Highways									
WALDO-KNOX									
Visitor Days									
Hotel/Motel					0	0	0	0	0

CORRIDOR E INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
Visitor Days	14105	24606	24606	24606	24606	24606	24606	24606	24606
Hotel/Motel									
Summer Home or Rental	2869	5005	5005	5005	5005	5005	5005	5005	5005
Visit Friends/Relatives	3108	5422	5422	5422	5422	5422	5422	5422	5422
Camper	2051	6673	6673	6673	6673	6673	6673	6673	6673
Day Tripper	248428	173326	173326	173326	173326	173326	173326	173326	173326
Change in	-0.0057	-0.011433	-0.011433	-0.011433	-0.011433	-0.011424	-0.011415	-0.011406	-0.011397
Production	-0.0057	-0.011433	-0.011433	-0.011433	-0.011433	-0.011424	-0.011415	-0.011406	-0.011397
Costs	-0.0022	-0.004375	-0.004375	-0.004375	-0.004375	-0.004365	-0.004356	-0.004347	-0.004338
by Industry	-0.0057	-0.011381	-0.011381	-0.011381	-0.011381	-0.011372	-0.011362	-0.011353	-0.011344
TPU	-0.4264	-0.852754	-0.852754	-0.852754	-0.852754	-0.852745	-0.852736	-0.852727	-0.852717
FIRE	-0.0013	-0.002591	-0.002591	-0.002591	-0.002591	-0.002582	-0.002573	-0.002563	-0.002554
Retail	-0.0012	-0.002358	-0.002358	-0.002358	-0.002358	-0.002349	-0.002339	-0.002333	-0.002321
Wholesale	-0.0012	-0.002358	-0.002358	-0.002358	-0.002358	-0.002349	-0.002339	-0.002333	-0.002321
Services	-0.0015	-0.00305	-0.00305	-0.00305	-0.00305	-0.003041	-0.003032	-0.003023	-0.003013
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.16	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand									
Govt Spending-Highways	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
KENNEBEC-SOMERSET									
Visitor Days	3522	2518	2518	2518	2518	2518	2518	2518	2518
Hotel/Motel									
Summer Home or Rental	220	512	512	512	512	512	512	512	512
Visit Friends/Relatives	239	555	555	555	555	555	555	555	555
Camper	210	683	683	683	683	683	683	683	683
Day Tripper	19067	8868	8868	8868	8868	8868	8868	8868	8868
Change in	-0.005892	-0.0073	-0.008707	-0.010115	-0.010115	-0.011522	-0.012929	-0.014337	-0.015744
Production	-0.005892	-0.0073	-0.008707	-0.010115	-0.010115	-0.011522	-0.012929	-0.014337	-0.015744
Costs	-0.002263	-0.003671	-0.005078	-0.006486	-0.006486	-0.007893	-0.0093	-0.010708	-0.012115
by Industry	-0.005865	-0.007273	-0.00868	-0.010087	-0.010087	-0.011495	-0.012902	-0.01431	-0.015717
TPU	-0.434148	-0.435555	-0.436963	-0.43837	-0.43837	-0.439778	-0.441185	-0.442592	-0.444
FIRE	-0.001346	-0.002754	-0.004161	-0.005569	-0.005569	-0.006976	-0.008384	-0.009791	-0.011198
Retail	-0.001226	-0.002634	-0.004041	-0.005449	-0.005449	-0.006856	-0.008264	-0.009671	-0.011078
Wholesale	-0.001226	-0.002634	-0.004041	-0.005449	-0.005449	-0.006856	-0.008264	-0.009671	-0.011078
Services	-0.001582	-0.00299	-0.004397	-0.005805	-0.005805	-0.007212	-0.008619	-0.010027	-0.011434
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.16	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand									
Govt Spending-Highways									
WALDO-KNOX									
Visitor Days	0	6745	6745	6745	6745	6745	6745	6745	6745
Hotel/Motel									

CORRIDOR E INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
Visitor Days	24606	24606	24606	24606	24606	24606	24606	24606
Hotel/Motel	5005	5005	5005	5005	5005	5005	5005	5005
Summer Home or Rental	5422	5422	5422	5422	5422	5422	5422	5422
Visit Friends/Relatives	6673	6673	6673	6673	6673	6673	6673	6673
Camper	173326	173326	173326	173326	173326	173326	173326	173326
Day Tripper	-0.011387	-0.011378	-0.011369	-0.01136	-0.01135	-0.011341	-0.011332	-0.011323
Change in	-0.011387	-0.011378	-0.011369	-0.01136	-0.01135	-0.011341	-0.011332	-0.011323
Production	-0.004329	-0.004319	-0.00431	-0.004301	-0.004292	-0.004282	-0.004273	-0.004264
Costs	-0.011335	-0.011325	-0.011316	-0.011307	-0.011298	-0.011289	-0.011279	-0.01127
by Industry	-0.852708	-0.852699	-0.85269	-0.852681	-0.852671	-0.852662	-0.852653	-0.852644
TPU	-0.002545	-0.002536	-0.002527	-0.002517	-0.002508	-0.002499	-0.00249	-0.00248
FIRE	-0.002312	-0.002303	-0.002293	-0.002284	-0.002275	-0.002266	-0.002256	-0.002247
Retail	-0.002312	-0.002303	-0.002293	-0.002284	-0.002275	-0.002266	-0.002256	-0.002247
Wholesale	-0.003004	-0.002995	-0.002986	-0.002976	-0.002967	-0.002958	-0.002949	-0.00294
Services	0	0	0	0	0	0	0	0
AFF	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Gas Price Change	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
Constr Demand	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
Govt Spending-Highways	2518	2518	2518	2518	2518	2518	2518	2518
KENNEBEC-SOMERSET	512	512	512	512	512	512	512	512
Hotel/Motel	555	555	555	555	555	555	555	555
Summer Home or Rental	683	683	683	683	683	683	683	683
Visit Friends/Relatives	8868	8868	8868	8868	8868	8868	8868	8868
Camper	-0.017152	-0.018559	-0.019967	-0.021374	-0.022781	-0.024189	-0.025596	-0.027004
Day Tripper	-0.017152	-0.018559	-0.019967	-0.021374	-0.022781	-0.024189	-0.025596	-0.027004
Change in	-0.013523	-0.01493	-0.016338	-0.017745	-0.019152	-0.02056	-0.021967	-0.023375
Production	-0.017125	-0.018532	-0.019939	-0.021347	-0.022754	-0.024162	-0.025569	-0.026977
Costs	-0.445407	-0.446815	-0.448222	-0.44963	-0.451037	-0.452444	-0.453852	-0.455259
by Industry	-0.012606	-0.014013	-0.015421	-0.016828	-0.018236	-0.019643	-0.02105	-0.022458
TPU	-0.012486	-0.013893	-0.015301	-0.016708	-0.018116	-0.019523	-0.02093	-0.022338
FIRE	-0.012486	-0.013893	-0.015301	-0.016708	-0.018116	-0.019523	-0.02093	-0.022338
Retail	-0.012842	-0.014249	-0.015657	-0.017064	-0.018471	-0.019879	-0.021286	-0.022694
Wholesale	0	0	0	0	0	0	0	0
Services	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
AFF	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
Gas Price Change	6745	6745	6745	6745	6745	6745	6745	6745
Constr Demand	6745	6745	6745	6745	6745	6745	6745	6745
Govt Spending-Highways	6745	6745	6745	6745	6745	6745	6745	6745
WALDO-KNOX	6745	6745	6745	6745	6745	6745	6745	6745
Hotel/Motel	6745	6745	6745	6745	6745	6745	6745	6745
Visitor Days	6745	6745	6745	6745	6745	6745	6745	6745

CORRIDOR E INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Summer Home or Rental					0	0	0	0	0
Visit Friends/Relatives					0	0	0	0	0
Camper					562	562	562	562	562
Day Tripper					0	0	0	0	0
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	1.88	1.91	1.94	1.97	2.01	2.04	2.07	2.10	2.13
Constr Demand									
Govt Spending-Highways									
LINCOLN-SAGADAHOC									
Visitor Days					0	0	0	0	0
Hotel/Motel					0	0	0	0	0
Summer Home or Rental					0	0	0	0	0
Visit Friends/Relatives					0	0	0	0	0
Camper					436	436	436	436	436
Day Tripper					0	0	0	0	0
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	1.88	1.91	1.94	1.97	2.01	2.04	2.07	2.10	2.13
Constr Demand									
Govt Spending-Highways									
CUMBERLAND									
Visitor Days					1083	1083	1083	1083	1083
Hotel/Motel					220	220	220	220	220
Summer Home or Rental									

CORRIDOR E INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
Summer Home or Rental	0	1372	1372	1372	1372	1372	1372	1372	1372
Visit Friends/Relatives	0	1486	1486	1486	1486	1486	1486	1486	1486
Camper	562	1829	1829	1829	1829	1829	1829	1829	1829
Day Tripper	0	47511	47511	47511	47511	47511	47511	47511	47511
Change in Dur	-0.009408	-0.013285	-0.017163	-0.02104	-0.024917	-0.028794	-0.032671	-0.036548	-0.036548
Production Ndur	-0.009408	-0.013285	-0.017163	-0.02104	-0.024917	-0.028794	-0.032671	-0.036548	-0.036548
Costs by Industry	-0.003614	-0.007491	-0.011368	-0.015245	-0.019122	-0.022999	-0.026876	-0.030753	-0.030753
Mine	-0.009365	-0.013242	-0.017119	-0.020996	-0.024873	-0.028751	-0.032628	-0.036505	-0.036505
Constr	-0.494188	-0.498065	-0.501942	-0.505819	-0.509696	-0.513573	-0.517445	-0.521327	-0.521327
TPU	-0.00215	-0.006027	-0.009904	-0.013781	-0.017658	-0.021535	-0.025412	-0.029289	-0.029289
FIRE	-0.001958	-0.005835	-0.009712	-0.01359	-0.017467	-0.021344	-0.025221	-0.029098	-0.029098
Retail	-0.001958	-0.005835	-0.009712	-0.01359	-0.017467	-0.021344	-0.025221	-0.029098	-0.029098
Wholesale	-0.002527	-0.006404	-0.010281	-0.014158	-0.018035	-0.021912	-0.025789	-0.029666	-0.029666
Services	0	0	0	0	0	0	0	0	0
AFF	2.16	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Gas Price Change									
Constr Demand									
Govt Spending-Highways									
LINCOLN-SAGADAHOC									
Visitor Days	0	5235	5235	5235	5235	5235	5235	5235	5235
Hotel/Motel	0	1065	1065	1065	1065	1065	1065	1065	1065
Summer Home or Rental	0	1153	1153	1153	1153	1153	1153	1153	1153
Visit Friends/Relatives	436	1420	1420	1420	1420	1420	1420	1420	1420
Camper	0	36875	36875	36875	36875	36875	36875	36875	36875
Day Tripper									
Change in Dur	-0.009247	-0.006733	-0.004219	-0.001706	-0.001706	0.000808	0.003322	0.005836	0.00835
Production Ndur	-0.009247	-0.006733	-0.004219	-0.001706	-0.001706	0.000808	0.003322	0.005836	0.00835
Costs by Industry	-0.003552	-0.001038	0.001476	0.00399	0.006503	0.009017	0.011531	0.014045	0.014045
Mine	-0.009205	-0.006691	-0.004177	-0.001663	0.000851	0.003364	0.005878	0.008392	0.008392
Constr	-0.64785	-0.645336	-0.642823	-0.640309	-0.637795	-0.635281	-0.632767	-0.630254	-0.630254
TPU	-0.002113	0.000401	0.002915	0.005428	0.007942	0.010456	0.01297	0.015484	0.015484
FIRE	-0.001925	0.000589	0.003103	0.005617	0.008131	0.010644	0.013158	0.015672	0.015672
Retail	-0.001925	0.000589	0.003103	0.005617	0.008131	0.010644	0.013158	0.015672	0.015672
Wholesale	-0.002483	3.05E-05	0.002544	0.005058	0.007572	0.010086	0.0126	0.015113	0.015113
Services	0	0	0	0	0	0	0	0	0
AFF	2.16	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Gas Price Change									
Constr Demand									
Govt Spending-Highways									
CUMBERLAND									
Visitor Days	1083	53654	53654	53654	53654	53654	53654	53654	53654
Hotel/Motel	220	10913	10913	10913	10913	10913	10913	10913	10913
Summer Home or Rental									

CORRIDOR E INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
Summer Home or Rental	1372	1372	1372	1372	1372	1372	1372	1372
Visit Friends/Relatives	1486	1486	1486	1486	1486	1486	1486	1486
Camper	1829	1829	1829	1829	1829	1829	1829	1829
Day Tripper	47511	47511	47511	47511	47511	47511	47511	47511
Change in Dur	-0.040425	-0.044302	-0.048179	-0.052056	-0.055933	-0.059811	-0.063688	-0.067565
Production Ndur	-0.040425	-0.044302	-0.048179	-0.052056	-0.055933	-0.059811	-0.063688	-0.067565
Costs Mine	-0.034631	-0.038508	-0.042385	-0.046262	-0.050139	-0.054016	-0.057893	-0.061777
by Industry Constr	-0.040382	-0.044259	-0.048136	-0.052013	-0.05589	-0.059767	-0.063644	-0.067521
TPU	-0.525205	-0.529082	-0.532959	-0.536836	-0.540713	-0.54459	-0.548467	-0.552344
FIRE	-0.033167	-0.037044	-0.040921	-0.044798	-0.048675	-0.052552	-0.056429	-0.060306
Retail	-0.032975	-0.036852	-0.040729	-0.044606	-0.048483	-0.05236	-0.056238	-0.060115
Wholesale	-0.032975	-0.036852	-0.040729	-0.044606	-0.048483	-0.05236	-0.056238	-0.060115
Services	-0.033543	-0.03742	-0.041298	-0.045175	-0.049052	-0.052929	-0.056806	-0.060683
AFF	0	0	0	0	0	0	0	0
Gas Price Change	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand								
Govt Spending-Highways								
LINCOLN-SAGADAHO								
Visitor Days Hotel/Motel	5235	5235	5235	5235	5235	5235	5235	5235
Summer Home or Rental	1065	1065	1065	1065	1065	1065	1065	1065
Visit Friends/Relatives	1153	1153	1153	1153	1153	1153	1153	1153
Camper	1420	1420	1420	1420	1420	1420	1420	1420
Day Tripper	36875	36875	36875	36875	36875	36875	36875	36875
Change in Dur	0.010863	0.013377	0.015891	0.018405	0.020919	0.023432	0.025946	0.02846
Production Ndur	0.010863	0.013377	0.015891	0.018405	0.020919	0.023432	0.025946	0.02846
Costs Mine	0.016559	0.019072	0.021586	0.0241	0.026614	0.029128	0.031641	0.034155
by Industry Constr	0.010906	0.01342	0.015933	0.018447	0.020961	0.023475	0.025989	0.028503
TPU	-0.62774	-0.625226	-0.622712	-0.620198	-0.617684	-0.615171	-0.612657	-0.610143
FIRE	0.017998	0.020511	0.023025	0.025539	0.028053	0.030567	0.03308	0.035594
Retail	0.018186	0.0207	0.023213	0.025727	0.028241	0.030755	0.033269	0.035782
Wholesale	0.018186	0.0207	0.023213	0.025727	0.028241	0.030755	0.033269	0.035782
Services	0.017627	0.020141	0.022655	0.025169	0.027682	0.030196	0.03271	0.035224
AFF	0	0	0	0	0	0	0	0
Gas Price Change	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand								
Govt Spending-Highways								
CUMBERLAND								
Visitor Days Hotel/Motel	53654	53654	53654	53654	53654	53654	53654	53654
Summer Home or Rental	10913	10913	10913	10913	10913	10913	10913	10913

CORRIDOR E INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Visit Friends/Relatives					239	239	239	239	239
Camper					4472	4472	4472	4472	4472
Day Tripper					0	0	0	0	0
Dur									
Ndur									
Mine									
by Industry									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	1.88	1.91	1.94	1.97	2.01	2.04	2.07	2.10	2.13
Constr Demand									
Govt Spending-Highways									
ANDROSCOGGIN-FRANKLIN-OXFORD									
Visitor Days					3232	3232	3232	3232	3232
Hotel/Motel					657	657	657	657	657
Summer Home or Rental					712	712	712	712	712
Visit Friends/Relatives					1646	1646	1646	1646	1646
Camper					0	0	0	0	0
Day Tripper									
Dur									
Ndur									
Mine									
by Industry									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	1.88	1.91	1.94	1.97	2.01	2.04	2.07	2.10	2.13
Constr Demand							65.40	79.60	79.60
Govt Spending-Highways	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.49
YORK									
Visitor Days					2245	2245	2245	2245	2245
Hotel/Motel					457	457	457	457	457
Summer Home or Rental					495	495	495	495	495
Visit Friends/Relatives									

CORRIDOR E INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
Visit Friends/Relatives	239	11822	11822	11822	11822	11822	11822	11822	11822
Camper	4472	14550	14550	14550	14550	14550	14550	14550	14550
Day Tripper	0	265658	265658	265658	265658	265658	265658	265658	265658
Change in Dur	-0.010766	-0.0144	-0.018033	-0.021667	-0.025301	-0.028935	-0.032569	-0.036203	-0.039837
Production Ndur	-0.010766	-0.0144	-0.018033	-0.021667	-0.025301	-0.028935	-0.032569	-0.036203	-0.039837
Costs Mine	-0.004135	-0.007769	-0.011403	-0.015037	-0.018671	-0.022305	-0.025938	-0.029572	-0.033206
by Industry Constr	-0.010716	-0.01435	-0.017984	-0.021618	-0.025252	-0.028886	-0.032519	-0.036153	-0.039837
TPU	-0.698701	-0.702335	-0.705969	-0.709603	-0.713237	-0.716871	-0.720505	-0.724138	-0.727772
FIRE	-0.00246	-0.006094	-0.009728	-0.013362	-0.016995	-0.020629	-0.024263	-0.027897	-0.031531
Retail	-0.002241	-0.005875	-0.009509	-0.013142	-0.016776	-0.02041	-0.024044	-0.027678	-0.031312
Wholesale	-0.002241	-0.005875	-0.009509	-0.013142	-0.016776	-0.02041	-0.024044	-0.027678	-0.031312
Services	-0.002891	-0.006525	-0.010159	-0.013793	-0.017427	-0.02106	-0.024694	-0.028328	-0.032062
AFF	0	0	0	0	0	0	0	0	0
Gas Price Change	2.16	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand									
Govt Spending-Highways									
ANDROSCOGGIN-FRANKLIN									
Visitor Days	3232	19743	19743	19743	19743	19743	19743	19743	19743
Hotel/Motel	657	4016	4016	4016	4016	4016	4016	4016	4016
Summer Home or Rental	712	4350	4350	4350	4350	4350	4350	4350	4350
Visit Friends/Relatives	1646	5354	5354	5354	5354	5354	5354	5354	5354
Camper									
Day Tripper	0	88238	88238	88238	88238	88238	88238	88238	88238
Change in Dur	-0.02570	-0.02824	-0.03078	-0.03332	-0.03586	-0.03840	-0.04094	-0.04347	-0.04601
Production Ndur	-0.02570	-0.02824	-0.03078	-0.03332	-0.03586	-0.03840	-0.04094	-0.04347	-0.04601
Costs Mine	-0.00987	-0.01241	-0.01495	-0.01749	-0.02003	-0.02257	-0.02511	-0.02764	-0.03018
by Industry Constr	-0.02559	-0.02812	-0.03066	-0.03320	-0.03574	-0.03828	-0.04082	-0.04336	-0.04590
TPU	-1.67027	-1.67281	-1.67534	-1.67788	-1.68042	-1.68296	-1.68550	-1.68804	-1.69058
FIRE	-0.00587	-0.00841	-0.01095	-0.01349	-0.01603	-0.01857	-0.02111	-0.02364	-0.02618
Retail	-0.00535	-0.00789	-0.01043	-0.01297	-0.01551	-0.01804	-0.02058	-0.02312	-0.02566
Wholesale	-0.00535	-0.00789	-0.01043	-0.01297	-0.01551	-0.01804	-0.02058	-0.02312	-0.02566
Services	-0.00690	-0.00944	-0.01198	-0.01452	-0.01706	-0.01960	-0.02214	-0.02467	-0.02721
AFF	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Gas Price Change	2.16	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand	79.60								
Govt Spending-Highways	0.75	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
YORK									
Visitor Days	2245	40301	40301	40301	40301	40301	40301	40301	40301
Hotel/Motel	457	8197	8197	8197	8197	8197	8197	8197	8197
Summer Home or Rental	495	8880	8880	8880	8880	8880	8880	8880	8880
Visit Friends/Relatives									

CORRIDOR E INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
Visit Friends/Relatives	11822	11822	11822	11822	11822	11822	11822	11822
Camper	14550	14550	14550	14550	14550	14550	14550	14550
Day Tripper	265658	265658	265658	265658	265658	265658	265658	265658
Change in Dur	-0.039837	-0.043471	-0.047104	-0.050738	-0.054372	-0.058006	-0.06164	-0.065274
Production Ndur	-0.039837	-0.043471	-0.047104	-0.050738	-0.054372	-0.058006	-0.06164	-0.065274
Costs Mine	-0.033206	-0.03684	-0.040474	-0.044108	-0.047742	-0.051376	-0.055009	-0.058643
by Industry Constr	-0.039787	-0.043421	-0.047055	-0.050689	-0.054323	-0.057957	-0.06159	-0.065224
TPU	-0.727772	-0.731406	-0.73504	-0.738674	-0.742308	-0.745942	-0.749576	-0.75321
FIRE	-0.031531	-0.035165	-0.038799	-0.042433	-0.046066	-0.0497	-0.053334	-0.056968
Retail	-0.031312	-0.034946	-0.03858	-0.042213	-0.045847	-0.049481	-0.053115	-0.056749
Wholesale	-0.031312	-0.034946	-0.03858	-0.042213	-0.045847	-0.049481	-0.053115	-0.056749
Services	-0.031962	-0.035596	-0.03923	-0.042864	-0.046498	-0.050132	-0.053765	-0.057399
AFF	0	0	0	0	0	0	0	0
Gas Price Change	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand								
Govt Spending-Highways								
ANDROSCOGGIN-FRANK								
Visitor Days Hotel/Motel	19743	19743	19743	19743	19743	19743	19743	19743
Summer Home or Rental	4016	4016	4016	4016	4016	4016	4016	4016
Visit Friends/Relatives	4350	4350	4350	4350	4350	4350	4350	4350
Camper	5354	5354	5354	5354	5354	5354	5354	5354
Day Tripper	88238	88238	88238	88238	88238	88238	88238	88238
Change in Dur	-0.04601	-0.04855	-0.05109	-0.05363	-0.05617	-0.05871	-0.06125	-0.06378
Production Ndur	-0.04601	-0.04855	-0.05109	-0.05363	-0.05617	-0.05871	-0.06125	-0.06378
Costs Mine	-0.03018	-0.03272	-0.03526	-0.03780	-0.04034	-0.04288	-0.04542	-0.04795
by Industry Constr	-0.04590	-0.04843	-0.05097	-0.05351	-0.05605	-0.05859	-0.06113	-0.06367
TPU	-1.69058	-1.69312	-1.69565	-1.69819	-1.70073	-1.70327	-1.70581	-1.70835
FIRE	-0.02618	-0.02872	-0.03126	-0.03380	-0.03634	-0.03888	-0.04142	-0.04395
Retail	-0.02566	-0.02820	-0.03074	-0.03328	-0.03582	-0.03835	-0.04089	-0.04343
Wholesale	-0.02566	-0.02820	-0.03074	-0.03328	-0.03582	-0.03835	-0.04089	-0.04343
Services	-0.02721	-0.02975	-0.03229	-0.03483	-0.03737	-0.03991	-0.04245	-0.04498
AFF	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Gas Price Change	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand								
Govt Spending-Highways	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
YORK								
Visitor Days Hotel/Motel	40301	40301	40301	40301	40301	40301	40301	40301
Summer Home or Rental	8197	8197	8197	8197	8197	8197	8197	8197
Visit Friends/Relatives	8880	8880	8880	8880	8880	8880	8880	8880

CORRIDOR E INPUTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Camper					3359	3359	3359	3359	3359
Day Tripper					0	0	0	0	0
Dur									
Ndur									
Mine									
Constr									
TPU									
FIRE									
Retail									
Wholesale									
Services									
AFF									
Gas Price Change	1.88	1.91	1.94	1.97	2.01	2.04	2.07	2.10	2.13
Constr Demand									
Govt Spending-Highways									

CORRIDOR E INPUTS

	2014	2015	2016	2017	2018	2019	2020	2021	2022
Camper	3359	10929	10929	10929	10929	10929	10929	10929	10929
Day Tripper	0	18389	18389	18389	18389	18389	18389	18389	18389
Change in		-0.008887	-0.010569	-0.012252	-0.013935	-0.015618	-0.0173	-0.018983	-0.020666
Production		-0.008887	-0.010569	-0.012252	-0.013935	-0.015618	-0.0173	-0.018983	-0.020666
Costs		-0.003414	-0.005096	-0.006779	-0.008462	-0.010144	-0.011827	-0.01351	-0.015192
by Industry		-0.008846	-0.010529	-0.012211	-0.013894	-0.015577	-0.017259	-0.018942	-0.020625
TPU		-0.568669	-0.570351	-0.572034	-0.573717	-0.5754	-0.577082	-0.578765	-0.580448
FIRE		-0.002031	-0.003713	-0.005396	-0.007079	-0.008761	-0.010444	-0.012127	-0.013809
Retail		-0.00185	-0.003532	-0.005215	-0.006898	-0.00858	-0.010263	-0.011946	-0.013628
Wholesale		-0.00185	-0.003532	-0.005215	-0.006898	-0.00858	-0.010263	-0.011946	-0.013628
Services		-0.002387	-0.004069	-0.005752	-0.007435	-0.009117	-0.0108	-0.012483	-0.014165
AFF		0	0	0	0	0	0	0	0
Gas Price Change	2.16	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand									
Govt Spending-Highways									

CORRIDOR E INPUTS

	2023	2024	2025	2026	2027	2028	2029	2030
Camper	10929	10929	10929	10929	10929	10929	10929	10929
Day Tripper	18389	18389	18389	18389	18389	18389	18389	18389
Dur	-0.022348	-0.024031	-0.025714	-0.027396	-0.029079	-0.030762	-0.032444	-0.034127
Ndur	-0.022348	-0.024031	-0.025714	-0.027396	-0.029079	-0.030762	-0.032444	-0.034127
Mine	-0.016875	-0.018558	-0.02024	-0.021923	-0.023606	-0.025288	-0.026971	-0.028654
Const	-0.022307	-0.02399	-0.025673	-0.027355	-0.029038	-0.030721	-0.032403	-0.034086
TPU	-0.58213	-0.583813	-0.585496	-0.587178	-0.588861	-0.590544	-0.592226	-0.593909
FIRE	-0.015492	-0.017175	-0.018857	-0.02054	-0.022223	-0.023905	-0.025588	-0.027271
Retail	-0.015311	-0.016994	-0.018676	-0.020359	-0.022042	-0.023725	-0.025407	-0.02709
Wholesale	-0.015311	-0.016994	-0.018676	-0.020359	-0.022042	-0.023725	-0.025407	-0.02709
Services	-0.015848	-0.017531	-0.019213	-0.020896	-0.022579	-0.024261	-0.025944	-0.027627
AFF	0	0	0	0	0	0	0	0
Gas Price Change	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Constr Demand								
Govt Spending-Highways								

Appendix C: Forecast Results

ECONOMIC FORECAST RESULTS
CORRIDOR A

	2005	2006	2007	2008	2009	2010	2011	2012
CORRIDOR A								
MAINE								
Employment (Thous)	0.179	0.182	0.465	0.458	0.450	0.438	0.442	0.441
Pers Inc (Bil Nom \$)	0.005	0.006	0.016	0.018	0.020	0.021	0.023	0.024
Real Disp Pers Inc (Bil 92\$)	0.001	0.001	0.007	0.007	0.007	0.007	0.008	0.008
GRP (Bil 92\$)	0.007	0.007	0.017	0.017	0.017	0.017	0.017	0.017
Population (Thous)	0.019	0.046	0.135	0.234	0.306	0.364	0.416	0.463
Durables	0.003	0.002	0.004	0.003	0.001	-0.001	-0.002	-0.003
Non-Durables	0.000	-0.001	0.000	-0.001	-0.001	-0.002	-0.003	-0.003
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.124	0.126	0.144	0.143	0.142	0.140	0.145	0.146
Trans./Public Util.	0.002	0.002	0.010	0.011	0.011	0.011	0.011	0.011
Fin/Ins/Real Est	0.003	0.003	0.009	0.010	0.009	0.009	0.009	0.009
Retail Trade	0.012	0.012	0.119	0.115	0.112	0.108	0.105	0.103
Wholesale Trade	0.002	0.002	0.009	0.008	0.007	0.006	0.006	0.005
Services	0.031	0.031	0.157	0.150	0.144	0.137	0.136	0.133
Agri/For/Fish Serv	0.001	0.001	0.002	0.002	0.001	0.001	0.001	0.001
AROOSTOOK								
Employment (Thous)	0.003	0.003	0.007	0.007	0.007	0.006	0.005	0.005
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	0.000	0.000	0.002	0.004	0.005	0.005	0.006	0.005
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.001	0.001	0.002	0.002	0.002	0.002	0.001	0.001
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.000
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.001	0.001	0.004	0.003	0.003	0.003	0.003	0.003
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR A

CORRIDOR A	2013	2014	2015	2020	2025	2030
MAINE						
Employment (Thous)	0.554	0.544	0.514	0.522	0.540	0.484
Pers Inc (Bil Nom \$)	0.030	0.031	0.029	0.034	0.042	0.046
Real Disp Pers Inc (Bil 92\$)	0.010	0.010	0.012	0.014	0.016	0.016
GRP (Bil 92\$)	0.021	0.021	0.019	0.021	0.024	0.023
Population (Thous)	0.525	0.583	0.634	0.787	0.847	0.827
Durables	-0.002	-0.003	-0.004	-0.002	0.000	0.002
Non-Durables	-0.003	-0.004	-0.003	0.000	0.002	0.003
Mining	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.150	0.148	0.032	0.030	0.030	0.024
Trans./Public Util.	0.014	0.014	0.016	0.021	0.023	0.024
Fin/Ins/Real Est	0.012	0.011	0.015	0.015	0.015	0.011
Retail Trade	0.145	0.141	0.187	0.177	0.171	0.141
Wholesale Trade	0.007	0.007	0.007	0.007	0.008	0.007
Services	0.186	0.180	0.211	0.214	0.226	0.209
Agri/For/Fish Serv	0.001	0.001	0.000	0.001	0.001	0.002

AROOSTOOK	2013	2014	2015	2020	2025	2030
Employment (Thous)	0.007	0.006	0.008	0.011	0.014	0.017
Pers Inc (Bil Nom \$)	0.000	0.000	0.001	0.001	0.001	0.002
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.001	0.001
GRP (Bil 92\$)	0.000	0.000	0.000	0.001	0.001	0.001
Population (Thous)	0.005	0.006	0.007	0.016	0.023	0.029
Durables	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.001	0.001	0.001	0.001	0.001	0.001
Trans./Public Util.	0.000	0.000	0.001	0.001	0.002	0.002
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.001	0.001	0.002	0.002	0.002	0.003
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.004	0.004	0.004	0.005	0.006	0.007
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR A

	2005	2006	2007	2008	2009	2010	2011	2012
CORRIDOR A								
HANCOCK-WASHINGTON								
Employment (Thous)	0.151	0.104	0.072	0.073	0.073	0.074	0.072	0.072
Pers Inc (Bil Nom \$)	0.004	0.003	0.003	0.003	0.003	0.003	0.003	0.003
Real Disp Pers Inc (Bil 92\$)	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002
GRP (Bil 92\$)	0.006	0.004	0.002	0.002	0.003	0.003	0.003	0.003
Population (Thous)	0.022	0.044	0.060	0.075	0.087	0.097	0.105	0.110
Durables	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.112	0.077	0.012	0.012	0.012	0.012	0.011	0.010
Trans./Public Util.	0.001	0.001	0.002	0.003	0.004	0.004	0.004	0.005
Fin/Ins/Real Est	0.002	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Retail Trade	0.013	0.009	0.027	0.027	0.026	0.026	0.025	0.025
Wholesale Trade	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Services	0.019	0.012	0.024	0.024	0.024	0.024	0.024	0.024
Agri/For/Fish Serv	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000

	2005	2006	2007	2008	2009	2010	2011	2012
PENOBSCOT-PISCATAQUIS								
Employment (Thous)	0.005	0.057	0.294	0.291	0.286	0.280	0.179	0.124
Pers Inc (Bil Nom \$)	0.000	0.002	0.009	0.010	0.011	0.012	0.009	0.007
Real Disp Pers Inc (Bil 92\$)	0.000	0.001	0.005	0.005	0.005	0.005	0.004	0.003
GRP (Bil 92\$)	0.000	0.002	0.011	0.011	0.011	0.011	0.006	0.004
Population (Thous)	0.001	0.010	0.063	0.125	0.172	0.210	0.227	0.227
Durables	0.000	0.000	0.002	0.001	0.000	-0.001	-0.002	-0.003
Non-Durables	0.000	0.000	0.000	-0.001	-0.001	-0.002	-0.002	-0.002
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.001	0.038	0.115	0.114	0.114	0.112	0.044	0.007
Trans./Public Util.	0.000	0.001	0.006	0.006	0.005	0.005	0.004	0.003
Fin/Ins/Real Est	0.000	0.001	0.004	0.004	0.004	0.004	0.003	0.002
Retail Trade	0.000	0.005	0.073	0.071	0.068	0.066	0.056	0.050
Wholesale Trade	0.000	0.001	0.005	0.004	0.004	0.004	0.002	0.001
Services	0.003	0.010	0.084	0.080	0.076	0.072	0.054	0.045
Agri/For/Fish Serv	0.000	0.000	0.001	0.001	0.001	0.001	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR A

	2013	2014	2015	2020	2025	2030
CORRIDOR A						
HANCOCK-WASHINGTON						
Employment (Thous)	0.075	0.075	0.072	0.077	0.081	0.082
Pers Inc (Bil Nom \$)	0.004	0.004	0.004	0.005	0.006	0.007
Real Disp Pers Inc (Bil 92\$)	0.002	0.002	0.003	0.003	0.003	0.004
GRP (Bil 92\$)	0.003	0.003	0.003	0.003	0.004	0.004
Population (Thous)	0.115	0.120	0.124	0.137	0.141	0.140
Durables	0.000	0.000	0.000	0.001	0.001	0.001
Non-Durables	0.000	0.000	0.001	0.001	0.002	0.002
Mining	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.010	0.009	0.007	0.006	0.006	0.006
Trans./Public Util.	0.005	0.005	0.006	0.007	0.007	0.007
Fin/Ins/Real Est	0.001	0.001	0.001	0.001	0.001	0.001
Retail Trade	0.025	0.025	0.024	0.024	0.024	0.023
Wholesale Trade	0.001	0.001	0.001	0.001	0.001	0.001
Services	0.025	0.025	0.025	0.028	0.030	0.031
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.001	0.001

	2013	2014	2015	2020	2025	2030
PENOBSCOT-PISCATAQUIS						
Employment (Thous)	0.219	0.217	0.223	0.228	0.233	0.2338
Pers Inc (Bil Nom \$)	0.010	0.011	0.011	0.014	0.017	0.01998
Real Disp Pers Inc (Bil 92\$)	0.004	0.005	0.005	0.006	0.007	0.007512
GRP (Bil 92\$)	0.007	0.007	0.008	0.009	0.010	0.0104
Population (Thous)	0.242	0.263	0.283	0.343	0.363	0.3606
Durables	-0.002	-0.002	-0.002	-0.001	0.000	0.000567
Non-Durables	-0.002	-0.002	-0.002	-0.001	0.000	0.000524
Mining	0.000	0.000	0.000	0.000	0.000	3.89E-06
Construction	0.010	0.010	0.010	0.010	0.010	0.01001
Trans./Public Util.	0.006	0.006	0.007	0.008	0.010	0.01009
Fin/Ins/Real Est	0.003	0.003	0.003	0.004	0.004	0.003771
Retail Trade	0.090	0.088	0.089	0.085	0.081	0.07741
Wholesale Trade	0.003	0.002	0.003	0.003	0.003	0.003207
Services	0.090	0.089	0.090	0.091	0.094	0.09741
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000469

ECONOMIC FORECAST RESULTS
CORRIDOR A

	2005	2006	2007	2008	2009	2010	2011	2012
CORRIDOR A								
KENNEBEC-SOMERSET								
Employment (Thous)	0.001	0.001	0.041	0.040	0.039	0.037	0.142	0.198
Pers Inc (Bil Nom \$)	0.000	0.000	0.001	0.002	0.002	0.002	0.006	0.009
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.003
GRP (Bil 92\$)	0.000	0.000	0.001	0.001	0.001	0.001	0.006	0.008
Population (Thous)	-0.002	-0.003	0.005	0.015	0.022	0.027	0.049	0.085
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.000	0.000	0.002	0.002	0.002	0.001	0.076	0.116
Trans./Public Util.	0.000	0.000	0.001	0.001	0.001	0.001	0.002	0.002
Fin/Ins/Real Est	0.000	0.000	0.001	0.001	0.001	0.001	0.002	0.002
Retail Trade	0.000	0.000	0.013	0.013	0.012	0.012	0.020	0.024
Wholesale Trade	0.000	0.000	0.001	0.001	0.001	0.001	0.002	0.003
Services	0.002	0.002	0.023	0.022	0.021	0.020	0.036	0.043
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001
WALDO-KNOX								
Employment (Thous)	0.005	0.005	0.009	0.009	0.008	0.007	0.007	0.006
Pers Inc (Bil Nom \$)	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	0.001	0.003	0.006	0.011	0.013	0.015	0.016	0.017
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.003	0.003	0.004	0.003	0.003	0.003	0.003	0.003
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.001	0.001	0.003	0.003	0.002	0.002	0.002	0.002
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR A

	2013	2014	2015	2020	2025	2030
CORRIDOR A						
KENNEBEC-SOMERSET						
Employment (Thous)	0.201	0.197	0.084	0.086	0.091	0.090
Pers Inc (Bil Nom \$)	0.010	0.010	0.006	0.006	0.007	0.008
Real Disp Pers Inc (Bil 92\$)	0.004	0.004	0.002	0.002	0.002	0.002
GRP (Bil 92\$)	0.008	0.008	0.003	0.003	0.003	0.004
Population (Thous)	0.119	0.146	0.150	0.145	0.142	0.133
Durables	0.000	-0.001	-0.001	-0.001	0.000	0.000
Non-Durables	-0.001	-0.002	-0.002	-0.001	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.115	0.114	0.004	0.004	0.004	0.004
Trans./Public Util.	0.002	0.002	0.001	0.002	0.002	0.002
Fin/Ins/Real Est	0.002	0.002	0.001	0.001	0.001	0.001
Retail Trade	0.024	0.023	0.029	0.028	0.027	0.025
Wholesale Trade	0.002	0.002	0.001	0.001	0.001	0.001
Services	0.043	0.040	0.035	0.038	0.040	0.041
Agri/For/Fish Serv	0.001	0.001	0.000	0.000	0.000	0.000
WALDO-KNOX						
Employment (Thous)	0.008	0.007	0.005	0.005	0.006	0.005
Pers Inc (Bil Nom \$)	0.001	0.001	0.001	0.001	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	0.018	0.019	0.019	0.018	0.016	0.015
Durables	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.003	0.003	0.001	0.001	0.001	0.001
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	0.000	0.000	0.000	0.000
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.003	0.003	0.002	0.003	0.003	0.003
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR A

	2005	2006	2007	2008	2009	2010	2011	2012
CORRIDOR A								
LINCOLN-SAGadahoc								
Employment (Thous)	0.002	0.001	0.003	0.003	0.002	0.002	0.003	0.003
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.001	0.003
Durables	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

	2005	2006	2007	2008	2009	2010	2011	2012
CUMBERLAND								
Employment (Thous)	0.001	0.000	0.017	0.016	0.014	0.012	0.013	0.012
Pers Inc (Bil Nom \$)	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	-0.001	-0.001	0.000	0.000	0.000	-0.001	-0.001	-0.001
GRP (Bil 92\$)	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Population (Thous)	-0.003	-0.005	-0.004	-0.002	-0.002	-0.002	-0.002	-0.001
Durables	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.001	0.001	0.003	0.003	0.003	0.003	0.003	0.003
Retail Trade	-0.001	-0.002	0.003	0.002	0.002	0.001	0.002	0.002
Wholesale Trade	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Services	0.002	0.002	0.010	0.009	0.008	0.008	0.008	0.008
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR A

	2013	2014	2015	2020	2025	2030
CORRIDOR A						
LINCOLN-SAGADAHOC						
Employment (Thous)	0.003	0.002	0.004	0.004	0.004	0.003
Pers Inc (Bil Nom \$)	0.001	0.001	0.001	0.001	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	0.004	0.005	0.005	0.006	0.007	0.006
Durables	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.001	0.001	0.000	0.000	0.000	0.000
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	0.001	0.001	0.001	0.001
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.001	0.001	0.002	0.002	0.002	0.002
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000

	2013	2014	2015	2020	2025	2030
CUMBERLAND						
Employment (Thous)	0.017	0.015	0.034	0.033	0.035	0.031
Pers Inc (Bil Nom \$)	0.002	0.002	0.002	0.003	0.004	0.004
Real Disp Pers Inc (Bil 92\$)	-0.001	-0.001	0.000	0.000	0.001	0.000
GRP (Bil 92\$)	0.001	0.001	0.002	0.002	0.002	0.002
Population (Thous)	0.000	0.000	0.006	0.024	0.033	0.034
Durables	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.000	0.000	0.002	0.001	0.001	0.001
Trans./Public Util.	0.000	0.000	0.000	0.001	0.001	0.001
Fin/Ins/Real Est	0.004	0.004	0.005	0.005	0.005	0.004
Retail Trade	0.003	0.002	0.009	0.008	0.008	0.006
Wholesale Trade	0.001	0.001	0.001	0.001	0.001	0.001
Services	0.010	0.009	0.017	0.016	0.017	0.016
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR A

	2005	2006	2007	2008	2009	2010	2011	2012
CORRIDOR A								
ANDR-FRANKLIN-OXFORD								
Employment (Thous)	0.002	0.001	0.008	0.008	0.007	0.006	0.007	0.007
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.001	0.000	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	-0.002	-0.003	-0.002	-0.001	-0.001	-0.001	0.000	0.001
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.001	0.001	0.002	0.002	0.001	0.001	0.002	0.002
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	-0.001	-0.001	0.000	0.000	0.000	-0.001	0.000	0.000
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.002	0.001	0.006	0.005	0.005	0.005	0.005	0.005
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

	2005	2006	2007	2008	2009	2010	2011	2012
YORK								
Employment (Thous)	0.009	0.009	0.012	0.013	0.015	0.014	0.015	0.015
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Population (Thous)	0.001	0.003	0.006	0.008	0.011	0.013	0.015	0.017
Durables	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.006	0.006	0.007	0.007	0.007	0.007	0.008	0.008
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.001	0.001	0.001	0.001	0.002	0.002	0.002	0.002
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.001	0.001	0.002	0.002	0.003	0.003	0.003	0.003
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR A

	2013	2014	2015	2020	2025	2030
CORRIDOR A						
ANDR-FRANKLIN-OXFORD						
Employment (Thous)	0.009	0.007	0.020	0.020	0.021	0.020
Pers Inc (Bil Nom \$)	0.001	0.001	0.001	0.002	0.002	0.002
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.001	0.001	0.001	0.001
Population (Thous)	0.003	0.004	0.008	0.022	0.030	0.032
Durables	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.002	0.002	0.002	0.001	0.001	0.001
Trans./Public Util.	0.000	0.000	0.001	0.001	0.001	0.001
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	0.005	0.005	0.005	0.004
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.006	0.006	0.012	0.011	0.012	0.012
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000

	2013	2014	2015	2020	2025	2030
YORK						
Employment (Thous)	0.016	0.016	0.064	0.059	0.056	0.003
Pers Inc (Bil Nom \$)	0.001	0.001	0.002	0.003	0.004	0.002
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.001	0.001	0.001	0.001
GRP (Bil 92\$)	0.001	0.001	0.002	0.002	0.002	0.000
Population (Thous)	0.018	0.020	0.031	0.076	0.094	0.077
Durables	0.001	0.001	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.008	0.008	0.006	0.005	0.005	0.000
Trans./Public Util.	0.000	0.000	0.001	0.001	0.001	0.000
Fin/Ins/Real Est	0.000	0.000	0.003	0.003	0.003	0.000
Retail Trade	0.003	0.002	0.027	0.025	0.023	0.000
Wholesale Trade	0.000	0.000	0.001	0.001	0.001	0.000
Services	0.003	0.003	0.024	0.021	0.020	0.000
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR B

CORRIDOR B	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
MAINE										
Employment (Thous)	0.195	0.194	0.189	0.185	0.428	0.455	0.462	0.465	0.454	0.444
Pers Inc (Bil Nom \$)	0.005	0.006	0.007	0.008	0.017	0.021	0.022	0.023	0.024	0.025
Real Disp Pers Inc (Bil 92\$)	0.001	0.001	0.001	0.001	0.006	0.008	0.008	0.007	0.007	0.007
GRP (Bil 92\$)	0.008	0.008	0.007	0.007	0.017	0.018	0.018	0.018	0.018	0.018
Population (Thous)	0.019	0.046	0.068	0.085	0.161	0.258	0.331	0.386	0.429	0.462
Durables	0.003	0.002	0.001	0.000	0.002	0.001	0.000	-0.001	-0.002	-0.003
Non-Durables	0.000	-0.001	-0.002	-0.002	-0.001	-0.002	-0.002	-0.003	-0.004	-0.004
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.136	0.137	0.138	0.137	0.156	0.165	0.169	0.171	0.168	0.165
Trans./Public Util.	0.002	0.002	0.001	0.001	0.010	0.011	0.012	0.013	0.013	0.013
Fin/Ins/Real Est	0.003	0.003	0.003	0.003	0.009	0.010	0.010	0.010	0.010	0.009
Retail Trade	0.012	0.011	0.010	0.008	0.096	0.100	0.101	0.101	0.098	0.094
Wholesale Trade	0.002	0.002	0.002	0.002	0.007	0.007	0.007	0.006	0.005	0.005
Services	0.034	0.032	0.030	0.029	0.134	0.138	0.136	0.136	0.131	0.128
Agri/For/Fish Serv	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
AROOSTOOK										
Employment (Thous)	0.007	0.008	0.008	0.008	0.012	0.012	0.012	0.012	0.012	0.012
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	0.002	0.004	0.005	0.007	0.009	0.012	0.013	0.015	0.016	0.017
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.004	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.001	0.001	0.001	0.001	0.002	0.002	0.002	0.002	0.002	0.001
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.002	0.002	0.002	0.001	0.004	0.004	0.004	0.004	0.003	0.003
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR B

CORRIDOR B	2015	2020	2025	2030
MAINE				
Employment (Thous)	1.044	1.216	1.327	1.433
Pers Inc (Bil Nom \$)	0.051	0.078	0.102	0.130
Real Disp Pers Inc (Bil 92\$)	0.033	0.046	0.056	0.066
GRP (Bil 92\$)	0.043	0.059	0.072	0.084
Population (Thous)	0.682	1.584	2.067	2.347
Durables	0.009	0.016	0.020	0.024
Non-Durables	0.004	0.016	0.025	0.033
Mining	0.000	0.000	0.000	0.000
Construction	0.116	0.131	0.133	0.134
Trans./Public Util.	0.044	0.071	0.084	0.092
Fin/Ins/Real Est	0.029	0.031	0.029	0.028
Retail Trade	0.336	0.341	0.347	0.354
Wholesale Trade	0.028	0.033	0.036	0.039
Services	0.423	0.462	0.505	0.560
Agri/For/Fish Serv	0.003	0.004	0.006	0.007
AROOSTOOK				
Employment (Thous)	0.025	0.026	0.027	0.021
Pers Inc (Bil Nom \$)	0.001	0.002	0.002	0.002
Real Disp Pers Inc (Bil 92\$)	0.001	0.001	0.001	0.001
GRP (Bil 92\$)	0.001	0.001	0.001	0.001
Population (Thous)	0.022	0.041	0.048	0.048
Durables	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000
Construction	0.004	0.003	0.003	0.001
Trans./Public Util.	0.001	0.002	0.002	0.002
Fin/Ins/Real Est	0.001	0.001	0.001	0.000
Retail Trade	0.006	0.006	0.006	0.003
Wholesale Trade	0.001	0.001	0.001	0.001
Services	0.011	0.011	0.011	0.010
Agri/For/Fish Serv	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR B

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
CORRIDOR B										
HANCOCK-WASHINGTON										
Employment (Thous)	0.167	0.168	0.168	0.115	0.072	0.079	0.088	0.097	0.098	0.099
Pers Inc (Bil Nom \$)	0.004	0.005	0.005	0.004	0.003	0.003	0.004	0.004	0.004	0.005
Real Disp Pers Inc (Bil 92\$)	0.002	0.003	0.003	0.002	0.002	0.003	0.003	0.003	0.003	0.003
GRP (Bil 92\$)	0.006	0.006	0.006	0.004	0.002	0.003	0.003	0.003	0.004	0.004
Population (Thous)	0.024	0.056	0.081	0.095	0.105	0.115	0.124	0.134	0.142	0.149
Durables	0.001	0.000	0.000	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	-0.001	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.124	0.125	0.125	0.087	0.015	0.014	0.014	0.014	0.014	0.013
Trans./Public Util.	0.001	0.001	0.001	0.001	0.002	0.003	0.004	0.005	0.006	0.006
Fin/Ins/Real Est	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.002	0.002	0.002
Retail Trade	0.015	0.014	0.014	0.009	0.024	0.027	0.030	0.034	0.033	0.033
Wholesale Trade	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.001	0.001	0.001
Services	0.021	0.020	0.019	0.011	0.022	0.025	0.029	0.032	0.032	0.033
Agri/For/Fish Serv	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PENOBSCOT-PISCATAQUIS

Employment (Thous)	0.005	0.005	0.004	0.058	0.211	0.113	0.112	0.112	0.112	0.113
Pers Inc (Bil Nom \$)	0.000	0.001	0.001	0.002	0.007	0.005	0.005	0.005	0.006	0.006
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.001	0.004	0.002	0.002	0.002	0.002	0.003
GRP (Bil 92\$)	0.000	0.000	0.000	0.002	0.008	0.004	0.004	0.004	0.004	0.004
Population (Thous)	0.001	0.002	0.003	0.011	0.051	0.081	0.097	0.111	0.123	0.134
Durables	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.001	0.001	0.001	0.040	0.076	0.006	0.006	0.006	0.005	0.005
Trans./Public Util.	0.000	0.000	0.000	0.001	0.005	0.004	0.005	0.005	0.005	0.006
Fin/Ins/Real Est	0.000	0.000	0.000	0.001	0.003	0.002	0.002	0.002	0.002	0.002
Retail Trade	0.000	0.000	0.000	0.005	0.055	0.045	0.044	0.044	0.043	0.043
Wholesale Trade	0.000	0.000	0.000	0.001	0.004	0.002	0.002	0.002	0.002	0.002
Services	0.003	0.003	0.002	0.010	0.063	0.046	0.045	0.045	0.045	0.045
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR B

	2015	2020	2025	2030
CORRIDOR B				
HANCOCK-WASHINGTON				
Employment (Thous)	0.237	0.236	0.240	0.245
Pers Inc (Bil Norm \$)	0.009	0.013	0.016	0.020
Real Disp Pers Inc (Bil 92\$)	0.006	0.007	0.008	0.009
GRP (Bil 92\$)	0.008	0.009	0.010	0.010
Population (Thous)	0.183	0.325	0.382	0.404
Durables	0.001	0.000	0.001	0.001
Non-Durables	0.001	0.001	0.002	0.003
Mining	0.000	0.000	0.000	0.000
Construction	0.020	0.018	0.016	0.016
Trans./Public Util.	0.009	0.010	0.011	0.012
Fin/Ins/Real Est	0.003	0.004	0.004	0.004
Retail Trade	0.095	0.090	0.088	0.086
Wholesale Trade	0.002	0.002	0.002	0.002
Services	0.092	0.089	0.092	0.097
Agri/For/Fish Serv	0.001	0.001	0.001	0.002

PENOBSCOT-PISCATAQUIS				
Employment (Thous)	0.308	0.310	0.321	0.338
Pers Inc (Bil Norm \$)	0.014	0.019	0.024	0.030
Real Disp Pers Inc (Bil 92\$)	0.007	0.009	0.010	0.012
GRP (Bil 92\$)	0.012	0.013	0.014	0.016
Population (Thous)	0.183	0.387	0.484	0.532
Durables	0.001	0.000	0.000	0.001
Non-Durables	0.000	0.000	0.001	0.002
Mining	0.000	0.000	0.000	0.000
Construction	0.014	0.012	0.011	0.011
Trans./Public Util.	0.012	0.015	0.017	0.018
Fin/Ins/Real Est	0.005	0.005	0.006	0.006
Retail Trade	0.120	0.114	0.110	0.109
Wholesale Trade	0.006	0.005	0.005	0.006
Services	0.134	0.128	0.132	0.142
Agri/For/Fish Serv	0.000	0.000	0.000	0.001

ECONOMIC FORECAST RESULTS
CORRIDOR B

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
CORRIDOR B										
KENNEBEC-SOMERSET										
Employment (Thous)	0.001	0.001	0.000	0.000	0.089	0.203	0.107	0.020	0.018	0.017
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.003	0.008	0.005	0.003	0.002	0.002
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.001	0.003	0.002	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.004	0.008	0.004	0.001	0.000	0.000
Population (Thous)	-0.002	-0.003	-0.005	-0.006	0.011	0.051	0.075	0.072	0.064	0.059
Durables	0.000	0.000	0.000	0.000	0.000	0.001	0.000	-0.001	-0.001	-0.001
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001	-0.001	-0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	-0.001	0.000	-0.001	-0.001	0.050	0.129	0.062	0.001	0.001	0.001
Trans./Public Util.	0.000	0.000	0.000	0.000	0.001	0.002	0.001	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.001	0.002	0.001	0.000	0.000	0.000
Retail Trade	-0.001	-0.001	-0.001	-0.001	0.011	0.020	0.012	0.004	0.004	0.004
Wholesale Trade	0.000	0.000	0.000	0.000	0.002	0.003	0.001	0.000	0.000	0.000
Services	0.002	0.002	0.002	0.002	0.023	0.039	0.022	0.008	0.008	0.008
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000
WALDO-KNOX										
Employment (Thous)	0.005	0.005	0.005	0.004	0.008	0.008	0.006	0.005	0.004	0.004
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	0.001	0.003	0.004	0.005	0.008	0.011	0.012	0.011	0.011	0.010
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.002	0.002	0.002
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.001	0.001	0.001	0.001	0.002	0.002	0.002	0.002	0.002	0.002
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR B

	2015	2020	2025	2030
CORRIDOR B				
KENNEBEC-SOMERSET				
Employment (Thous)	0.116	0.175	0.210	0.239
Pers Inc (Bil Norm \$)	0.006	0.011	0.015	0.021
Real Disp Pers Inc (Bil 92\$)	0.005	0.008	0.010	0.012
GRP (Bil 92\$)	0.005	0.009	0.011	0.014
Population (Thous)	0.091	0.238	0.335	0.403
Durables	0.001	0.003	0.004	0.004
Non-Durables	0.001	0.004	0.006	0.007
Mining	0.000	0.000	0.000	0.000
Construction	0.014	0.018	0.019	0.020
Trans./Public Util.	0.008	0.019	0.024	0.027
Fin/Ins/Real Est	0.002	0.004	0.004	0.005
Retail Trade	0.029	0.035	0.039	0.042
Wholesale Trade	0.003	0.005	0.006	0.007
Services	0.047	0.062	0.073	0.086
Agri/For/Fish Serv	0.000	0.001	0.001	0.001
WALDO-KNOX				
Employment (Thous)	0.035	0.036	0.037	0.040
Pers Inc (Bil Norm \$)	0.002	0.003	0.004	0.005
Real Disp Pers Inc (Bil 92\$)	0.001	0.001	0.002	0.002
GRP (Bil 92\$)	0.001	0.002	0.002	0.002
Population (Thous)	0.020	0.061	0.077	0.085
Durables	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000
Construction	0.005	0.004	0.004	0.003
Trans./Public Util.	0.001	0.002	0.002	0.002
Fin/Ins/Real Est	0.001	0.001	0.001	0.001
Retail Trade	0.010	0.010	0.009	0.010
Wholesale Trade	0.001	0.001	0.001	0.001
Services	0.015	0.015	0.015	0.017
Agri/For/Fish Serv	0.000	0.000	0.000	0.001

ECONOMIC FORECAST RESULTS
CORRIDOR B

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
CORRIDOR B										
LINCOLN-SAGADAHOC										
Employment (Thous)	0.002	0.001	0.001	0.001	0.003	0.004	0.003	0.002	0.001	0.001
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	-0.001	-0.001	-0.002	-0.002	-0.001	0.001	0.003	0.002	0.002	0.001
Durables	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.000
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CUMBERLAND										
Employment (Thous)	0.001	0.000	-0.001	-0.002	0.015	0.017	0.016	0.015	0.012	0.009
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.001	0.001	0.002	0.002	0.002	0.002
Real Disp Pers Inc (Bil 92\$)	-0.001	-0.001	-0.001	-0.001	-0.001	0.000	0.000	0.000	-0.001	-0.001
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Population (Thous)	-0.003	-0.006	-0.008	-0.011	-0.010	-0.006	-0.004	-0.002	-0.001	-0.001
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	-0.001	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.001	0.001	0.001	0.001	0.003	0.003	0.003	0.003	0.003	0.003
Retail Trade	-0.002	-0.002	-0.002	-0.002	0.002	0.003	0.002	0.002	0.001	0.001
Wholesale Trade	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.000
Services	0.002	0.002	0.002	0.001	0.009	0.010	0.009	0.009	0.008	0.007
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR B

	2015	2020	2025	2030
CORRIDOR B				
LINCOLN-SAGADAHOC				
Employment (Thous)	0.010	0.009	0.009	0.010
Pers Inc (Bil Nom \$)	0.001	0.002	0.002	0.003
Real Disp Pers Inc (Bil 92\$)	0.000	0.001	0.001	0.001
GRP (Bil 92\$)	0.001	0.001	0.001	0.001
Population (Thous)	0.006	0.023	0.029	0.033
Durables	0.002	0.002	0.001	0.001
Non-Durables	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000
Construction	0.002	0.002	0.001	0.001
Trans./Public Util.	0.001	0.001	0.001	0.001
Fin/Ins/Real Est	0.000	0.000	0.000	0.000
Retail Trade	0.001	0.001	0.001	0.001
Wholesale Trade	0.000	0.000	0.000	0.000
Services	0.003	0.003	0.003	0.003
Agri/For/Fish Serv	0.000	0.000	0.000	0.001
CUMBERLAND				
Employment (Thous)	0.195	0.255	0.280	0.304
Pers Inc (Bil Nom \$)	0.009	0.015	0.021	0.027
Real Disp Pers Inc (Bil 92\$)	0.008	0.011	0.014	0.016
GRP (Bil 92\$)	0.011	0.017	0.021	0.025
Population (Thous)	0.045	0.234	0.340	0.403
Durables	0.002	0.006	0.007	0.008
Non-Durables	0.002	0.006	0.009	0.011
Mining	0.000	0.000	0.000	0.000
Construction	0.038	0.051	0.054	0.056
Trans./Public Util.	0.006	0.008	0.009	0.010
Fin/Ins/Real Est	0.013	0.012	0.009	0.006
Retail Trade	0.041	0.047	0.050	0.055
Wholesale Trade	0.013	0.015	0.016	0.017
Services	0.076	0.094	0.103	0.115
Agri/For/Fish Serv	0.001	0.001	0.002	0.002

ECONOMIC FORECAST RESULTS
CORRIDOR B

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
CORRIDOR B										
ANDR-FRANKLIN-OXFORD										
Employment (Thous)	0.002	0.002	0.001	0.000	0.011	0.013	0.111	0.198	0.191	0.185
Pers Inc (Bil Norm \$)	0.000	0.000	0.000	0.000	0.001	0.001	0.004	0.007	0.008	0.008
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.002	0.002	0.002
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.005	0.008	0.008	0.008
Population (Thous)	-0.002	-0.004	-0.005	-0.007	-0.005	0.000	0.017	0.048	0.078	0.101
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001	-0.002
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.001	0.001	0.001	0.001	0.002	0.002	0.074	0.138	0.137	0.135
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.002	0.001	0.001
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.003	0.003	0.002
Retail Trade	-0.001	-0.001	-0.001	-0.001	0.002	0.002	0.010	0.017	0.015	0.014
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.002	0.002	0.002
Services	0.002	0.002	0.001	0.001	0.007	0.008	0.022	0.034	0.030	0.028
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.001
YORK										
Employment (Thous)	0.004	0.003	0.003	0.002	0.007	0.007	0.007	0.006	0.005	0.004
Pers Inc (Bil Norm \$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001	-0.001
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	-0.002	-0.004	-0.005	-0.007	-0.007	-0.006	-0.006	-0.006	-0.007	-0.008
Durables	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	-0.001	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001
Services	0.001	0.001	0.001	0.001	0.003	0.003	0.003	0.002	0.002	0.002
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR B

CORRIDOR B	2015	2020	2025	2030
ANDR-FRANKLIN-OXFORD				
Employment (Thous)	0.092	0.143	0.179	0.211
Pers Inc (Bil Nom \$)	0.006	0.009	0.014	0.019
Real Disp Pers Inc (Bil 92\$)	0.004	0.007	0.009	0.011
GRP (Bil 92\$)	0.004	0.007	0.010	0.013
Population (Thous)	0.129	0.235	0.318	0.381
Durables	-0.001	0.003	0.005	0.006
Non-Durables	0.000	0.003	0.006	0.008
Mining	0.000	0.000	0.000	0.000
Construction	0.014	0.018	0.020	0.021
Trans./Public Util.	0.005	0.014	0.018	0.021
Fin/Ins/Real Est	0.002	0.004	0.004	0.005
Retail Trade	0.026	0.033	0.038	0.043
Wholesale Trade	0.002	0.003	0.004	0.005
Services	0.036	0.052	0.067	0.082
Agri/For/Fish Serv	0.000	0.000	0.001	0.001

YORK	2015	2020	2025	2030
Employment (Thous)	0.026	0.026	0.025	0.025
Pers Inc (Bil Nom \$)	0.002	0.003	0.004	0.005
Real Disp Pers Inc (Bil 92\$)	0.001	0.001	0.001	0.001
GRP (Bil 92\$)	0.001	0.001	0.001	0.002
Population (Thous)	0.003	0.041	0.055	0.059
Durables	0.003	0.002	0.002	0.002
Non-Durables	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000
Construction	0.005	0.005	0.005	0.004
Trans./Public Util.	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.001	0.001	0.000	0.000
Retail Trade	0.007	0.006	0.006	0.006
Wholesale Trade	0.001	0.001	0.000	0.000
Services	0.009	0.009	0.009	0.009
Agri/For/Fish Serv	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR C

CORRIDOR C	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
MAINE										
Employment (Thous)	0.235	0.232	0.226	0.221	0.482	0.500	0.493	0.412	0.476	0.465
Pers Inc (Bil Norm \$)	0.006	0.008	0.008	0.009	0.020	0.023	0.025	0.022	0.025	0.026
Real Disp Pers Inc (Bil 92\$)	0.001	0.001	0.001	0.001	0.007	0.008	0.009	0.006	0.007	0.007
GRP (Bil 92\$)	0.009	0.009	0.009	0.009	0.019	0.020	0.020	0.016	0.019	0.019
Population (Thous)	0.021	0.052	0.076	0.096	0.181	0.287	0.367	0.408	0.441	0.476
Durables	0.003	0.002	0.001	0.000	0.003	0.001	0.000	-0.002	-0.002	-0.003
Non-Durables	0.000	-0.001	-0.002	-0.003	-0.001	-0.002	-0.003	-0.004	-0.004	-0.004
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.165	0.166	0.166	0.166	0.188	0.197	0.194	0.152	0.198	0.195
Trans./Public Util.	0.002	0.002	0.002	0.001	0.011	0.013	0.014	0.013	0.015	0.016
Fin/Ins/Real Est	0.004	0.004	0.004	0.004	0.010	0.011	0.011	0.009	0.010	0.010
Retail Trade	0.014	0.013	0.011	0.009	0.102	0.102	0.098	0.086	0.090	0.086
Wholesale Trade	0.003	0.002	0.002	0.002	0.008	0.008	0.007	0.005	0.005	0.005
Services	0.041	0.039	0.036	0.034	0.146	0.145	0.139	0.118	0.128	0.124
Agri/For/Fish Serv	0.002	0.001	0.001	0.001	0.002	0.002	0.002	0.001	0.001	0.001
AROOSTOOK										
Employment (Thous)	0.004	0.004	0.003	0.003	0.007	0.006	0.005	0.003	0.004	0.003
Pers Inc (Bil Norm \$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	0.000	0.000	0.000	0.000	0.001	0.002	0.002	0.002	0.001	0.001
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.002	0.002	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.001
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.001	0.001	0.001	0.001	0.003	0.003	0.003	0.002	0.002	0.002
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR C

CORRIDOR C	2015	2020	2025	2030
MAINE				
Employment (Thous)	0.917	1.018	1.085	1.153
Pers Inc (Bil Nom \$)	0.045	0.064	0.082	0.104
Real Disp Pers Inc (Bil 92\$)	0.027	0.036	0.044	0.051
GRP (Bil 92\$)	0.036	0.046	0.054	0.061
Population (Thous)	0.657	1.384	1.748	1.936
Durables	0.005	0.009	0.012	0.014
Non-Durables	0.002	0.009	0.015	0.020
Mining	0.000	0.000	0.000	0.000
Construction	0.086	0.092	0.091	0.091
Trans./Public Util.	0.041	0.064	0.075	0.081
Fin/Ins/Real Est	0.025	0.027	0.028	0.029
Retail Trade	0.307	0.300	0.295	0.295
Wholesale Trade	0.019	0.021	0.023	0.024
Services	0.380	0.393	0.417	0.453
Agri/For/Fish Serv	0.002	0.003	0.004	0.005
AROOSTOOK				
Employment (Thous)	0.015	0.016	0.016	0.017
Pers Inc (Bil Nom \$)	0.001	0.001	0.001	0.002
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.001
GRP (Bil 92\$)	0.001	0.001	0.001	0.001
Population (Thous)	0.004	0.020	0.026	0.030
Durables	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000
Construction	0.002	0.001	0.001	0.001
Trans./Public Util.	0.001	0.001	0.002	0.002
Fin/Ins/Real Est	0.000	0.000	0.000	0.000
Retail Trade	0.003	0.003	0.003	0.003
Wholesale Trade	0.000	0.000	0.000	0.000
Services	0.008	0.008	0.008	0.009
Agri/For/Fish Serv	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR C

CORRIDOR C	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
HANCOCK-WASHINGTON										
Employment (Thous)	0.207	0.207	0.206	0.147	0.091	0.092	0.096	0.096	0.100	0.102
Pers Inc (Bil Nom \$)	0.005	0.006	0.006	0.006	0.004	0.004	0.004	0.004	0.005	0.005
Real Disp Pers Inc (Bil 92\$)	0.003	0.003	0.003	0.003	0.003	0.003	0.004	0.004	0.004	0.004
GRP (Bil 92\$)	0.008	0.008	0.008	0.006	0.003	0.003	0.003	0.004	0.004	0.004
Population (Thous)	0.030	0.069	0.099	0.117	0.132	0.144	0.153	0.160	0.167	0.173
Durables	0.001	0.001	0.000	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	-0.001	-0.001	-0.001	-0.001	0.000	0.000	0.001	0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.154	0.154	0.155	0.112	0.018	0.016	0.016	0.015	0.015	0.015
Trans./Public Util.	0.002	0.002	0.001	0.001	0.003	0.005	0.006	0.007	0.008	0.008
Fin/Ins/Real Est	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002
Retail Trade	0.018	0.018	0.017	0.011	0.032	0.031	0.031	0.031	0.031	0.032
Wholesale Trade	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Services	0.026	0.024	0.023	0.014	0.028	0.029	0.030	0.030	0.031	0.032
Agri/For/Fish Serv	0.001	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000

PENOBSCOT-PISCATAQUIS	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Employment (Thous)	0.007	0.006	0.005	0.066	0.241	0.104	0.103	0.098	0.099	0.099
Pers Inc (Bil Nom \$)	0.001	0.001	0.001	0.003	0.008	0.005	0.005	0.005	0.005	0.005
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.001	0.004	0.002	0.002	0.002	0.002	0.002
GRP (Bil 92\$)	0.000	0.000	0.000	0.003	0.009	0.004	0.004	0.004	0.004	0.004
Population (Thous)	0.001	0.003	0.004	0.013	0.058	0.087	0.100	0.111	0.119	0.126
Durables	0.000	0.000	0.000	0.000	0.001	0.000	0.000	-0.001	-0.001	-0.001
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.002	0.002	0.002	0.045	0.102	0.006	0.006	0.005	0.005	0.005
Trans./Public Util.	0.000	0.000	0.000	0.001	0.006	0.004	0.005	0.005	0.005	0.006
Fin/Ins/Real Est	0.000	0.000	0.000	0.001	0.003	0.002	0.002	0.002	0.002	0.002
Retail Trade	0.001	0.000	0.000	0.005	0.055	0.041	0.040	0.038	0.037	0.037
Wholesale Trade	0.000	0.000	0.000	0.001	0.004	0.002	0.002	0.001	0.001	0.001
Services	0.003	0.003	0.003	0.012	0.066	0.042	0.041	0.039	0.039	0.039
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR C

CORRIDOR C	2015	2020	2025	2030
HANCOCK-WASHINGTON				
Employment (Thous)	0.252	0.251	0.254	0.258
Pers Inc (Bil Nom \$)	0.010	0.014	0.017	0.021
Real Disp Pers Inc (Bil 92\$)	0.007	0.008	0.010	0.011
GRP (Bil 92\$)	0.009	0.010	0.011	0.011
Population (Thous)	0.208	0.356	0.415	0.435
Durables	0.001	0.001	0.001	0.002
Non-Durables	0.002	0.002	0.003	0.004
Mining	0.000	0.000	0.000	0.000
Construction	0.022	0.020	0.018	0.017
Trans./Public Util.	0.012	0.014	0.015	0.015
Fin/Ins/Real Est	0.004	0.004	0.004	0.004
Retail Trade	0.098	0.093	0.089	0.086
Wholesale Trade	0.002	0.002	0.002	0.002
Services	0.097	0.093	0.096	0.100
Agri/For/Fish Serv	0.001	0.001	0.001	0.002

PENOBSCOT-PISCATAQUI:				
Employment (Thous)	0.273	0.272	0.275	0.284
Pers Inc (Bil Nom \$)	0.012	0.017	0.021	0.025
Real Disp Pers Inc (Bil 92\$)	0.006	0.008	0.009	0.010
GRP (Bil 92\$)	0.010	0.011	0.012	0.014
Population (Thous)	0.171	0.350	0.428	0.459
Durables	0.001	0.000	0.001	0.001
Non-Durables	0.000	0.000	0.001	0.002
Mining	0.000	0.000	0.000	0.000
Construction	0.013	0.011	0.010	0.010
Trans./Public Util.	0.012	0.015	0.016	0.017
Fin/Ins/Real Est	0.005	0.005	0.005	0.005
Retail Trade	0.105	0.097	0.092	0.089
Wholesale Trade	0.005	0.005	0.005	0.005
Services	0.119	0.111	0.112	0.118
Agri/For/Fish Serv	0.000	0.000	0.000	0.001

ECONOMIC FORECAST RESULTS
CORRIDOR C

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
CORRIDOR C										
KENNEBEC-SOMERSET										
Employment (Thous)	0.001	0.001	0.000	0.000	0.097	0.247	0.244	0.016	0.016	0.015
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.004	0.009	0.011	0.003	0.003	0.003
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.001	0.004	0.004	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.004	0.010	0.010	0.000	0.000	0.000
Population (Thous)	-0.002	-0.004	-0.006	-0.007	0.011	0.060	0.109	0.108	0.091	0.082
Durables	0.000	0.000	0.000	0.000	0.000	0.001	0.000	-0.001	-0.001	-0.001
Non-Durables	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001	-0.002	-0.002	-0.002
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	-0.001	-0.001	-0.001	-0.001	0.055	0.161	0.159	0.000	0.000	0.000
Trans./Public Util.	0.000	0.000	0.000	0.000	0.001	0.003	0.002	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.001	0.003	0.003	0.000	0.000	0.000
Retail Trade	-0.001	-0.001	-0.001	-0.001	0.012	0.024	0.022	0.003	0.003	0.003
Wholesale Trade	0.000	0.000	0.000	0.000	0.002	0.004	0.003	0.000	0.000	0.000
Services	0.003	0.002	0.002	0.002	0.025	0.046	0.043	0.004	0.005	0.006
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000
WALDO-KNOX										
Employment (Thous)	0.007	0.006	0.006	0.005	0.009	0.009	0.008	0.004	0.004	0.004
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	0.001	0.003	0.005	0.006	0.009	0.012	0.014	0.013	0.012	0.011
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.002	0.002	0.002
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.002	0.001	0.001	0.001	0.003	0.003	0.002	0.001	0.002	0.002
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR C

CORRIDOR C	2015	2020	2025	2030
KENNEBEC-SOMERSET				
Employment (Thous)	0.154	0.223	0.262	0.296
Pers Inc (Bil Nom \$)	0.007	0.013	0.018	0.024
Real Disp Pers Inc (Bil 92\$)	0.007	0.010	0.012	0.015
GRP (Bil 92\$)	0.006	0.011	0.014	0.017
Population (Thous)	0.121	0.302	0.418	0.496
Durables	0.001	0.003	0.004	0.005
Non-Durables	0.000	0.004	0.007	0.009
Mining	0.000	0.000	0.000	0.000
Construction	0.018	0.022	0.023	0.024
Trans./Public Util.	0.009	0.023	0.029	0.033
Fin/Ins/Real Est	0.003	0.004	0.005	0.005
Retail Trade	0.042	0.048	0.052	0.055
Wholesale Trade	0.004	0.006	0.007	0.008
Services	0.063	0.079	0.092	0.106
Agri/For/Fish Serv	0.000	0.001	0.001	0.001
WALDO-KNOX				
Employment (Thous)	0.082	0.095	0.098	0.101
Pers Inc (Bil Nom \$)	0.004	0.006	0.008	0.010
Real Disp Pers Inc (Bil 92\$)	0.004	0.005	0.006	0.006
GRP (Bil 92\$)	0.003	0.005	0.005	0.006
Population (Thous)	0.034	0.134	0.182	0.204
Durables	0.001	0.001	0.002	0.002
Non-Durables	0.000	0.001	0.002	0.002
Mining	0.000	0.000	0.000	0.000
Construction	0.018	0.023	0.023	0.024
Trans./Public Util.	0.002	0.003	0.002	0.002
Fin/Ins/Real Est	0.004	0.003	0.002	0.002
Retail Trade	0.021	0.021	0.021	0.021
Wholesale Trade	0.002	0.002	0.002	0.002
Services	0.032	0.033	0.033	0.035
Agri/For/Fish Serv	0.001	0.001	0.001	0.001

ECONOMIC FORECAST RESULTS
CORRIDOR C

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
CORRIDOR C										
LINCOLN-SAGADAHOC										
Employment (Thous)	0.002	0.002	0.001	0.001	0.003	0.004	0.004	0.001	0.001	0.001
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	-0.001	-0.001	-0.002	-0.003	-0.002	0.001	0.001	0.003	0.002	0.001
Durables	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.001	0.001	0.001	0.001	0.001	0.002	0.002	0.001	0.001	0.001
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	-0.001	-0.001	-0.001
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.001	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CUMBERLAND										
Employment (Thous)	0.001	0.000	-0.001	-0.003	0.015	0.017	0.015	0.009	0.010	0.008
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.001	0.001	0.002	0.002	0.002	0.002
Real Disp Pers Inc (Bil 92\$)	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Population (Thous)	-0.004	-0.008	-0.010	-0.013	-0.012	-0.009	-0.007	-0.006	-0.006	-0.005
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001	-0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	-0.001	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.001	0.001	0.001	0.001	0.003	0.004	0.004	0.003	0.003	0.003
Retail Trade	-0.002	-0.002	-0.003	-0.003	0.002	0.003	0.002	0.000	0.001	0.000
Wholesale Trade	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000
Services	0.003	0.003	0.002	0.001	0.010	0.010	0.009	0.007	0.008	0.007
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR C

	2015	2020	2025	2030
CORRIDOR C				
LINCOLN-SAGADAHOC				
Employment (Thous)	0.007	0.006	0.006	0.007
Pers Inc (Bil Nom \$)	0.001	0.001	0.002	0.002
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.001
GRP (Bil 92\$)	0.000	0.000	0.000	0.001
Population (Thous)	0.004	0.014	0.018	0.021
Durables	0.001	0.001	0.001	0.001
Non-Durables	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000
Construction	0.001	0.001	0.001	0.001
Trans./Public Util.	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000
Retail Trade	0.001	0.000	0.000	0.001
Wholesale Trade	0.000	0.000	0.000	0.000
Services	0.002	0.002	0.002	0.002
Agri/For/Fish Serv	0.000	0.000	0.000	0.000

CUMBERLAND				
Employment (Thous)	0.059	0.064	0.068	0.075
Pers Inc (Bil Nom \$)	0.004	0.005	0.007	0.009
Real Disp Pers Inc (Bil 92\$)	0.001	0.002	0.002	0.002
GRP (Bil 92\$)	0.003	0.004	0.005	0.005
Population (Thous)	0.007	0.053	0.075	0.089
Durables	0.001	0.001	0.001	0.001
Non-Durables	0.000	0.000	0.000	0.001
Mining	0.000	0.000	0.000	0.000
Construction	0.004	0.003	0.003	0.003
Trans./Public Util.	0.001	0.002	0.003	0.003
Fin/Ins/Real Est	0.008	0.009	0.009	0.010
Retail Trade	0.014	0.013	0.014	0.014
Wholesale Trade	0.004	0.004	0.004	0.004
Services	0.027	0.028	0.030	0.033
Agri/For/Fish Serv	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR C

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
CORRIDOR C										
ANDR-FRANKLIN-OXFORD										
Employment (Thous)	0.002	0.002	0.001	0.000	0.011	0.013	0.012	0.181	0.237	0.229
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.006	0.009	0.010
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.002	0.003	0.003
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.008	0.010	0.010
Population (Thous)	-0.002	-0.005	-0.006	-0.008	-0.006	-0.002	0.002	0.027	0.065	0.099
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001	-0.002
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.001	0.001	0.001	0.001	0.002	0.003	0.003	0.127	0.170	0.168
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.002	0.001
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.003	0.003
Retail Trade	-0.001	-0.001	-0.001	-0.001	0.001	0.002	0.001	0.015	0.019	0.017
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.003	0.002
Services	0.002	0.002	0.002	0.001	0.007	0.008	0.007	0.032	0.038	0.035
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.001
YORK										
Employment (Thous)	0.004	0.004	0.003	0.002	0.007	0.007	0.006	0.004	0.005	0.004
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	-0.002	-0.005	-0.007	-0.009	-0.009	-0.008	-0.009	-0.009	-0.010	-0.011
Durables	0.001	0.001	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.003	0.004	0.004
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	-0.001	-0.001	-0.001	-0.001	0.000	0.000	0.000	-0.001	-0.001	-0.001
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.001	0.001	0.001	0.001	0.003	0.003	0.002	0.002	0.002	0.002
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR C

CORRIDOR C
ANDR-FRANKLIN-OXFORD

	2015	2020	2025	2030
Employment (Thous)	0.062	0.079	0.092	0.102
Pers Inc (Bil Nom \$)	0.005	0.006	0.007	0.010
Real Disp Pers Inc (Bil 92\$)	0.002	0.003	0.004	0.004
GRP (Bil 92\$)	0.002	0.003	0.004	0.005
Population (Thous)	0.113	0.143	0.166	0.179
Durables	-0.002	0.000	0.001	0.001
Non-Durables	-0.001	0.000	0.001	0.002
Mining	0.000	0.000	0.000	0.000
Construction	0.006	0.007	0.008	0.009
Trans./Public Util.	0.002	0.005	0.006	0.007
Fin/Ins/Real Est	0.001	0.002	0.002	0.002
Retail Trade	0.020	0.022	0.023	0.024
Wholesale Trade	0.001	0.001	0.002	0.002
Services	0.028	0.034	0.040	0.045
Agri/For/Fish Serv	0.000	0.000	0.000	0.000

YORK

Employment (Thous)	0.012	0.013	0.013	0.014
Pers Inc (Bil Nom \$)	0.001	0.001	0.002	0.002
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.001	0.001	0.001	0.001
Population (Thous)	-0.005	0.013	0.020	0.024
Durables	0.001	0.001	0.001	0.001
Non-Durables	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000
Construction	0.003	0.003	0.002	0.002
Trans./Public Util.	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000
Retail Trade	0.003	0.002	0.002	0.002
Wholesale Trade	0.000	0.000	0.000	0.000
Services	0.005	0.004	0.005	0.005
Agri/For/Fish Serv	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR D

CORRIDOR D	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
MAINE										
Employment (Thous)	1.320	1.280	1.219	1.181	1.988	2.128	2.139	2.153	2.133	2.111
Pers Inc (Bil Nom \$)	0.036	0.043	0.046	0.051	0.089	0.106	0.115	0.115	0.117	0.121
Real Disp Pers Inc (Bil 92\$)	0.004	0.004	0.003	0.004	0.037	0.045	0.048	0.046	0.045	0.046
GRP (Bil 92\$)	0.051	0.050	0.048	0.047	0.082	0.090	0.091	0.092	0.092	0.092
Population (Thous)	0.117	0.291	0.429	0.539	0.909	1.373	1.734	1.989	2.168	2.320
Durables	0.019	0.012	0.004	-0.002	0.010	0.007	0.004	0.002	-0.001	-0.004
Non-Durables	-0.001	-0.006	-0.011	-0.016	-0.010	-0.009	-0.010	-0.010	-0.011	-0.011
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.928	0.923	0.912	0.900	1.008	1.056	1.044	1.069	1.066	1.051
Trans./Public Util.	0.013	0.011	0.008	0.006	0.059	0.075	0.088	0.096	0.104	0.112
Fin/Ins/Real Est	0.022	0.021	0.020	0.020	0.043	0.048	0.048	0.049	0.048	0.046
Retail Trade	0.080	0.071	0.058	0.049	0.294	0.303	0.299	0.288	0.279	0.272
Wholesale Trade	0.014	0.013	0.010	0.009	0.032	0.033	0.032	0.029	0.026	0.024
Services	0.231	0.211	0.186	0.176	0.481	0.499	0.485	0.466	0.452	0.445
Agri/For/Fish Serv	0.008	0.008	0.006	0.005	0.008	0.009	0.009	0.009	0.009	0.009

CORRIDOR D	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
AROOSTOOK										
Employment (Thous)	0.021	0.020	0.018	0.015	0.026	0.023	0.022	0.018	0.015	0.014
Pers Inc (Bil Nom \$)	0.001	0.001	0.001	0.001	0.002	0.001	0.001	0.001	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	-0.001	-0.001	-0.001	-0.001	0.000	-0.001	-0.001	-0.001	-0.001	-0.001
GRP (Bil 92\$)	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Population (Thous)	-0.001	-0.002	-0.001	-0.001	0.003	0.005	0.005	0.004	0.002	0.000
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001	-0.001
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001	-0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.010	0.010	0.010	0.010	0.010	0.008	0.008	0.007	0.006	0.006
Trans./Public Util.	0.001	0.001	0.001	0.000	0.002	0.002	0.002	0.002	0.002	0.002
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	-0.001	-0.001	0.002	0.001	0.001	0.000	-0.001	-0.001
Wholesale Trade	0.001	0.001	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000
Services	0.008	0.008	0.007	0.006	0.012	0.011	0.011	0.009	0.009	0.008

ECONOMIC FORECAST RESULTS
CORRIDOR D

CORRIDOR D	2015	2020	2025	2030
MAINE				
Employment (Thous)	1.927	2.764	3.295	3.685
Pers Inc (Bil Nom \$)	0.114	0.173	0.246	0.328
Real Disp Pers Inc (Bil 92\$)	0.092	0.132	0.165	0.196
GRP (Bil 92\$)	0.083	0.139	0.181	0.216
Population (Thous)	2.694	4.292	5.495	6.312
Durables	0.004	0.055	0.075	0.081
Non-Durables	0.007	0.057	0.089	0.110
Mining	0.000	0.001	0.001	0.001
Construction	0.199	0.258	0.287	0.300
Trans./Public Util.	0.184	0.317	0.380	0.414
Fin/Ins/Real Est	0.055	0.081	0.096	0.107
Retail Trade	0.577	0.675	0.738	0.783
Wholesale Trade	0.037	0.069	0.088	0.099
Services	0.667	0.946	1.155	1.344
Agri/For/Fish Serv	0.006	0.015	0.023	0.030
AROOSTOOK				
Employment (Thous)	0.041	0.061	0.072	0.080
Pers Inc (Bil Nom \$)	0.002	0.004	0.006	0.008
Real Disp Pers Inc (Bil 92\$)	0.001	0.002	0.003	0.004
GRP (Bil 92\$)	0.002	0.003	0.004	0.005
Population (Thous)	0.015	0.078	0.116	0.141
Durables	0.000	0.001	0.001	0.001
Non-Durables	0.000	0.001	0.002	0.002
Mining	0.000	0.000	0.000	0.000
Construction	0.006	0.006	0.006	0.006
Trans./Public Util.	0.005	0.010	0.012	0.013
Fin/Ins/Real Est	0.001	0.001	0.001	0.001
Retail Trade	0.009	0.011	0.012	0.013
Wholesale Trade	0.001	0.002	0.002	0.002
Services	0.018	0.024	0.028	0.033

ECONOMIC FORECAST RESULTS
CORRIDOR D

CORRIDOR D	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HANCOCK-WASHINGTON										
Employment (Thous)	1.163	1.140	1.109	0.759	0.308	0.344	0.398	0.440	0.482	0.525
Pers Inc (Bil Nom \$)	0.028	0.032	0.035	0.029	0.019	0.017	0.019	0.020	0.022	0.025
Real Disp Pers Inc (Bil 92\$)	0.016	0.017	0.017	0.013	0.021	0.022	0.024	0.026	0.027	0.029
GRP (Bil 92\$)	0.044	0.043	0.043	0.029	0.012	0.014	0.016	0.019	0.021	0.024
Population (Thous)	0.168	0.383	0.543	0.630	0.698	0.751	0.790	0.835	0.880	0.928
Durables	0.007	0.003	-0.001	-0.006	-0.005	-0.002	0.001	0.005	0.007	0.010
Non-Durables	0.000	-0.003	-0.006	-0.009	-0.005	0.000	0.004	0.008	0.011	0.015
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.864	0.856	0.847	0.595	0.074	0.068	0.073	0.075	0.078	0.083
Trans./Public Util.	0.009	0.008	0.006	0.003	0.025	0.038	0.050	0.061	0.070	0.078
Fin/Ins/Real Est	0.012	0.012	0.012	0.008	0.007	0.008	0.009	0.009	0.010	0.011
Retail Trade	0.103	0.096	0.088	0.054	0.090	0.094	0.102	0.108	0.115	0.122
Wholesale Trade	0.008	0.007	0.006	0.003	0.002	0.003	0.004	0.004	0.005	0.006
Services	0.144	0.132	0.119	0.070	0.075	0.088	0.102	0.114	0.126	0.138
Agri/For/Fish Serv	0.007	0.006	0.005	0.003	0.001	0.002	0.003	0.003	0.004	0.005
PENOBSCOT-PISCATAQUIS										
Employment (Thous)	0.037	0.034	0.029	0.370	1.016	0.244	0.246	0.239	0.242	0.250
Pers Inc (Bil Nom \$)	0.003	0.004	0.004	0.015	0.037	0.016	0.016	0.015	0.015	0.015
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.005	0.019	0.007	0.007	0.007	0.007	0.007
GRP (Bil 92\$)	0.001	0.001	0.001	0.015	0.041	0.009	0.010	0.010	0.010	0.011
Population (Thous)	0.006	0.015	0.021	0.076	0.266	0.350	0.358	0.374	0.383	0.393
Durables	0.000	0.000	0.000	0.001	0.005	-0.003	-0.002	-0.002	-0.002	-0.001
Non-Durables	0.000	0.000	-0.001	-0.001	-0.001	-0.002	-0.002	-0.001	-0.001	-0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.009	0.009	0.009	0.252	0.558	0.016	0.015	0.013	0.012	0.013
Trans./Public Util.	0.002	0.001	0.001	0.005	0.023	0.016	0.020	0.022	0.024	0.027
Fin/Ins/Real Est	0.001	0.001	0.001	0.005	0.014	0.005	0.005	0.005	0.005	0.005
Retail Trade	0.003	0.002	0.001	0.031	0.159	0.087	0.086	0.080	0.078	0.078

ECONOMIC FORECAST RESULTS
CORRIDOR D

CORRIDOR D	2015	2020	2025	2030
Agri/For/Fish Serv	0.000	0.000	0.000	0.001
HANCOCK-WASHINGTON				
Employment (Thous)	0.802	0.931	1.019	1.070
Pers Inc (Bil Nom \$)	0.035	0.051	0.067	0.085
Real Disp Pers Inc (Bil 92\$)	0.036	0.045	0.053	0.059
GRP (Bil 92\$)	0.033	0.043	0.050	0.056
Population (Thous)	1.030	1.489	1.754	1.892
Durables	0.013	0.018	0.021	0.021
Non-Durables	0.019	0.029	0.036	0.041
Mining	0.000	0.000	0.000	0.000
Construction	0.087	0.095	0.097	0.096
Trans./Public Util.	0.090	0.113	0.124	0.130
Fin/Ins/Real Est	0.015	0.017	0.019	0.020
Retail Trade	0.246	0.258	0.266	0.267
Wholesale Trade	0.009	0.012	0.014	0.014
Services	0.253	0.291	0.328	0.357
Agri/For/Fish Serv	0.005	0.008	0.011	0.014
PENOBSCOT-PISCATAQUI				
Employment (Thous)	0.492	0.585	0.636	0.678
Pers Inc (Bil Nom \$)	0.025	0.038	0.049	0.063
Real Disp Pers Inc (Bil 92\$)	0.017	0.023	0.027	0.031
GRP (Bil 92\$)	0.021	0.029	0.034	0.039
Population (Thous)	0.476	0.834	1.031	1.136
Durables	0.002	0.006	0.008	0.009
Non-Durables	0.002	0.005	0.008	0.010
Mining	0.000	0.000	0.000	0.000
Construction	0.028	0.031	0.031	0.031
Trans./Public Util.	0.043	0.065	0.075	0.080
Fin/Ins/Real Est	0.010	0.012	0.013	0.014
Retail Trade	0.166	0.170	0.170	0.171

ECONOMIC FORECAST RESULTS
CORRIDOR D

CORRIDOR D	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Wholesale Trade	0.002	0.002	0.001	0.006	0.016	0.005	0.005	0.004	0.004	0.005
Services	0.019	0.017	0.015	0.064	0.217	0.089	0.090	0.088	0.089	0.092
Agri/For/Fish Serv	0.000	0.000	0.000	0.001	0.004	0.000	0.000	0.000	0.000	0.000
KENNEBEC-SOMERSET										
Employment (Thous)	0.009	0.006	0.002	-0.001	0.481	1.323	1.297	0.340	0.000	-0.002
Pers Inc (Bil Nom \$)	0.000	0.001	0.001	0.001	0.018	0.051	0.057	0.027	0.013	0.011
Real Disp Pers Inc (Bil 92\$)	-0.002	-0.002	-0.002	-0.002	0.006	0.022	0.023	0.007	0.001	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.020	0.056	0.055	0.014	-0.001	-0.001
Population (Thous)	-0.012	-0.023	-0.030	-0.036	0.052	0.313	0.579	0.621	0.534	0.457
Durables	0.001	0.001	0.000	0.000	0.002	0.004	0.000	-0.006	-0.007	-0.007
Non-Durables	0.000	0.000	-0.001	-0.001	-0.001	-0.003	-0.007	-0.009	-0.010	-0.009
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	-0.004	-0.003	-0.003	-0.003	0.308	0.901	0.886	0.216	-0.017	-0.018
Trans./Public Util.	0.000	0.000	0.000	0.000	0.006	0.015	0.013	0.001	-0.003	-0.002
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.006	0.015	0.015	0.004	0.000	0.000
Retail Trade	-0.004	-0.004	-0.005	-0.005	0.044	0.112	0.105	0.023	-0.006	-0.006
Wholesale Trade	0.001	0.001	0.001	0.000	0.008	0.018	0.017	0.003	-0.002	-0.002
Services	0.015	0.014	0.012	0.011	0.101	0.224	0.203	0.042	-0.010	-0.005
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.002	0.005	0.004	0.001	-0.001	-0.001
WALDO-KNOX										
Employment (Thous)	0.037	0.036	0.033	0.030	0.041	0.038	0.037	0.024	0.019	0.019
Pers Inc (Bil Nom \$)	0.002	0.002	0.003	0.003	0.004	0.004	0.004	0.003	0.003	0.003
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000
GRP (Bil 92\$)	0.001	0.001	0.001	0.001	0.002	0.002	0.002	0.001	0.001	0.001
Population (Thous)	0.008	0.019	0.027	0.033	0.046	0.058	0.066	0.064	0.055	0.048
Durables	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	-0.001	0.000	0.000	-0.001	-0.001	-0.001	-0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.021	0.021	0.021	0.020	0.021	0.019	0.018	0.013	0.011	0.011
Trans./Public Util.	0.001	0.001	0.001	0.000	0.001	0.001	0.001	0.001	0.001	0.001

ECONOMIC FORECAST RESULTS
CORRIDOR D

CORRIDOR D	2015	2020	2025	2030
Wholesale Trade	0.011	0.014	0.016	0.017
Services	0.191	0.213	0.233	0.255
Agri/For/Fish Serv	0.001	0.001	0.002	0.002
KENNEBEC-SOMERSET				
Employment (Thous)	0.201	0.379	0.481	0.553
Pers Inc (Bil Nom \$)	0.015	0.023	0.035	0.047
Real Disp Pers Inc (Bil 92\$)	0.012	0.018	0.023	0.028
GRP (Bil 92\$)	0.008	0.019	0.026	0.032
Population (Thous)	0.470	0.625	0.783	0.902
Durables	-0.003	0.006	0.009	0.010
Non-Durables	-0.005	0.007	0.013	0.017
Mining	0.000	0.000	0.000	0.000
Construction	0.011	0.029	0.037	0.041
Trans./Public Util.	0.014	0.041	0.052	0.059
Fin/Ins/Real Est	0.004	0.007	0.009	0.011
Retail Trade	0.054	0.077	0.089	0.097
Wholesale Trade	0.004	0.011	0.015	0.017
Services	0.073	0.137	0.176	0.209
Agri/For/Fish Serv	0.000	0.001	0.002	0.002
WALDO-KNOX				
Employment (Thous)	0.141	0.235	0.297	0.352
Pers Inc (Bil Nom \$)	0.007	0.015	0.022	0.032
Real Disp Pers Inc (Bil 92\$)	0.009	0.015	0.020	0.024
GRP (Bil 92\$)	0.006	0.012	0.016	0.020
Population (Thous)	0.104	0.368	0.558	0.705
Durables	0.001	0.005	0.007	0.008
Non-Durables	0.001	0.005	0.008	0.010
Mining	0.000	0.000	0.000	0.000
Construction	0.027	0.035	0.038	0.040
Trans./Public Util.	0.012	0.031	0.040	0.045

ECONOMIC FORECAST RESULTS
CORRIDOR D

CORRIDOR D	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fin/Ins/Real Est	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.000	0.000
Retail Trade	0.002	0.001	0.001	0.001	0.003	0.002	0.002	-0.001	-0.002	-0.002
Wholesale Trade	0.001	0.001	0.001	0.001	0.001	0.002	0.001	0.001	0.001	0.001
Services	0.009	0.008	0.007	0.006	0.011	0.010	0.009	0.006	0.005	0.005
Agri/For/Fish Serv	0.001	0.001	0.000	0.000	0.001	0.001	0.001	0.001	0.000	0.000
LINCOLN-SAGADAHOC										
Employment (Thous)	0.011	0.010	0.008	0.006	0.015	0.022	0.020	0.012	0.008	0.006
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.001	0.003	0.003	0.003	0.002	0.002
Real Disp Pers Inc (Bil 92\$)	-0.001	-0.001	-0.001	-0.001	-0.001	0.000	0.000	0.000	-0.001	-0.001
GRP (Bil 92\$)	0.001	0.001	0.000	0.000	0.001	0.001	0.001	0.001	0.000	0.000
Population (Thous)	-0.004	-0.008	-0.010	-0.013	-0.008	0.006	0.020	0.022	0.017	0.013
Durables	0.003	0.003	0.002	0.001	0.003	0.003	0.002	0.001	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.006	0.006	0.006	0.006	0.007	0.009	0.009	0.007	0.006	0.006
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000
Retail Trade	-0.002	-0.002	-0.002	-0.002	-0.001	0.001	0.001	-0.001	-0.002	-0.002
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.003	0.003	0.002	0.002	0.004	0.006	0.005	0.003	0.002	0.001
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
CUMBERLAND										
Employment (Thous)	0.005	0.001	-0.006	-0.014	0.041	0.060	0.054	0.048	0.040	0.031
Pers Inc (Bil Nom \$)	0.001	0.001	0.001	0.001	0.004	0.006	0.007	0.008	0.009	0.009
Real Disp Pers Inc (Bil 92\$)	-0.004	-0.004	-0.004	-0.005	-0.004	-0.003	-0.003	-0.003	-0.003	-0.003
GRP (Bil 92\$)	0.001	0.001	0.000	0.000	0.003	0.004	0.004	0.004	0.004	0.003
Population (Thous)	-0.020	-0.041	-0.054	-0.067	-0.066	-0.052	-0.041	-0.032	-0.023	-0.021
Durables	0.002	0.002	0.001	0.001	0.002	0.002	0.001	0.001	0.000	-0.001
Non-Durables	-0.001	-0.001	-0.002	-0.002	-0.001	-0.002	-0.002	-0.002	-0.003	-0.003
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR D

CORRIDOR D	2015	2020	2025	2030
Fin/Ins/Real Est	0.005	0.008	0.010	0.012
Retail Trade	0.036	0.049	0.058	0.067
Wholesale Trade	0.004	0.007	0.008	0.010
Services	0.050	0.076	0.097	0.121
Agri/For/Fish Serv	0.001	0.002	0.004	0.005
LINCOLN-SAGADAHOC				
Employment (Thous)	0.014	0.029	0.033	0.034
Pers Inc (Bil Nom \$)	0.002	0.004	0.005	0.007
Real Disp Pers Inc (Bil 92\$)	0.001	0.002	0.002	0.003
GRP (Bil 92\$)	0.001	0.002	0.003	0.003
Population (Thous)	0.020	0.050	0.073	0.086
Durables	0.001	0.005	0.006	0.005
Non-Durables	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000
Construction	0.004	0.005	0.004	0.004
Trans./Public Util.	0.002	0.004	0.004	0.005
Fin/Ins/Real Est	0.001	0.001	0.001	0.001
Retail Trade	0.001	0.003	0.003	0.003
Wholesale Trade	0.000	0.001	0.001	0.001
Services	0.004	0.008	0.009	0.010
Agri/For/Fish Serv	0.000	0.001	0.001	0.001
CUMBERLAND				
Employment (Thous)	0.141	0.257	0.341	0.415
Pers Inc (Bil Nom \$)	0.010	0.017	0.028	0.040
Real Disp Pers Inc (Bil 92\$)	0.006	0.010	0.014	0.019
GRP (Bil 92\$)	0.009	0.017	0.024	0.030
Population (Thous)	0.022	0.218	0.384	0.516
Durables	0.000	0.005	0.007	0.008
Non-Durables	-0.001	0.004	0.008	0.011
Mining	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR D

CORRIDOR D	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Construction	-0.006	-0.005	-0.005	-0.006	-0.001	0.001	0.001	0.001	0.000	0.000
Trans./Public Util.	0.000	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	-0.001
Fin/Ins/Real Est	0.006	0.006	0.006	0.005	0.013	0.016	0.016	0.015	0.015	0.014
Retail Trade	-0.011	-0.011	-0.013	-0.014	0.000	0.006	0.004	0.002	-0.001	-0.003
Wholesale Trade	0.001	0.001	0.000	-0.001	0.003	0.004	0.003	0.004	0.003	0.002
Services	0.016	0.014	0.011	0.008	0.031	0.037	0.033	0.031	0.028	0.024
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ANDR-FRANKLIN-OXFORD										
Employment (Thous)	0.013	0.011	0.007	0.002	0.033	0.046	0.042	1.008	1.304	1.245
Pers Inc (Bil Nom \$)	0.001	0.001	0.001	0.001	0.003	0.005	0.006	0.036	0.050	0.054
Real Disp Pers Inc (Bil 92\$)	-0.002	-0.002	-0.002	-0.003	-0.002	-0.001	-0.001	0.013	0.017	0.017
GRP (Bil 92\$)	0.001	0.000	0.000	0.000	0.001	0.002	0.002	0.043	0.055	0.053
Population (Thous)	-0.013	-0.025	-0.033	-0.041	-0.036	-0.015	0.003	0.147	0.365	0.549
Durables	0.001	0.001	0.000	0.000	0.000	0.000	-0.001	0.002	-0.001	-0.006
Non-Durables	0.000	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.003	-0.006	-0.010
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.006	0.007	0.007	0.006	0.010	0.014	0.013	0.716	0.946	0.926
Trans./Public Util.	0.000	0.000	0.000	0.000	0.001	0.002	0.002	0.009	0.010	0.008
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.013	0.017	0.016
Retail Trade	-0.006	-0.006	-0.006	-0.007	0.000	0.003	0.002	0.082	0.102	0.092
Wholesale Trade	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.012	0.014	0.012
Services	0.011	0.010	0.009	0.007	0.022	0.026	0.024	0.167	0.199	0.176
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.003	0.004	0.004
YORK										
Employment (Thous)	0.024	0.022	0.019	0.015	0.026	0.027	0.024	0.023	0.024	0.024
Pers Inc (Bil Nom \$)	0.001	0.001	0.001	0.001	0.001	0.002	0.002	0.002	0.002	0.002
Real Disp Pers Inc (Bil 92\$)	-0.002	-0.002	-0.003	-0.003	-0.003	-0.003	-0.003	-0.003	-0.003	-0.003
GRP (Bil 92\$)	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Population (Thous)	-0.014	-0.027	-0.035	-0.043	-0.045	-0.045	-0.045	-0.046	-0.046	-0.047
Durables	0.003	0.003	0.002	0.001	0.003	0.003	0.003	0.003	0.002	0.002

ECONOMIC FORECAST RESULTS
CORRIDOR D

CORRIDOR D	2015	2020	2025	2030
Construction	0.018	0.022	0.025	0.027
Trans./Public Util.	0.008	0.023	0.030	0.035
Fin/Ins/Real Est	0.019	0.027	0.032	0.036
Retail Trade	0.032	0.047	0.060	0.071
Wholesale Trade	0.008	0.016	0.020	0.024
Services	0.055	0.098	0.133	0.168
Agri/For/Fish Serv	0.000	0.001	0.001	0.002
ANDR-FRANKLIN-OXFORD				
Employment (Thous)	0.052	0.219	0.337	0.415
Pers Inc (Bil Nom \$)	0.015	0.016	0.026	0.036
Real Disp Pers Inc (Bil 92\$)	0.007	0.013	0.018	0.022
GRP (Bil 92\$)	0.001	0.011	0.020	0.026
Population (Thous)	0.575	0.542	0.643	0.743
Durables	-0.012	0.003	0.010	0.013
Non-Durables	-0.009	0.004	0.013	0.018
Mining	0.000	0.000	0.000	0.000
Construction	0.001	0.017	0.030	0.037
Trans./Public Util.	0.007	0.027	0.037	0.043
Fin/Ins/Real Est	0.002	0.006	0.009	0.011
Retail Trade	0.023	0.048	0.066	0.078
Wholesale Trade	-0.001	0.005	0.009	0.012
Services	0.012	0.082	0.129	0.166
Agri/For/Fish Serv	-0.001	0.000	0.001	0.002
YORK				
Employment (Thous)	0.044	0.068	0.080	0.088
Pers Inc (Bil Nom \$)	0.003	0.005	0.008	0.011
Real Disp Pers Inc (Bil 92\$)	0.002	0.004	0.005	0.006
GRP (Bil 92\$)	0.002	0.004	0.005	0.006
Population (Thous)	-0.018	0.088	0.154	0.192
Durables	0.002	0.006	0.007	0.007

ECONOMIC FORECAST RESULTS
CORRIDOR D

CORRIDOR D	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Non-Durables	0.000	0.000	-0.001	-0.001	0.000	0.000	-0.001	-0.001	-0.001	-0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.021	0.021	0.021	0.020	0.021	0.021	0.021	0.022	0.023	0.025
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	-0.005	-0.006	-0.006	-0.007	-0.004	-0.003	-0.004	-0.005	-0.005	-0.006
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.006	0.006	0.005	0.004	0.008	0.008	0.007	0.006	0.006	0.006
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Employment	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Hancock-Washington	1.163	1.140	1.109	0.759	0.308	0.344	0.398	0.440	0.482	0.525
Penobscot Piscataquis	0.037	0.034	0.029	0.370	1.016	0.244	0.246	0.239	0.242	0.250
Kennebec Somerset	0.009	0.006	0.002	-0.001	0.481	1.323	1.297	0.340	0.000	-0.002
Androscoggin-Franklin-Oxfor	0.013	0.011	0.007	0.002	0.033	0.046	0.042	1.008	1.304	1.245
Other Counties	0.098	0.089	0.072	0.051	0.149	0.171	0.157	0.126	0.105	0.093
	2005	2010	2015	2020	2025	2030				
	1.320	2.128	1.927	2.764	3.295	3.685				

ECONOMIC FORECAST RESULTS
CORRIDOR D

CORRIDOR D	2015	2020	2025	2030
Non-Durables	0.000	0.001	0.002	0.002
Mining	0.000	0.000	0.000	0.000
Construction	0.017	0.018	0.018	0.017
Trans./Public Util.	0.002	0.005	0.006	0.007
Fin/Ins/Real Est	0.001	0.001	0.001	0.002
Retail Trade	0.009	0.012	0.014	0.015
Wholesale Trade	0.001	0.002	0.002	0.002
Services	0.011	0.017	0.022	0.026
Agri/For/Fish Serv	0.000	0.000	0.001	0.001
Employment	2015	2020	2025	2030
Hancock-Washington	0.802	0.931	1.019	1.070
Penobscot Piscataquis	0.492	0.585	0.636	0.678
Kennebec Somerset	0.201	0.379	0.481	0.553
Androscoggin-Franklin-Oxfor	0.052	0.219	0.337	0.415
Other Counties	0.380	0.650	0.822	0.970

ECONOMIC FORECAST RESULTS
CORRIDOR E

CORRIDOR E	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
MAINE										
Employment (Thous)	0.904	0.885	0.844	0.796	1.422	1.490	1.422	1.618	1.595	1.578
Pers Inc (Bil Nom \$)	0.024	0.030	0.032	0.033	0.056	0.068	0.069	0.081	0.085	0.089
Real Disp Pers Inc (Bil 92\$)	0.003	0.003	0.003	0.002	0.025	0.030	0.029	0.034	0.034	0.035
GRP (Bil 92\$)	0.035	0.035	0.033	0.031	0.056	0.062	0.060	0.069	0.068	0.068
Population (Thous)	0.081	0.203	0.299	0.368	0.615	0.916	1.122	1.325	1.509	1.654
Durables	0.013	0.009	0.004	-0.002	0.008	0.007	0.004	0.004	0.001	-0.002
Non-Durables	-0.001	-0.004	-0.008	-0.011	-0.005	-0.005	-0.005	-0.004	-0.005	-0.005
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.634	0.633	0.627	0.615	0.675	0.672	0.630	0.749	0.736	0.724
Trans./Public Util.	0.009	0.008	0.006	0.003	0.043	0.058	0.064	0.075	0.081	0.087
Fin/Ins/Real Est	0.015	0.015	0.014	0.013	0.030	0.033	0.034	0.037	0.036	0.036
Retail Trade	0.055	0.050	0.041	0.032	0.245	0.251	0.236	0.252	0.244	0.239
Wholesale Trade	0.010	0.009	0.007	0.005	0.020	0.024	0.021	0.024	0.022	0.020
Services	0.159	0.147	0.130	0.114	0.361	0.383	0.358	0.389	0.376	0.369
Agri/For/Fish Serv	0.006	0.005	0.004	0.004	0.006	0.006	0.005	0.006	0.007	0.007
AROOSTOOK										
Employment (Thous)	0.014	0.014	0.012	0.011	0.023	0.021	0.013	0.014	0.013	0.012
Pers Inc (Bil Nom \$)	0.000	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001
GRP (Bil 92\$)	0.001	0.001	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Population (Thous)	-0.001	-0.001	-0.001	-0.001	0.002	0.007	0.007	0.006	0.005	0.004
Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.007	0.007	0.007	0.007	0.008	0.008	0.004	0.004	0.004	0.004
Trans./Public Util.	0.001	0.001	0.000	0.000	0.002	0.002	0.001	0.001	0.001	0.001
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	0.000	0.000	0.000	-0.001	0.002	0.002	0.000	0.000	0.000	0.000
Wholesale Trade	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000
Services	0.006	0.005	0.005	0.004	0.010	0.009	0.007	0.007	0.007	0.007
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR E

CORRIDOR E	2015	2020	2025	2030
MAINE				
Employment (Thous)	1.804	2.466	2.893	3.226
Pers Inc (Bil Nom \$)	0.102	0.157	0.220	0.291
Real Disp Pers Inc (Bil 92\$)	0.082	0.116	0.145	0.171
GRP (Bil 92\$)	0.079	0.126	0.161	0.192
Population (Thous)	2.054	3.678	4.766	5.484
Durables	0.010	0.051	0.068	0.074
Non-Durables	0.011	0.053	0.079	0.098
Mining	0.000	0.001	0.001	0.001
Construction	0.183	0.222	0.239	0.248
Trans./Public Util.	0.159	0.276	0.331	0.361
Fin/Ins/Real Est	0.053	0.071	0.080	0.089
Retail Trade	0.543	0.614	0.663	0.701
Wholesale Trade	0.042	0.067	0.082	0.092
Services	0.668	0.875	1.044	1.208
Agri/For/Fish Serv	0.006	0.014	0.020	0.025
AROOSTOOK				
Employment (Thous)	0.027	0.040	0.048	0.055
Pers Inc (Bil Nom \$)	0.002	0.003	0.004	0.005
Real Disp Pers Inc (Bil 92\$)	0.001	0.001	0.002	0.002
GRP (Bil 92\$)	0.001	0.002	0.003	0.003
Population (Thous)	0.013	0.051	0.075	0.094
Durables	0.000	0.000	0.001	0.001
Non-Durables	0.000	0.001	0.001	0.001
Mining	0.000	0.000	0.000	0.000
Construction	0.004	0.004	0.004	0.004
Trans./Public Util.	0.004	0.007	0.008	0.009
Fin/Ins/Real Est	0.000	0.001	0.001	0.001
Retail Trade	0.005	0.006	0.007	0.008
Wholesale Trade	0.001	0.001	0.001	0.002
Services	0.012	0.016	0.019	0.022
Agri/For/Fish Serv	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR E

CORRIDOR E	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
HANCOCK-WASHINGTON										
Employment (Thous)	0.797	0.787	0.766	0.742	0.931	0.310	0.315	0.355	0.383	0.415
Pers Inc (Bil Nom \$)	0.019	0.022	0.024	0.026	0.033	0.018	0.016	0.018	0.019	0.020
Real Disp Pers Inc (Bil 92\$)	0.011	0.012	0.012	0.013	0.027	0.019	0.020	0.021	0.022	0.023
GRP (Bil 92\$)	0.030	0.030	0.029	0.029	0.036	0.012	0.013	0.015	0.017	0.018
Population (Thous)	0.115	0.265	0.376	0.467	0.634	0.720	0.728	0.752	0.778	0.805
Durables	0.005	0.002	0.000	-0.003	-0.001	-0.003	0.000	0.002	0.005	0.007
Non-Durables	0.000	-0.002	-0.004	-0.006	-0.003	-0.001	0.002	0.005	0.008	0.011
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.590	0.588	0.582	0.573	0.554	0.063	0.047	0.051	0.052	0.055
Trans./Public Util.	0.006	0.006	0.005	0.004	0.025	0.031	0.040	0.048	0.056	0.062
Fin/Ins/Real Est	0.008	0.009	0.008	0.008	0.013	0.007	0.007	0.008	0.008	0.008
Retail Trade	0.071	0.067	0.062	0.056	0.142	0.088	0.089	0.094	0.098	0.103
Wholesale Trade	0.005	0.005	0.004	0.003	0.006	0.002	0.003	0.003	0.004	0.005
Services	0.099	0.092	0.083	0.075	0.151	0.077	0.082	0.094	0.103	0.113
Agri/For/Fish Serv	0.005	0.004	0.004	0.003	0.004	0.001	0.001	0.002	0.003	0.003

PENOBSCOT-PISCATAQUIS

Employment (Thous)	0.025	0.024	0.020	0.017	0.308	1.010	0.205	0.206	0.208	0.211
Pers Inc (Bil Nom \$)	0.002	0.002	0.003	0.003	0.012	0.037	0.013	0.012	0.013	0.013
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.006	0.018	0.005	0.005	0.005	0.006
GRP (Bil 92\$)	0.001	0.001	0.001	0.001	0.012	0.042	0.008	0.008	0.008	0.009
Population (Thous)	0.004	0.010	0.015	0.016	0.081	0.264	0.326	0.317	0.326	0.335
Durables	0.000	0.000	0.000	-0.001	0.002	0.005	-0.002	-0.003	-0.002	-0.002
Non-Durables	0.000	0.000	0.000	-0.001	0.000	-0.001	-0.002	-0.002	-0.002	-0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.006	0.006	0.006	0.006	0.070	0.562	0.010	0.010	0.009	0.009
Trans./Public Util.	0.001	0.001	0.001	0.000	0.012	0.023	0.013	0.015	0.017	0.018
Fin/Ins/Real Est	0.001	0.001	0.001	0.001	0.005	0.013	0.004	0.004	0.004	0.004
Retail Trade	0.002	0.002	0.001	0.000	0.094	0.155	0.076	0.075	0.074	0.073
Wholesale Trade	0.001	0.001	0.001	0.001	0.007	0.016	0.003	0.003	0.003	0.004
Services	0.013	0.012	0.010	0.009	0.110	0.213	0.075	0.077	0.078	0.079

ECONOMIC FORECAST RESULTS
CORRIDORE

CORRIDOR E	2015	2020	2025	2030
HANCOCK-WASHINGTON				
Employment (Thous)	0.526	0.645	0.727	0.772
Pers Inc (Bil Nom \$)	0.024	0.036	0.048	0.061
Real Disp Pers Inc (Bil 92\$)	0.027	0.034	0.040	0.045
GRP (Bil 92\$)	0.023	0.030	0.037	0.041
Population (Thous)	0.856	1.100	1.263	1.362
Durables	0.009	0.015	0.017	0.017
Non-Durables	0.014	0.023	0.029	0.033
Mining	0.000	0.000	0.000	0.000
Construction	0.054	0.064	0.069	0.069
Trans./Public Util.	0.070	0.089	0.098	0.103
Fin/Ins/Real Est	0.010	0.012	0.014	0.015
Retail Trade	0.151	0.167	0.177	0.180
Wholesale Trade	0.006	0.009	0.010	0.011
Services	0.157	0.195	0.229	0.254
Agri/For/Fish Serv	0.004	0.007	0.010	0.012
PENOBSCOT-PISCATAQUIS				
Employment (Thous)	0.262	0.336	0.372	0.397
Pers Inc (Bil Nom \$)	0.015	0.022	0.030	0.037
Real Disp Pers Inc (Bil 92\$)	0.011	0.014	0.016	0.018
GRP (Bil 92\$)	0.012	0.017	0.021	0.023
Population (Thous)	0.371	0.525	0.620	0.666
Durables	0.000	0.004	0.005	0.005
Non-Durables	0.000	0.004	0.005	0.006
Mining	0.000	0.000	0.000	0.000
Construction	0.015	0.018	0.019	0.019
Trans./Public Util.	0.027	0.042	0.049	0.052
Fin/Ins/Real Est	0.005	0.007	0.008	0.008
Retail Trade	0.085	0.091	0.094	0.094
Wholesale Trade	0.006	0.009	0.010	0.011
Services	0.093	0.117	0.132	0.146

ECONOMIC FORECAST RESULTS
CORRIDOR E

CORRIDOR E	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.001	0.004	0.000	0.000	0.000	0.000
KENNEBEC-SOMERSET										
Employment (Thous)	0.006	0.004	0.002	-0.001	0.038	0.040	0.041	0.044	0.041	0.038
Pers Inc (Bil Nom \$)	0.000	0.001	0.001	0.000	0.002	0.003	0.004	0.005	0.005	0.005
Real Disp Pers Inc (Bil 92\$)	-0.001	-0.002	-0.002	-0.002	-0.001	-0.001	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.001	0.001	0.002	0.002	0.002	0.001
Population (Thous)	-0.008	-0.016	-0.020	-0.025	-0.021	-0.010	0.003	0.016	0.026	0.032
Durables	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001
Non-Durables	0.000	0.000	0.000	-0.001	0.000	0.000	-0.001	-0.001	-0.001	-0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	-0.002	-0.002	-0.002	-0.002	0.000	0.001	0.002	0.002	0.002	0.001
Trans./Public Util.	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Retail Trade	-0.003	-0.003	-0.003	-0.004	0.008	0.008	0.009	0.009	0.008	0.007
Wholesale Trade	0.001	0.001	0.001	0.000	0.002	0.002	0.002	0.002	0.002	0.001
Services	0.010	0.009	0.008	0.007	0.028	0.028	0.027	0.028	0.026	0.025
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
WALDO-KNOX										
Employment (Thous)	0.025	0.025	0.023	0.021	0.032	0.030	0.014	0.016	0.016	0.015
Pers Inc (Bil Nom \$)	0.001	0.002	0.002	0.002	0.003	0.003	0.002	0.002	0.002	0.002
Real Disp Pers Inc (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Population (Thous)	0.005	0.013	0.019	0.022	0.031	0.041	0.040	0.035	0.033	0.031
Durables	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.015	0.015	0.014	0.014	0.016	0.015	0.007	0.009	0.008	0.008
Trans./Public Util.	0.001	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Fin/Ins/Real Est	0.001	0.001	0.001	0.001	0.001	0.001	0.000	0.000	0.000	0.000
Retail Trade	0.001	0.001	0.001	0.000	0.002	0.002	-0.001	-0.001	-0.001	-0.001
Wholesale Trade	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001

ECONOMIC FORECAST RESULTS
CORRIDOR E

	2015	2020	2025	2030
CORRIDOR E				
Agri/For/Fish Serv	0.000	0.001	0.001	0.001
KENNEBEC-SOMERSET				
Employment (Thous)	0.093	0.151	0.189	0.222
Pers Inc (Bil Nom \$)	0.006	0.011	0.016	0.022
Real Disp Pers Inc (Bil 92\$)	0.004	0.007	0.009	0.011
GRP (Bil 92\$)	0.004	0.008	0.011	0.013
Population (Thous)	0.063	0.196	0.299	0.374
Durables	0.000	0.003	0.003	0.004
Non-Durables	0.000	0.003	0.005	0.007
Mining	0.000	0.000	0.000	0.000
Construction	0.012	0.014	0.015	0.016
Trans./Public Util.	0.007	0.016	0.020	0.022
Fin/Ins/Real Est	0.002	0.004	0.004	0.005
Retail Trade	0.020	0.026	0.030	0.034
Wholesale Trade	0.004	0.006	0.007	0.008
Services	0.040	0.059	0.073	0.087
Agri/For/Fish Serv	0.000	0.000	0.001	0.001
WALDO-KNOX				
Employment (Thous)	0.068	0.094	0.115	0.136
Pers Inc (Bil Nom \$)	0.004	0.007	0.010	0.014
Real Disp Pers Inc (Bil 92\$)	0.003	0.005	0.006	0.008
GRP (Bil 92\$)	0.003	0.004	0.006	0.007
Population (Thous)	0.051	0.146	0.213	0.266
Durables	0.001	0.002	0.002	0.003
Non-Durables	0.000	0.001	0.003	0.004
Mining	0.000	0.000	0.000	0.000
Construction	0.010	0.013	0.014	0.015
Trans./Public Util.	0.004	0.009	0.011	0.012
Fin/Ins/Real Est	0.002	0.003	0.004	0.004
Retail Trade	0.019	0.022	0.025	0.028
Wholesale Trade	0.002	0.003	0.004	0.005

ECONOMIC FORECAST RESULTS
CORRIDOR E

CORRIDOR E	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Services	0.006	0.006	0.005	0.004	0.008	0.008	0.004	0.005	0.005	0.005
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LINCOLN-SAGADAHOC										
Employment (Thous)	0.008	0.007	0.006	0.004	0.009	0.008	0.008	0.009	0.008	0.007
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.000
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000
Population (Thous)	-0.003	-0.005	-0.007	-0.008	-0.008	-0.007	-0.005	-0.002	0.000	0.001
Durables	0.002	0.002	0.001	0.001	0.002	0.002	0.002	0.002	0.001	0.001
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.004	0.004	0.004	0.004	0.005	0.004	0.004	0.005	0.004	0.004
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	-0.001	-0.001	-0.001	-0.002	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.002	0.002	0.002	0.001	0.003	0.002	0.002	0.003	0.002	0.002
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001

CUMBERLAND										
Employment (Thous)	0.003	0.001	-0.004	-0.009	0.034	0.030	0.042	0.047	0.040	0.033
Pers Inc (Bil Nom \$)	0.000	0.001	0.001	0.001	0.002	0.003	0.005	0.006	0.007	0.007
Real Disp Pers Inc (Bil 92\$)	-0.003	-0.003	-0.003	-0.003	-0.003	-0.003	-0.002	-0.001	-0.002	-0.002
GRP (Bil 92\$)	0.001	0.001	0.000	0.000	0.002	0.002	0.003	0.003	0.003	0.003
Population (Thous)	-0.014	-0.028	-0.037	-0.046	-0.046	-0.044	-0.034	-0.021	-0.012	-0.009
Durables	0.002	0.001	0.001	0.000	0.001	0.001	0.001	0.001	0.000	0.000
Non-Durables	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.002	-0.002
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	-0.004	-0.004	-0.004	-0.004	-0.001	-0.001	0.001	0.002	0.001	0.000
Trans./Public Util.	0.000	0.000	-0.001	-0.001	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.004	0.004	0.004	0.004	0.009	0.010	0.010	0.012	0.011	0.011
Retail Trade	-0.008	-0.008	-0.009	-0.010	0.001	0.000	0.004	0.005	0.003	0.001

ECONOMIC FORECAST RESULTS
CORRIDOR E

CORRIDOR E	2015	2020	2025	2030
Services	0.026	0.034	0.041	0.050
Agri/For/Fish Serv	0.000	0.001	0.001	0.002
LINCOLN-SAGADAHOC				
Employment (Thous)	0.051	0.064	0.063	0.060
Pers Inc (Bil Nom \$)	0.003	0.006	0.007	0.009
Real Disp Pers Inc (Bil 92\$)	0.003	0.004	0.004	0.004
GRP (Bil 92\$)	0.002	0.004	0.004	0.004
Population (Thous)	0.023	0.102	0.138	0.148
Durables	0.003	0.006	0.006	0.004
Non-Durables	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000
Construction	0.008	0.007	0.006	0.005
Trans./Public Util.	0.003	0.007	0.008	0.009
Fin/Ins/Real Est	0.001	0.001	0.001	0.001
Retail Trade	0.015	0.014	0.013	0.012
Wholesale Trade	0.001	0.001	0.001	0.001
Services	0.020	0.021	0.020	0.020
Agri/For/Fish Serv	0.000	0.001	0.001	0.001
CUMBERLAND				
Employment (Thous)	0.484	0.611	0.715	0.825
Pers Inc (Bil Nom \$)	0.023	0.038	0.054	0.073
Real Disp Pers Inc (Bil 92\$)	0.014	0.022	0.029	0.036
GRP (Bil 92\$)	0.023	0.033	0.042	0.052
Population (Thous)	0.099	0.567	0.858	1.066
Durables	0.001	0.006	0.010	0.013
Non-Durables	0.002	0.008	0.014	0.019
Mining	0.000	0.000	0.000	0.000
Construction	0.042	0.045	0.047	0.050
Trans./Public Util.	0.022	0.048	0.061	0.070
Fin/Ins/Real Est	0.024	0.029	0.033	0.036
Retail Trade	0.150	0.158	0.169	0.182

ECONOMIC FORECAST RESULTS
CORRIDOR E

CORRIDOR E	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Wholesale Trade	0.001	0.001	0.000	0.000	0.003	0.002	0.003	0.003	0.003	0.002
Services	0.011	0.010	0.008	0.006	0.025	0.023	0.026	0.028	0.025	0.022
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ANDR-FRANKLIN-OXFORD

Employment (Thous)	0.009	0.008	0.005	0.002	0.025	0.022	0.768	0.906	0.868	0.831
Pers Inc (Bil Nom \$)	0.000	0.001	0.001	0.001	0.001	0.002	0.025	0.034	0.036	0.038
Real Disp Pers Inc (Bil 92\$)	-0.001	-0.002	-0.002	-0.002	-0.001	-0.002	0.009	0.012	0.012	0.012
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.001	0.001	0.032	0.038	0.036	0.035
Population (Thous)	-0.009	-0.017	-0.022	-0.028	-0.027	-0.025	0.087	0.249	0.381	0.484
Durables	0.001	0.000	0.000	0.000	0.000	0.000	0.002	0.000	-0.004	-0.007
Non-Durables	0.000	0.000	-0.001	-0.001	0.000	-0.001	-0.002	-0.004	-0.007	-0.009
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.004	0.005	0.005	0.004	0.007	0.006	0.543	0.652	0.640	0.627
Trans./Public Util.	0.000	0.000	0.000	0.000	0.001	0.001	0.007	0.007	0.006	0.005
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.010	0.012	0.011	0.010
Retail Trade	-0.004	-0.004	-0.004	-0.005	0.000	-0.001	0.063	0.072	0.066	0.059
Wholesale Trade	0.000	0.000	0.000	0.000	0.001	0.000	0.009	0.010	0.008	0.007
Services	0.008	0.007	0.006	0.005	0.017	0.016	0.128	0.141	0.125	0.112
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.003	0.003	0.003	0.003

YORK

Employment (Thous)	0.017	0.015	0.013	0.011	0.023	0.019	0.017	0.021	0.018	0.016
Pers Inc (Bil Nom \$)	0.000	0.001	0.001	0.001	0.001	0.001	0.001	0.002	0.002	0.002
Real Disp Pers Inc (Bil 92\$)	-0.002	-0.002	-0.002	-0.002	-0.002	-0.002	-0.002	-0.002	-0.002	-0.002
GRP (Bil 92\$)	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Population (Thous)	-0.009	-0.018	-0.024	-0.029	-0.030	-0.030	-0.030	-0.028	-0.028	-0.029
Durables	0.002	0.002	0.001	0.001	0.002	0.002	0.002	0.002	0.002	0.001
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.014	0.014	0.014	0.014	0.016	0.014	0.013	0.015	0.015	0.015
Trans./Public Util.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR E

CORRIDOR E	2015	2020	2025	2030
Wholesale Trade Services	0.018	0.025	0.031	0.036
Agri/For/Fish Serv	0.217	0.252	0.294	0.348
	0.001	0.002	0.003	0.004
ANDR-FRANKLIN-OXFORD				
Employment (Thous)	0.152	0.350	0.464	0.537
Pers Inc (Bil Nom \$)	0.017	0.023	0.034	0.046
Real Disp Pers Inc (Bil 92\$)	0.013	0.020	0.026	0.031
GRP (Bil 92\$)	0.006	0.019	0.028	0.034
Population (Thous)	0.547	0.720	0.896	1.020
Durables	-0.008	0.008	0.015	0.017
Non-Durables	-0.006	0.010	0.018	0.023
Mining	0.000	0.000	0.000	0.000
Construction	0.019	0.035	0.045	0.048
Trans./Public Util.	0.016	0.047	0.061	0.069
Fin/Ins/Real Est	0.005	0.010	0.012	0.014
Retail Trade	0.050	0.077	0.093	0.104
Wholesale Trade Services	0.002	0.009	0.012	0.015
Agri/For/Fish Serv	0.046	0.117	0.162	0.197
	0.000	0.001	0.002	0.002
YORK				
Employment (Thous)	0.141	0.177	0.200	0.224
Pers Inc (Bil Nom \$)	0.007	0.013	0.018	0.024
Real Disp Pers Inc (Bil 92\$)	0.006	0.009	0.012	0.014
GRP (Bil 92\$)	0.006	0.008	0.010	0.013
Population (Thous)	0.032	0.271	0.405	0.488
Durables	0.004	0.008	0.010	0.011
Non-Durables	0.001	0.002	0.004	0.005
Mining	0.000	0.000	0.000	0.000
Construction	0.019	0.020	0.021	0.021
Trans./Public Util.	0.005	0.011	0.013	0.015
Fin/Ins/Real Est	0.003	0.004	0.004	0.005

ECONOMIC FORECAST RESULTS
CORRIDOR E

CORRIDOR E	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Retail Trade	-0.004	-0.004	-0.004	-0.005	-0.001	-0.002	-0.002	-0.002	-0.002	-0.003
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.004	0.004	0.003	0.003	0.007	0.006	0.006	0.006	0.005	0.005
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR E

CORRIDOR E	2015	2020	2025	2030
Retail Trade	0.049	0.051	0.054	0.057
Wholesale Trade	0.002	0.003	0.004	0.004
Services	0.057	0.064	0.073	0.084
Agri/For/Fish Serv	0.000	0.001	0.001	0.002

ECONOMIC FORECAST RESULTS

CORRIDOR D

State Pays 50% of Costs

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
MAINE										
Employment (Thous)	1.072	1.020	0.943	0.886	1.673	1.792	1.785	1.780	1.743	1.703
Pers Inc (Bil Nom \$)	0.028	0.038	0.040	0.044	0.080	0.096	0.103	0.102	0.103	0.106
Real Disp Pers Inc (Bil 92\$)	-0.027	-0.028	-0.030	-0.032	0.000	0.007	0.008	0.004	0.002	0.002
GRP (Bil 92\$)	0.040	0.039	0.036	0.035	0.068	0.075	0.076	0.076	0.075	0.074
Population (Thous)	-0.095	-0.144	-0.136	-0.148	0.114	0.483	0.760	0.939	1.050	1.141
Durables	0.015	0.007	-0.002	-0.011	-0.001	-0.006	-0.010	-0.014	-0.018	-0.022
Non-Durables	-0.011	-0.017	-0.023	-0.029	-0.025	-0.025	-0.026	-0.028	-0.030	-0.030
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.865	0.868	0.861	0.851	0.960	1.011	1.000	1.026	1.024	1.009
Trans./Public Util.	0.004	0.001	-0.002	-0.004	0.047	0.063	0.075	0.082	0.089	0.096
Fin/Ins/Real Est	0.017	0.015	0.013	0.012	0.034	0.039	0.038	0.038	0.037	0.035
Retail Trade	-0.026	-0.033	-0.047	-0.058	0.184	0.190	0.183	0.169	0.157	0.147
Wholesale Trade	-0.002	-0.002	-0.005	-0.007	0.015	0.016	0.013	0.009	0.006	0.003
Services	0.210	0.185	0.156	0.140	0.439	0.450	0.430	0.403	0.383	0.369
Agri/For/Fish Serv	0.007	0.006	0.004	0.003	0.005	0.006	0.005	0.005	0.005	0.005
AROOSTOOK										
Employment (Thous)	0.009	0.007	0.004	0.000	0.010	0.005	0.003	-0.002	-0.005	-0.007
Pers Inc (Bil Nom \$)	0.000	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.000
Real Disp Pers Inc (Bil 92\$)	-0.002	-0.002	-0.002	-0.003	-0.002	-0.003	-0.003	-0.003	-0.003	-0.003
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Population (Thous)	-0.013	-0.026	-0.033	-0.040	-0.042	-0.046	-0.052	-0.057	-0.064	-0.069
Durables	0.000	0.000	0.000	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.002
Non-Durables	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.002	-0.002	-0.002
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.007	0.008	0.008	0.007	0.007	0.005	0.005	0.004	0.004	0.004
Trans./Public Util.	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.001	0.001
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	-0.005	-0.006	-0.006	-0.006	-0.004	-0.005	-0.005	-0.006	-0.007	-0.007
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.008	0.007	0.006	0.005	0.010	0.009	0.008	0.006	0.005	0.005
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR D

State Pays 50% of Costs

2015 2020 2025 2030

MAINE

Employment (Thous)	1.751	2.588	3.142	3.552
Pers Inc (Bil Nom \$)	0.108	0.161	0.235	0.315
Real Disp Pers Inc (Bil 92\$)	0.083	0.124	0.159	0.190
GRP (Bil 92\$)	0.076	0.132	0.175	0.211
Population (Thous)	1.668	3.727	5.172	6.134
Durables	-0.011	0.043	0.067	0.077
Non-Durables	-0.006	0.048	0.082	0.105
Mining	0.000	0.001	0.001	0.001
Construction	0.223	0.263	0.287	0.297
Trans./Public Util.	0.176	0.310	0.374	0.409
Fin/Ins/Real Est	0.049	0.075	0.090	0.101
Retail Trade	0.553	0.643	0.710	0.758
Wholesale Trade	0.031	0.061	0.081	0.094
Services	0.607	0.877	1.087	1.278
Agri/For/Fish Serv	0.003	0.013	0.021	0.028

AROOSTOOK

Employment (Thous)	0.030	0.051	0.063	0.073
Pers Inc (Bil Nom \$)	0.002	0.003	0.005	0.007
Real Disp Pers Inc (Bil 92\$)	0.001	0.002	0.003	0.003
GRP (Bil 92\$)	0.001	0.003	0.004	0.005
Population (Thous)	-0.047	0.044	0.097	0.131
Durables	-0.001	0.000	0.001	0.001
Non-Durables	-0.001	0.000	0.001	0.002
Mining	0.000	0.000	0.000	0.000
Construction	0.007	0.007	0.006	0.006
Trans./Public Util.	0.005	0.009	0.011	0.012
Fin/Ins/Real Est	0.000	0.001	0.001	0.001
Retail Trade	0.007	0.009	0.011	0.012
Wholesale Trade	0.001	0.001	0.002	0.002
Services	0.015	0.021	0.025	0.029
Agri/For/Fish Serv	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS

CORRIDOR D

State Pays 50% of Costs

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
HANCOCK-WASHINGTON										
Employment (Thous)	1.145	1.121	1.090	0.738	0.287	0.321	0.373	0.414	0.456	0.498
Pers Inc (Bil Norm \$)	0.027	0.031	0.034	0.029	0.018	0.017	0.018	0.019	0.021	0.024
Real Disp Pers Inc (Bil 92\$)	0.014	0.015	0.015	0.011	0.018	0.019	0.021	0.022	0.024	0.026
GRP (Bil 92\$)	0.043	0.043	0.042	0.029	0.011	0.013	0.015	0.018	0.020	0.022
Population (Thous)	0.154	0.355	0.505	0.584	0.644	0.692	0.724	0.764	0.805	0.848
Durables	0.006	0.003	-0.001	-0.006	-0.006	-0.003	0.001	0.004	0.007	0.009
Non-Durables	-0.001	-0.004	-0.007	-0.010	-0.006	-0.002	0.002	0.006	0.009	0.013
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.858	0.851	0.843	0.591	0.070	0.063	0.069	0.071	0.074	0.079
Trans./Public Util.	0.008	0.007	0.006	0.002	0.024	0.037	0.049	0.060	0.069	0.077
Fin/Ins/Real Est	0.012	0.012	0.011	0.008	0.007	0.008	0.008	0.009	0.009	0.010
Retail Trade	0.096	0.089	0.081	0.046	0.083	0.086	0.094	0.100	0.107	0.113
Wholesale Trade	0.007	0.006	0.005	0.002	0.002	0.002	0.003	0.004	0.005	0.005
Services	0.143	0.131	0.117	0.068	0.073	0.085	0.099	0.110	0.122	0.133
Agri/For/Fish Serv	0.007	0.006	0.005	0.003	0.001	0.001	0.002	0.003	0.003	0.004

PENOBSCOT-PISCATAQUIS

Employment (Thous)	0.009	0.003	-0.004	0.333	0.977	0.202	0.202	0.192	0.192	0.198
Pers Inc (Bil Norm \$)	0.002	0.003	0.003	0.014	0.036	0.014	0.014	0.013	0.013	0.013
Real Disp Pers Inc (Bil 92\$)	-0.004	-0.004	-0.004	0.001	0.014	0.002	0.002	0.002	0.002	0.002
GRP (Bil 92\$)	0.000	0.000	0.000	0.014	0.040	0.007	0.008	0.008	0.008	0.008
Population (Thous)	-0.019	-0.037	-0.046	-0.006	0.171	0.244	0.241	0.248	0.248	0.251
Durables	0.000	0.000	-0.001	0.000	0.004	-0.004	-0.004	-0.004	-0.003	-0.003
Non-Durables	-0.001	-0.001	-0.002	-0.003	-0.003	-0.004	-0.004	-0.003	-0.003	-0.003
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.003	0.004	0.004	0.248	0.553	0.012	0.011	0.009	0.008	0.009
Trans./Public Util.	0.000	0.000	-0.001	0.003	0.021	0.014	0.017	0.020	0.022	0.024
Fin/Ins/Real Est	0.001	0.001	0.001	0.004	0.013	0.004	0.004	0.004	0.004	0.004
Retail Trade	-0.011	-0.011	-0.012	0.017	0.145	0.072	0.070	0.064	0.062	0.062
Wholesale Trade	0.000	0.000	-0.001	0.003	0.014	0.002	0.002	0.002	0.002	0.002
Services	0.017	0.015	0.012	0.060	0.212	0.084	0.084	0.080	0.081	0.083
Agri/For/Fish Serv	0.000	0.000	0.000	0.001	0.003	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR D

State Pays 50% of Costs

2015 2020 2025 2030

HANCOCK-WASHINGTON

Employment (Thous)	0.791	0.920	1.009	1.061
Pers Inc (Bil Nom \$)	0.034	0.050	0.066	0.084
Real Disp Pers Inc (Bil 92\$)	0.035	0.045	0.053	0.059
GRP (Bil 92\$)	0.033	0.042	0.050	0.056
Population (Thous)	0.961	1.450	1.731	1.879
Durables	0.012	0.018	0.020	0.021
Non-Durables	0.018	0.028	0.036	0.040
Mining	0.000	0.000	0.000	0.000
Construction	0.089	0.096	0.097	0.095
Trans./Public Util.	0.089	0.112	0.123	0.129
Fin/Ins/Real Est	0.014	0.017	0.018	0.019
Retail Trade	0.244	0.256	0.264	0.265
Wholesale Trade	0.009	0.012	0.013	0.014
Services	0.250	0.287	0.324	0.353
Agri/Forr/Fish Serv	0.005	0.008	0.011	0.014

PENOBSCOT-PISCATAQUIS

Employment (Thous)	0.467	0.562	0.616	0.660
Pers Inc (Bil Nom \$)	0.025	0.036	0.048	0.061
Real Disp Pers Inc (Bil 92\$)	0.016	0.022	0.026	0.030
GRP (Bil 92\$)	0.020	0.028	0.033	0.038
Population (Thous)	0.350	0.759	0.985	1.109
Durables	0.001	0.005	0.007	0.008
Non-Durables	0.000	0.004	0.007	0.009
Mining	0.000	0.000	0.000	0.000
Construction	0.030	0.031	0.031	0.031
Trans./Public Util.	0.042	0.064	0.074	0.079
Fin/Ins/Real Est	0.009	0.011	0.012	0.013
Retail Trade	0.163	0.166	0.166	0.167
Wholesale Trade	0.010	0.013	0.015	0.016
Services	0.184	0.205	0.224	0.247
Agri/Forr/Fish Serv	0.000	0.001	0.002	0.002

ECONOMIC FORECAST RESULTS

CORRIDOR D

State Pays 50% of Costs

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
KENNEBEC-SOMERSET										
Employment (Thous)	-0.023	-0.028	-0.035	-0.041	0.438	1.277	1.248	0.288	-0.054	-0.059
Pers Inc (Bil Nom \$)	-0.001	0.000	0.000	0.000	0.017	0.050	0.055	0.025	0.011	0.009
Real Disp Pers Inc (Bil 92\$)	-0.006	-0.006	-0.007	-0.007	0.002	0.017	0.018	0.002	-0.005	-0.005
GRP (Bil 92\$)	-0.001	-0.001	-0.002	-0.002	0.018	0.054	0.053	0.011	-0.004	-0.004
Population (Thous)	-0.040	-0.081	-0.105	-0.128	-0.055	0.193	0.447	0.479	0.383	0.297
Durables	0.000	0.000	0.000	-0.001	0.001	0.003	-0.001	-0.007	-0.009	-0.008
Non-Durables	-0.002	-0.002	-0.003	-0.003	-0.003	-0.006	-0.010	-0.012	-0.012	-0.012
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	-0.012	-0.011	-0.010	-0.010	0.301	0.895	0.880	0.210	-0.023	-0.024
Trans./Public Util.	-0.001	-0.001	-0.001	-0.002	0.004	0.013	0.011	0.000	-0.005	-0.005
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.005	0.014	0.014	0.003	-0.001	-0.001
Retail Trade	-0.016	-0.016	-0.017	-0.017	0.032	0.099	0.091	0.009	-0.020	-0.020
Wholesale Trade	-0.001	-0.001	-0.001	-0.002	0.006	0.016	0.014	0.000	-0.005	-0.005
Services	0.012	0.011	0.009	0.007	0.096	0.218	0.197	0.034	-0.019	-0.015
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.001	0.004	0.004	0.000	-0.001	-0.001
WALDO-KNOX										
Employment (Thous)	0.023	0.021	0.018	0.014	0.024	0.021	0.018	0.005	-0.001	-0.003
Pers Inc (Bil Nom \$)	0.002	0.002	0.002	0.002	0.004	0.004	0.004	0.003	0.002	0.002
Real Disp Pers Inc (Bil 92\$)	-0.002	-0.002	-0.002	-0.002	-0.002	-0.002	-0.002	-0.003	-0.003	-0.003
GRP (Bil 92\$)	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.000	0.000	0.000
Population (Thous)	-0.005	-0.007	-0.007	-0.009	-0.002	0.004	0.007	0.000	-0.013	-0.024
Durables	0.001	0.000	0.000	0.000	0.000	0.000	0.000	-0.001	-0.001	-0.001
Non-Durables	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.002	-0.002	-0.002
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.017	0.017	0.017	0.016	0.018	0.016	0.015	0.011	0.009	0.008
Trans./Public Util.	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000
Fin/Ins/Real Est	0.001	0.001	0.000	0.000	0.001	0.001	0.001	0.000	0.000	-0.001
Retail Trade	-0.004	-0.004	-0.005	-0.005	-0.003	-0.004	-0.005	-0.007	-0.009	-0.009
Wholesale Trade	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000
Services	0.008	0.007	0.006	0.004	0.009	0.008	0.007	0.003	0.002	0.002
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR D

State Pays 50% of Costs

2015 2020 2025 2030

KENNEBEC-SOMERSET

Employment (Thous)	0.173	0.353	0.459	0.534
Pers Inc (Bil Nom \$)	0.014	0.022	0.033	0.045
Real Disp Pers Inc (Bil 92\$)	0.010	0.017	0.022	0.027
GRP (Bil 92\$)	0.006	0.018	0.025	0.031
Population (Thous)	0.331	0.546	0.736	0.875
Durables	-0.005	0.005	0.008	0.009
Non-Durables	-0.007	0.006	0.012	0.016
Mining	0.000	0.000	0.000	0.000
Construction	0.014	0.029	0.037	0.041
Trans./Public Util.	0.013	0.040	0.052	0.058
Fin/Ins/Real Est	0.003	0.007	0.009	0.010
Retail Trade	0.052	0.073	0.086	0.094
Wholesale Trade	0.003	0.010	0.014	0.017
Services	0.065	0.127	0.166	0.199
Agri/For/Fish Serv	0.000	0.001	0.001	0.002

WALDO-KNOX

Employment (Thous)	0.134	0.227	0.289	0.345
Pers Inc (Bil Nom \$)	0.007	0.014	0.022	0.031
Real Disp Pers Inc (Bil 92\$)	0.009	0.014	0.019	0.024
GRP (Bil 92\$)	0.006	0.011	0.015	0.019
Population (Thous)	0.041	0.333	0.538	0.693
Durables	0.001	0.005	0.007	0.008
Non-Durables	0.000	0.005	0.008	0.010
Mining	0.000	0.000	0.000	0.000
Construction	0.029	0.035	0.038	0.040
Trans./Public Util.	0.012	0.030	0.039	0.044
Fin/Ins/Real Est	0.005	0.008	0.010	0.012
Retail Trade	0.035	0.047	0.056	0.065
Wholesale Trade	0.004	0.006	0.008	0.010
Services	0.047	0.072	0.094	0.118
Agri/For/Fish Serv	0.000	0.002	0.004	0.005

ECONOMIC FORECAST RESULTS

CORRIDOR D

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
LINCOLN-SAGADAHOC										
Employment (Thous)	0.000	-0.002	-0.005	-0.008	0.000	0.006	0.003	-0.006	-0.011	-0.013
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.001	0.003	0.003	0.002	0.001	0.001
Real Disp Pers Inc (Bil 92\$)	-0.003	-0.003	-0.003	-0.003	-0.003	-0.002	-0.002	-0.003	-0.003	-0.003
GRP (Bil 92\$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.001
Population (Thous)	-0.016	-0.031	-0.040	-0.049	-0.051	-0.041	-0.032	-0.034	-0.042	-0.049
Durables	0.002	0.002	0.001	-0.001	0.001	0.001	-0.001	-0.002	-0.003	-0.004
Non-Durables	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.002	0.003	0.003	0.003	0.005	0.007	0.007	0.005	0.004	0.003
Trans./Public Util.	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	0.000	0.000	-0.001
Fin/Ins/Real Est	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail Trade	-0.006	-0.007	-0.007	-0.007	-0.006	-0.004	-0.004	-0.007	-0.008	-0.008
Wholesale Trade	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Services	0.002	0.002	0.001	0.000	0.003	0.004	0.003	0.000	-0.001	-0.002
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000
CUMBERLAND										
Employment (Thous)	-0.066	-0.072	-0.083	-0.096	-0.046	-0.031	-0.043	-0.053	-0.067	-0.081
Pers Inc (Bil Nom \$)	-0.002	0.000	-0.001	-0.001	0.002	0.004	0.004	0.005	0.005	0.005
Real Disp Pers Inc (Bil 92\$)	-0.011	-0.012	-0.012	-0.013	-0.012	-0.012	-0.012	-0.012	-0.012	-0.013
GRP (Bil 92\$)	-0.002	-0.003	-0.003	-0.004	-0.001	0.000	0.000	-0.001	-0.001	-0.002
Population (Thous)	-0.065	-0.135	-0.175	-0.214	-0.236	-0.241	-0.248	-0.254	-0.260	-0.270
Durables	0.002	0.001	0.000	-0.001	0.000	-0.001	-0.002	-0.002	-0.003	-0.004
Non-Durables	-0.003	-0.004	-0.004	-0.005	-0.005	-0.005	-0.006	-0.007	-0.007	-0.008
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	-0.021	-0.018	-0.017	-0.017	-0.012	-0.009	-0.009	-0.009	-0.009	-0.010
Trans./Public Util.	-0.003	-0.003	-0.003	-0.004	-0.003	-0.003	-0.003	-0.004	-0.004	-0.005
Fin/Ins/Real Est	0.003	0.003	0.002	0.002	0.009	0.012	0.012	0.011	0.010	0.009
Retail Trade	-0.041	-0.040	-0.041	-0.043	-0.030	-0.024	-0.027	-0.030	-0.034	-0.037
Wholesale Trade	-0.005	-0.005	-0.006	-0.007	-0.004	-0.003	-0.004	-0.004	-0.005	-0.006
Services	0.006	0.003	-0.001	-0.006	0.015	0.019	0.013	0.009	0.004	-0.002
Agri/For/Fish Serv	0.000	0.000	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001

ECONOMIC FORECAST RESULTS
CORRIDOR D

State Pays 50% of Costs

2015 2020 2025 2030

LINCOLN-SAGADAHOC

Employment (Thous)	0.005	0.021	0.026	0.028
Pers Inc (Bil Nom \$)	0.002	0.003	0.005	0.006
Real Disp Pers Inc (Bil 92\$)	0.001	0.001	0.002	0.002
GRP (Bil 92\$)	0.000	0.002	0.002	0.003
Population (Thous)	-0.033	0.022	0.058	0.077
Durables	-0.002	0.003	0.004	0.004
Non-Durables	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000
Construction	0.006	0.005	0.005	0.004
Trans./Public Util.	0.001	0.003	0.004	0.004
Fin/Ins/Real Est	0.000	0.001	0.001	0.001
Retail Trade	0.000	0.002	0.002	0.002
Wholesale Trade	0.000	0.001	0.001	0.001
Services	0.001	0.005	0.006	0.007
Agri/For/Fish Serv	0.000	0.001	0.001	0.001

CUMBERLAND

Employment (Thous)	0.097	0.210	0.300	0.379
Pers Inc (Bil Nom \$)	0.009	0.014	0.025	0.037
Real Disp Pers Inc (Bil 92\$)	0.004	0.008	0.013	0.017
GRP (Bil 92\$)	0.007	0.016	0.023	0.029
Population (Thous)	-0.194	0.101	0.318	0.481
Durables	-0.003	0.003	0.006	0.008
Non-Durables	-0.004	0.002	0.006	0.010
Mining	0.000	0.000	0.000	0.000
Construction	0.024	0.023	0.025	0.027
Trans./Public Util.	0.007	0.021	0.029	0.033
Fin/Ins/Real Est	0.016	0.025	0.029	0.033
Retail Trade	0.026	0.039	0.052	0.064
Wholesale Trade	0.006	0.013	0.018	0.022
Services	0.038	0.079	0.114	0.151
Agri/For/Fish Serv	0.000	0.000	0.001	0.002

ECONOMIC FORECAST RESULTS

CORRIDOR D

State Pays 50% of Costs

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
ANDR-FRANKLIN-OXFORD										
Employment (Thous)	-0.019	-0.023	-0.028	-0.035	-0.007	0.004	-0.003	0.961	1.254	1.193
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.002	0.004	0.004	0.034	0.048	0.052
Real Disp Pers Inc (Bil 92\$)	-0.006	-0.007	-0.007	-0.007	-0.007	-0.006	-0.006	0.007	0.012	0.011
GRP (Bil 92\$)	-0.001	-0.001	-0.001	-0.002	0.000	0.000	0.000	0.040	0.053	0.050
Population (Thous)	-0.044	-0.089	-0.115	-0.140	-0.151	-0.144	-0.138	-0.004	0.204	0.379
Durables	0.000	0.000	-0.001	-0.002	-0.001	-0.002	-0.003	0.000	-0.003	-0.008
Non-Durables	-0.002	-0.003	-0.003	-0.004	-0.003	-0.004	-0.004	-0.006	-0.010	-0.014
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	-0.003	-0.001	-0.001	-0.001	0.003	0.007	0.007	0.710	0.940	0.920
Trans./Public Util.	-0.001	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.007	0.008	0.006
Fin/Ins/Real Est	0.000	-0.001	-0.001	-0.001	0.000	0.000	0.000	0.012	0.016	0.015
Retail Trade	-0.019	-0.019	-0.019	-0.020	-0.014	-0.011	-0.012	0.067	0.087	0.076
Wholesale Trade	-0.001	-0.001	-0.001	-0.002	-0.001	-0.001	-0.001	0.010	0.012	0.010
Services	0.009	0.007	0.005	0.003	0.017	0.020	0.017	0.159	0.190	0.166
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.003	0.004	0.004

YORK

Employment (Thous)	-0.005	-0.008	-0.013	-0.020	-0.011	-0.012	-0.017	-0.019	-0.021	-0.022
Pers Inc (Bil Nom \$)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Real Disp Pers Inc (Bil 92\$)	-0.007	-0.007	-0.008	-0.008	-0.008	-0.008	-0.008	-0.009	-0.009	-0.009
GRP (Bil 92\$)	0.000	0.000	0.000	-0.001	0.000	0.000	0.000	-0.001	-0.001	-0.001
Population (Thous)	-0.046	-0.093	-0.120	-0.146	-0.164	-0.178	-0.190	-0.202	-0.211	-0.221
Durables	0.002	0.002	0.001	0.000	0.001	0.001	0.001	0.000	-0.001	-0.001
Non-Durables	-0.001	-0.001	-0.002	-0.002	-0.002	-0.002	-0.002	-0.002	-0.003	-0.003
Mining	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction	0.013	0.014	0.014	0.014	0.015	0.015	0.015	0.016	0.018	0.019
Trans./Public Util.	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.002
Fin/Ins/Real Est	0.000	0.000	0.000	-0.001	0.000	-0.001	-0.001	-0.001	-0.001	-0.001
Retail Trade	-0.019	-0.020	-0.020	-0.021	-0.019	-0.019	-0.020	-0.021	-0.022	-0.022
Wholesale Trade	-0.001	-0.001	-0.001	-0.002	-0.001	-0.001	-0.002	-0.002	-0.002	-0.002
Services	0.005	0.003	0.002	0.000	0.004	0.003	0.001	0.000	-0.001	-0.002
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ECONOMIC FORECAST RESULTS
CORRIDOR D

State Pays 50% of Costs

2015 2020 2025 2030

ANDR-FRANKLIN-OXFORD

Employment (Thous)	0.031	0.196	0.317	0.397
Pers Inc (Bil Nom \$)	0.014	0.014	0.024	0.035
Real Disp Pers Inc (Bil 92\$)	0.006	0.012	0.017	0.022
GRP (Bil 92\$)	0.000	0.010	0.019	0.025
Population (Thous)	0.427	0.461	0.596	0.716
Durables	-0.014	0.001	0.009	0.012
Non-Durables	-0.011	0.003	0.011	0.017
Mining	0.000	0.000	0.000	0.000
Construction	0.005	0.018	0.030	0.037
Trans./Public Util.	0.006	0.026	0.036	0.042
Fin/Ins/Real Est	0.001	0.005	0.008	0.010
Retail Trade	0.020	0.044	0.063	0.075
Wholesale Trade	-0.002	0.004	0.009	0.011
Services	0.004	0.072	0.120	0.157
Agri/For/Fish Serv	-0.001	0.000	0.001	0.002

YORK

Employment (Thous)	0.025	0.049	0.064	0.074
Pers Inc (Bil Nom \$)	0.002	0.004	0.007	0.010
Real Disp Pers Inc (Bil 92\$)	0.001	0.003	0.004	0.005
GRP (Bil 92\$)	0.001	0.003	0.004	0.005
Population (Thous)	-0.167	0.010	0.114	0.172
Durables	0.000	0.004	0.006	0.006
Non-Durables	-0.001	0.000	0.001	0.002
Mining	0.000	0.000	0.000	0.000
Construction	0.020	0.019	0.018	0.017
Trans./Public Util.	0.001	0.004	0.006	0.006
Fin/Ins/Real Est	0.000	0.001	0.001	0.001
Retail Trade	0.006	0.008	0.010	0.012
Wholesale Trade	0.000	0.001	0.001	0.002
Services	0.004	0.010	0.014	0.019
Agri/For/Fish Serv	0.000	0.000	0.000	0.001

	2010	2015	2020	2025	2030
MAINE					
Employment (Thous)	1.311	0.442	1.567	2.191	2.645
Pers Inc (Bil Nom \$)	0.077	0.045	0.096	0.163	0.235
Real Disp Pers Inc (Bil 92\$)	0.012	0.055	0.096	0.130	0.162
GRP (Bil 92\$)	0.056	0.022	0.091	0.136	0.173
Population (Thous)	0.853	1.260	2.383	3.539	4.505
Durables	-0.013	-0.018	0.051	0.074	0.080
Non-Durables	-0.023	-0.018	0.048	0.081	0.103
Mining	0.000	0.000	0.001	0.001	0.001
Construction	0.965	0.116	0.215	0.259	0.281
Trans./Public Util.	0.007	0.084	0.267	0.349	0.391
Fin/Ins/Real Est	0.024	0.020	0.053	0.071	0.085
Retail Trade	0.058	0.092	0.260	0.357	0.431
Wholesale Trade	0.012	0.005	0.051	0.074	0.087
Services	0.205	0.063	0.443	0.670	0.864
Agri/For/Fish Serv	0.004	0.000	0.013	0.020	0.027
AROOSTOOK					
Employment (Thous)	0.007	0.011	0.037	0.049	0.057
Pers Inc (Bil Nom \$)	0.001	0.001	0.002	0.004	0.005
Real Disp Pers Inc (Bil 92\$)	-0.001	0.001	0.002	0.002	0.003
GRP (Bil 92\$)	0.000	0.001	0.002	0.003	0.004
Population (Thous)	-0.004	-0.013	0.036	0.072	0.099
Durables	-0.001	0.000	0.001	0.001	0.001
Non-Durables	-0.001	0.000	0.001	0.001	0.002
Mining	0.000	0.000	0.000	0.000	0.000
Construction	0.006	0.004	0.005	0.006	0.006
Trans./Public Util.	0.000	0.003	0.008	0.011	0.012
Fin/Ins/Real Est	0.000	0.000	0.001	0.001	0.001
Retail Trade	-0.002	0.002	0.005	0.007	0.008
Wholesale Trade	0.000	0.000	0.001	0.002	0.002
Services	0.004	0.003	0.012	0.016	0.020
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.000
HANCOCK-WASHINGTON					
Employment (Thous)	-0.027	0.192	0.456	0.594	0.698
Pers Inc (Bil Nom \$)	0.006	0.010	0.024	0.038	0.055
Real Disp Pers Inc (Bil 92\$)	0.001	0.019	0.030	0.038	0.047
GRP (Bil 92\$)	-0.001	0.009	0.024	0.033	0.041
Population (Thous)	0.476	0.301	0.665	0.955	1.206
Durables	-0.010	0.001	0.014	0.018	0.019
Non-Durables	-0.010	0.001	0.019	0.029	0.035
Mining	0.000	0.000	0.000	0.000	0.000
Construction	0.012	0.049	0.077	0.087	0.092
Trans./Public Util.	-0.004	0.027	0.082	0.107	0.120
Fin/Ins/Real Est	-0.001	0.005	0.010	0.013	0.015
Retail Trade	-0.018	0.042	0.083	0.105	0.123
Wholesale Trade	-0.002	0.002	0.008	0.010	0.012
Services	-0.024	0.042	0.114	0.158	0.198
Agri/For/Fish Serv	-0.001	0.001	0.006	0.010	0.013

PENOBSCOT-PISCATAQUIS

Employment (Thous)	-0.014	0.085	0.249	0.321	0.368
Pers Inc (Bil Nom \$)	0.006	0.006	0.016	0.026	0.036
Real Disp Pers Inc (Bil 92\$)	-0.001	0.008	0.014	0.018	0.021
GRP (Bil 92\$)	-0.001	0.005	0.016	0.022	0.026
Population (Thous)	0.207	0.088	0.319	0.499	0.630
Durables	-0.006	0.000	0.007	0.009	0.009
Non-Durables	-0.004	-0.001	0.006	0.008	0.009
Mining	0.000	0.000	0.000	0.000	0.000
Construction	0.000	0.013	0.023	0.025	0.026
Trans./Public Util.	-0.002	0.018	0.053	0.066	0.073
Fin/Ins/Real Est	0.000	0.003	0.007	0.008	0.009
Retail Trade	-0.007	0.020	0.044	0.054	0.061
Wholesale Trade	-0.002	0.002	0.009	0.012	0.013
Services	-0.011	0.023	0.073	0.096	0.116
Agri/For/Fish Serv	0.000	0.000	0.001	0.001	0.002

KENNEBEC-SOMERSET

Employment (Thous)	1.274	0.050	0.247	0.354	0.428
Pers Inc (Bil Nom \$)	0.049	0.008	0.015	0.025	0.036
Real Disp Pers Inc (Bil 92\$)	0.021	0.009	0.015	0.020	0.024
GRP (Bil 92\$)	0.054	0.002	0.014	0.021	0.027
Population (Thous)	0.289	0.389	0.457	0.589	0.705
Durables	0.003	-0.004	0.006	0.009	0.010
Non-Durables	-0.004	-0.005	0.008	0.013	0.017
Mining	0.000	0.000	0.000	0.000	0.000
Construction	0.898	0.004	0.024	0.033	0.038
Trans./Public Util.	0.013	0.011	0.038	0.050	0.057
Fin/Ins/Real Est	0.014	0.001	0.005	0.008	0.009
Retail Trade	0.099	0.007	0.036	0.051	0.061
Wholesale Trade	0.016	-0.001	0.009	0.013	0.016
Services	0.200	-0.003	0.073	0.115	0.147
Agri/For/Fish Serv	0.005	0.000	0.001	0.001	0.002

WALDO-KNOX

Employment (Thous)	0.022	0.078	0.183	0.247	0.303
Pers Inc (Bil Nom \$)	0.003	0.004	0.010	0.018	0.026
Real Disp Pers Inc (Bil 92\$)	0.000	0.008	0.013	0.017	0.022
GRP (Bil 92\$)	0.001	0.004	0.010	0.014	0.018
Population (Thous)	0.042	0.051	0.268	0.448	0.598
Durables	0.000	0.001	0.005	0.007	0.008
Non-Durables	-0.001	0.001	0.005	0.008	0.010
Mining	0.000	0.000	0.000	0.000	0.000
Construction	0.015	0.021	0.032	0.036	0.039
Trans./Public Util.	0.000	0.011	0.030	0.039	0.044
Fin/Ins/Real Est	0.001	0.003	0.007	0.009	0.011
Retail Trade	0.000	0.017	0.032	0.042	0.052
Wholesale Trade	0.000	0.002	0.006	0.008	0.009
Services	0.004	0.020	0.051	0.073	0.096
Agri/For/Fish Serv	0.001	0.000	0.002	0.004	0.005

LINCOLN-SAGADAHOC

Employment (Thous)	0.014	0.004	0.023	0.028	0.028
Pers Inc (Bil Nom \$)	0.003	0.001	0.002	0.004	0.006
Real Disp Pers Inc (Bil 92\$)	0.000	0.001	0.001	0.002	0.002
GRP (Bil 92\$)	0.001	0.000	0.002	0.002	0.003
Population (Thous)	0.001	0.006	0.031	0.055	0.070
Durables	0.001	-0.001	0.005	0.005	0.005
Non-Durables	0.000	0.000	0.000	0.000	0.000
Mining	0.000	0.000	0.000	0.000	0.000
Construction	0.008	0.003	0.004	0.004	0.004
Trans./Public Util.	0.000	0.001	0.003	0.004	0.004
Fin/Ins/Real Est	0.001	0.000	0.001	0.001	0.001
Retail Trade	0.000	0.000	0.002	0.003	0.003
Wholesale Trade	0.000	0.000	0.001	0.001	0.001
Services	0.004	0.000	0.005	0.007	0.007
Agri/For/Fish Serv	0.001	0.000	0.001	0.001	0.001

CUMBERLAND

Employment (Thous)	0.006	0.046	0.184	0.273	0.348
Pers Inc (Bil Nom \$)	0.004	0.004	0.012	0.022	0.033
Real Disp Pers Inc (Bil 92\$)	-0.004	0.003	0.008	0.012	0.017
GRP (Bil 92\$)	0.001	0.004	0.013	0.020	0.026
Population (Thous)	-0.073	-0.039	0.127	0.291	0.428
Durables	0.000	-0.002	0.005	0.007	0.008
Non-Durables	-0.002	-0.002	0.004	0.007	0.010
Mining	0.000	0.000	0.000	0.000	0.000
Construction	-0.002	0.013	0.020	0.023	0.026
Trans./Public Util.	-0.001	0.007	0.022	0.029	0.034
Fin/Ins/Real Est	0.009	0.008	0.018	0.024	0.028
Retail Trade	-0.005	0.010	0.030	0.044	0.056
Wholesale Trade	0.000	0.002	0.012	0.018	0.021
Services	0.014	0.012	0.065	0.100	0.135
Agri/For/Fish Serv	0.000	0.000	0.001	0.001	0.002

ANDR-FRANKLIN-OXFORD

Employment (Thous)	0.018	-0.045	0.139	0.262	0.340
Pers Inc (Bil Nom \$)	0.004	0.010	0.011	0.020	0.029
Real Disp Pers Inc (Bil 92\$)	-0.001	0.005	0.011	0.016	0.020
GRP (Bil 92\$)	0.001	-0.003	0.008	0.017	0.023
Population (Thous)	-0.031	0.522	0.429	0.513	0.611
Durables	-0.001	-0.012	0.003	0.011	0.013
Non-Durables	-0.002	-0.010	0.004	0.013	0.017
Mining	0.000	0.000	0.000	0.000	0.000
Construction	0.011	-0.005	0.013	0.028	0.035
Trans./Public Util.	0.000	0.005	0.026	0.036	0.041
Fin/Ins/Real Est	0.001	0.000	0.004	0.007	0.010
Retail Trade	-0.002	-0.008	0.021	0.042	0.055
Wholesale Trade	0.000	-0.003	0.004	0.008	0.011
Services	0.012	-0.038	0.040	0.090	0.126
Agri/For/Fish Serv	0.000	-0.001	0.000	0.001	0.002

YORK

Employment (Thous)	0.011	0.020	0.051	0.065	0.074
Pers Inc (Bil Nom \$)	0.001	0.002	0.004	0.007	0.009
Real Disp Pers Inc (Bil 92\$)	-0.003	0.001	0.003	0.004	0.005
GRP (Bil 92\$)	0.001	0.001	0.003	0.004	0.005
Population (Thous)	-0.054	-0.045	0.052	0.118	0.159
Durables	0.001	0.000	0.005	0.006	0.006
Non-Durables	-0.001	-0.001	0.001	0.002	0.002
Mining	0.000	0.000	0.000	0.000	0.000
Construction	0.018	0.014	0.016	0.017	0.017
Trans./Public Util.	0.000	0.002	0.005	0.006	0.007
Fin/Ins/Real Est	0.000	0.000	0.001	0.001	0.001
Retail Trade	-0.007	0.003	0.007	0.009	0.011
Wholesale Trade	0.000	0.000	0.001	0.002	0.002
Services	0.003	0.002	0.011	0.015	0.019
Agri/For/Fish Serv	0.000	0.000	0.000	0.000	0.001