MARINE HIGHWAY

NEW YORK - PORTLAND

PASSENGER TRAFFIC - PASSENGER VEHICLE

AND

COMMERCIAL VEHICLE TRAFFIC STUDY

FOR PROPOSED MARINE HIGHWAY

Maine Port Authority
June 30, 1972

MAINE PORT AUTHORITY

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A. EDWARD LANGLOIS, JR.
GENERAL MANAGER

June 30, 1972

Mr. Richard Kilroy
President, Board of Directors
Maine Port Authority
Portland, Maine

Dear Mr. Kilroy:

We are pleased to submit herewith a traffic study which has been done in connection with the Marine Highway Project. The Marine Highway proposes the operation of combination passenger and vehicle carrying ships between New York and Portland.

We believe the results of the study are encouraging and hopefully will provide the Maritime Administration with sufficient information to construct a computer model of the proposed operation, for the purpose of determining the size and type of vessels necessary to handle the estimated traffic, thereby determining its economic feasibility. The report has been submitted to Mr. Richard W. Black, Marine Highway Project Manager, Office of Advance Ship Operations, U. S. Department of Commerce, Maritime Administration, Washington, D. C.

We want to thank the Maine Turnpike Authority and the Maine Department of Economic Development for their guidance and assistance given during this study. We also thank Mr. Clark Neily, Economic Development Director of the City of Portland and Mr. George Garrett, Secretary of the Greater Portland Chamber of Commerce for their guidance and support.

Respectfully submitted,

A. Edward Langlois Jr.

A. Edward Langlois, Jr.
General Manager

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ENABLING LEGISLATION

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APPROVED

JUN 23 '71

BY GOVERNOR

CHAPTER

28

RESOLVES

STATE OF MAINE

S. P. 386 — L. D. 1141

RESOLVE, to Provide Funds for a Feasibility Study for New Marine Facilities for the Port of Portland.

Port of Portland; feasibility study. Resolved: That there is appropriated from the Unappropriated Surplus of the General Fund the sum of $10,000 to the Maine Port Authority for the purpose of providing for a feasibility study of new marine facilities for the Port of Portland.

This is a study to determine the role that the Port of Portland might play in the extension of existing passenger and vehicle service; roll-on, roll-off shipping, and container handling facilities and services.

This study is designed to examine the economic feasibility of a proposed new "marine highway" concept between the Port of Portland and the Port of New York which would utilize the existing new ferry facilities in Portland.

IN HOUSE OF REPRESENTATIVES,.....1971

Read and passed finally.

.....*Speaker*

IN SENATE,.....1971

Read and passed finally.

.....*President*

Approved.....1971

.....*Governor*

INTRODUCTION AND SUMMARY

The 105th. Legislature appropriated $10,000 to undertake a feasibility study of a proposed Marine Highway between the ports of Portland and New York. This idea contemplates the operation of two combination passenger and vehicle carrying ships daily between the two ports. This idea has been discussed on several occasions with Mr. Richard Black, Project Manager for the Maritime Administration, Mr. Clark Neily, Economic Development Director for the City of Portland and Mr. A. Edward Langlois and other members of the staff of the Maine Port Authority.

In presenting the proposal to the Maine Legislature, it was suggested that the Marine Highway ships would feature modular living accommodations which were adjustable to traffic demands as well as having certain environmental assets including a reduction in pollution. The ships would also provide a reliable alternative to highway travel for commercial traffic as well as the esthetic values inherent in an overnight ocean trip from Portland to New York. Certain economic advantages were also cited including an expected increase in tourist traffic which finds present means of travel undesirable for one reason or another and a positive benefit to the Portland waterfront. The proposed Marine Highway would of course, provide the travelers with overnight accommodations while the trip continued in a restfull atmosphere as well as the reliability of ship operation along the coast.

The feasibility of such an operation requires an estimate of potential traffic that would use the service, the development of the size, type and overall facilities necessary to handle this traffic and whether or not such a ship can be operated profitably on revenues it can reasonably expect to generate. It was decided that the State of Maine would undertake the task of determining what traffic might reasonably use the service, study the location of port facilities at both Portland and New York, determine the desirability of certain inovative services such as small package handling that utilize specialized containers and the development of a suggested rate system based on the costs encountered by automobile travelers and commercial vehicles via conventional highway routes. This information will be submitted to the Maritime Administration for further analysis in determining the size and type of vessels necessary to handle the estimated traffic and overall economic feasibility.

"BACKGROUND OF STUDY"

This study examines three basic sources,of traffic, i.e. Passengers, passenger vehicles and trucks or commercial vehicle.

In cooperation with the Maine Turnpike Authority, 50,000 travel survey cards were distributed randomly to passenger vehicles at the southbound lanes of the York Toll Plaza, consisting of 20,000 during the Labor Day weekend, 1971 and 15,000 during the weekend of October 9 - 11, 1971. Another 15,000 were distributed during all of

the weekends of January 1972. The data collected from this initial survey has been analyzed by the Maine Department of Economic Development in its Statement R32-25-06 which is attached hereto as Appendix B.

The initial traffic survey card included a question asking those interested in a proposed Marine Highway Service, if they would complete a detailed travel questionnaire. Of the 8,360 initial questionnaires returned, 45 percent were interested in the proposed Marine Highway. Detailed travel questionnaires were distributed to 2,495 of those indicating interest and 57 percent of them returned the completed questionnaire. (See Table 1). The results have been summerized in Appendix A attached hereto.

The truck or commercial vehicle study was conducted in part by personal interview and mail questionnaire. Efforts were directed toward those trucking firms who are known to have extensive operations between Maine and New York or points beyond. The study included all classifications of carriers, i. e. Common, contract, private and exempt.

TRAFFIC - RATE STRUCTURE - SAILING SCHEDULE

1. COMMERCIAL VEHICLES (TRUCKS)

The study of commercial vehicles includes single or individual trailers, truck tractors, tractor-trailer combinations, straight trucks and containers on wheeled chassis that are operated to and from northern New England by all classifications of carriers including: (a) motor common carriers of general freight, both regular and irregular route, (b) motor common and contract carriers in specialized service, such as heavy haulers, household goods, mobile homes, auto carriers and refrigerated service and (c) private and exempt truck operators whose traffic would either originate or terminate in New York or points south and west.

It was determined that time and resources made it impossible to contact every private and certificated motor carrier operating service between the New York area and northern New England. This decision was based primarily upon the fact that many of the carriers holding operating authority conduct operations spasmodically, if at all. In addition it is virtually impossible to develop a list of all such carriers that would include the private and exempt operators. All for-hire carriers are required to register their operating authorities with the Maine Public Utilities Commission before entering the State of Maine, however this is done on an annual basis and there are a large number of carriers who actually hold authority to or from Maine that do not register every year, consequently the PUC's list is not complete. A large number of the private carriers who conduct

infrequent operations in northern New England are wholly unidentifiable except through observation. Accordingly, it was determined to concentrate on the primary common, contract and exempt carriers who are known to conduct operations on a reasonably regular basis.

The survey was conducted by personal interviews in those cases where the carriers could be contacted in the New England - New York area. Those carriers that could not be interviewed were asked to complete a questionnaire by mail. The interview work sheet and questionnaire are attached, immediately following this narrative.

The number and classification of carriers surveyed together with an indication of their interest in the proposed marine highway, the approximate length and weight of tractors and trailers, together with the estimated volume of trailers between New York and Portland, on an annual basis is shown in Table 2. It will be noted that the carriers interested in a service of this kind have a total of 11,367 units operating between the two areas.

It is significant to point out that in the case of the common carriers of general freight, the estimated traffic originates or terminates almost wholly in the New York and Portland area. The distances which the trailers move beyond the two port cities is small and appears to have little effect on time requirements. The common carriers indicate that the current trend is to move terminals to the Jersey shore rather than trying to operate from Metropolitan New York

(1) COMMERCIAL VEHICLES (TRUCKS) CON'T.

or even Long Island.

The common carriers of household goods, the exempt carriers and the specialized carriers of all types indicate that their operations are rather diverse in so far as origin and destination is concerned. Their interest in the service would be primarily to provide an opportunity for long haul drivers to obtain the necessary rest required under Department of Transportation Safety Rules and still keep the vehicles moving. This is in rather sharp contrast with the basic reasons for interest on the part of the common carriers of general freight. The general freight carriers would be primarily moving trailers without the power units. Their traffic would consist of trailers that were in excess of the number of road haul drivers available at the terminal area. Stated differently, traffic of these carriers would be so-called overflow or excess traffic that would be moved via the Marine Highway in lieu of hiring a so-called spare man and running the unit over the road.

From the interview work sheets and the questionnaires, estimated truck traffic interested in using the service by month and day of the week has been developed together with the percentages of each to the total. These figures are derived from the estimated number of vehicles per month and by day of the week supplied by the various carriers and then applied to the total annual volume. This we believe represents a reasonably accurate estimate of the amount of such

(1) COMMERCIAL VEHICLES (TRUCKS) CON'T.

traffic that has an interest in using the proposed service. These figures are found in Tables 3 and 4.

In order to develop a reliable estimate of the amount of this type traffic that would use this Marine Highway, the figures in Table 3 must be modified by the various conditions expressed by interested carriers. Primary among those conditions is transit time and costs.

Table 5 constructs the cost of operating a truck between Portland and New York, a distance of some 318 highway miles. It will be noted that we have constructed an average per vehicle mile line haul cost of 33.97 cents. This results in a total line haul cost of $108.04 one way. It should be pointed out that this cost computation must take into consideration the operation of a substantial number of non-union, private and exempt carriers as well as the unionized common and contract carriers. Consequently, it was determined that the labor costs assigned to line haul costs should be removed in order to get an accurate expression of the actual out-of-pocket line haul costs experienced by all types of carriers. The adjustment for labor shown in column three was developed from a study of the costs of a single carrier and has been confirmed by interviews with experienced operating and cost control personnel of several carriers.

By interview and careful analysis of the questionnaire, it has

(1) COMMERCIAL VEHICLES (TRUCKS) CON'T.

been determined that an estimated twelve percent of the truck traffic that would be interested in using the Marine Highway will do so in its first or base year operation. This substantially reduced number results from the fact that almost all of the general freight common carriers have indicated that the projected fifteen hour transit time is simply too long for the majority of their loads. These carriers indicate that much of this traffic will not be ready for shipment from New York before seven o'clock in the evening and must be in Portland ready for breakdown and delivery no later than seven a.m. and several indicated that it should be ready for stripping or breakdown by four a.m. This indicates a range of eight to twelve hours for the general freight common carriers, consequently the trailers which have been included for base year operation by these carriers are those which the carriers have estimated to be excess over and above the number of road haul drivers they have available in either New York or Portland. In other words they are the loads which would require the hiring of spare men.

Specialized common and contract carriers transporting frozen foods, household goods, mobile homes and so called "heavy haulers" do not conduct regular operations in the same sense as the common carrier of general freight. Their loads are generally scheduled at the convenience of either the consignor or consignee depending on which party is controlling. Accordingly, we have used only those loads which in-

(1) COMMERCIAL VEHICLES (TRUCKS) CON'T.

dicate they would move at approximately five p.m. from either New York or Portland. The exempt carriers surveyed are engaged primarily in the transportation of fresh fruits and vegetables from northern Maine (potatoes). This traffic is seasonal, commencing to move in November and December through June of each year with the heaviest months being March, April and May. The frozen food traffic is also somewhat seasonal in nature as the heaviest movement occurs in the spring and fall months of each year. These two items have the greatest influence on the variation in truck traffic by months and seasons of the year.

In view of the line haul costs experienced by the truckers in general, it is suggested that a simplified rate system that would be sufficiently attractive to actually move this traffic would require a rate of $2.50 per foot (outside measurement) for all self-propelled trucks, this would be primarily tractor-trailer units. A rate of $3.00 per foot (outside measurement) is suggested for all trucks and trailers not self-propelled, this of course would be primarily single trailers. (See Table 6.)

The tractor-trailer units would average 55 feet in overall length and the single trailers would average 40 feet in overall length.

Table 7 estimates the base year traffic, by classification, that is tractor-trailer combinations and single trailers, together

(1) COMMERCIAL VEHICLES (TRUCKS) CON'T.

with the estimated revenue which it will produce at the suggested rate scale. The proposed charge should include a berth for the driver, but not meals or other services which he may require. For the purposes of tariff publication, a truck should be defined as any motor vehicle for which specific rates are not provided in the tariff. This description would of course apply to all trucks self-propelled.

In order to distinguish individual freight trailers from house trailers or other units of this type, primarily used for transporting persons, the description should clearly indicate that the trailer is used exclusively for transporting freight or property. In order to insure minimum revenues to cover trailers of less than 35 feet and straight trucks that may be offered for transportation, a minimum charge of $50.00 is proposed.

Tables 8 and 9 project the base year revenue for the fifth year of operations and tenth year of operations respectively. In both cases the annual average growth rate of the Maine Turnpike has been used. The increase in rates is based upon the current 2% increase in truckload rates that are being applied by the New England Motor Rate Bureau to its rate scales generally. It is of course entirely conceivable that either of these growth rates may change in the near future. In any case we believe that it is realistic to

(1) COMMERCIAL VEHICLES (TRUCKS) CON'T.

apply at least these rates of growth as minimum.

Throughout the whole of this part of the investigation it appears that the ship operator must conduct an intensive sales program in order that this portion of its traffic can realize maximum potential. Many of the motor carriers surveyed have obviously given very little thought to the benefits to be obtained from the use of this service, after all these people are busy with the day to day operation of their businesses and it is unrealistic to expect them to theorize on this potential. Quite clearly, advantages do exist for the common carriers of general freight in the diversion of increased traffic to this service in lieu of hiring additional road-haul drivers. It is also clear that many private carrier operations can be attracted to this service where time in transit is not of the same importance as it is to the common carrier of general freight. Both of these advantages, however must be sold and the best proof of their existance will of course be, the operation of the Marine Highway.

II. PASSENGERS AND PASSENGER VEHICLES

The study of passengers and passenger vehicle traffic includes travel for both business and recreational purposes. To develop estimates of potential passenger traffic, it was necessary to first define the market from which such traffic might be drawn. Figures in

II. PASSENGERS AND PASSENGER VEHICLES (CON'T.)

Table 5 of Appendix B show that travelers from fifteen (15) states and the District of Columbia expressed a rather consistent interest in the proposed Portland - New York ferry service. Suprisingly, substantial interest was also shown by travelers from such unlikely states as Massachusetts, Connecticut, Rhode Island, New Hampshire and Vermont. Because of the location of these states north of the departure city no attempt was made to develop traffic estimates from them.

It is believed that a realistic market or source of traffic is available from the states of New York, New Jersey, Pennsylvania, Virginia, Maryland, Ohio, Delaware, Michigan, Washington, D. C. and the State of Maine. Table 10 is an outlined map of this area and Table 11 lists the market states and shows the percentage of parties originating in each, together with the percentage of those parties who indicated an interest in the Marine Highway Service.

To estimate the amount of travel between Maine and the market states it was necessary to relate the origin percentage figures shown in Table 11 to the total vehicles passing the York Toll Plaza on the Maine Turnpike. A historic analysis of traffic entering and leaving Maine at York together with an average annual growth percentage is shown in Table 12. For purposes of this study and the questionnaires that support it, a vehicle is considered to constitute a party. The number of persons per party and the percent of those parties with children under 12 and the number of such children per party are shown

in Table 13 .

An estimate of the travel between Maine and the market states is developed in Table 14 , broken down by northbound and southbound travelers, adults and children under 12. The origin percentages developed in the three separate surveys have been applied to the total passings of the Maine Turnpike at York. This produced an estimated number of parties from the market states. The percentage of interest developed for each of the market states was applied to this figure and produced a total estimated number of parties from the market states interested in the ferry service. Using the percentage figures developed in Table 13 an estimate of the number of adults and children under 12 was developed.

Comparative travel costs and a suggested fare system are shown in Table 15 . It will be noted that a party of three who stay overnight enroute between New York and Portland incur estimated costs totalling $70.25 for the one-way trip. This results in an average cost per person of $23.42. Under the proposed fare system an automobile will cost $30.00 and a deluxe cabin for two adults and a child will cost $25.00 per adult plus $3.00 for a rollaway bed to accommodate the child. This would total $83.00. If the couple purchased an economy cabin for two adults plus the rollaway bed for a child the charge would total $73.00.

It is evident from the comments on the questionnaires that the

travelers are truly concerned that the service be provided at competitive costs. If this can be accomplished traffic volumes will be substantial as shown in Table 16 which estimates the traffic that will use the service in the first or base year of operation.

In developing a realistic estimate of the number of passengers and passenger vehicles that would use the ferry in its first year of operation several adjustments had to be made to the figures produced in Table 14 . Table T of Appendix A shows that 19.9% of the parties surveyed found overnight service inadequate for their travel needs. This means that the suggested fifteen (15) hour transit time was considered too long. In addition 21% of the parties surveyed preferred a departure time of 5:00 P. M. and arrival time of 8:00 A. M. at both Portland and New York. Nearly 15% preferred departure time of 6:00 P. M. arriving 9:00 A. M. In view of the fact that many of the prospective passengers will originate at points south of New York and prefer the later departure time, it was concluded that the Table 14 figures should be adjusted downward by 19.9% using 15% of the resulting figure as the estimated traffic for the base year operation. It will be noted that further adjustments in the traffic estimate had to be made because of capacity operation during the months of July and August. It was assumed that the ship would have capacity for approximately ~~two~~ one thousand (1,000) passengers and two hundred (200) passenger vehicles.

II. PASSENGERS AND PASSENGER VEHICLES (CON'T).

A revenue estimate for the base year operation is shown in Table 17. It is believed that five and ten year projections of passenger traffic can be constructed by the use of the annual average growth percentage of the Maine Turnpike which Table 12 shows to be 7%. It seems certain that the fare structure will be subjected to many changes during the five and ten year periods. However because of the present price control policy and the absence of actual experience it is difficult to project the extent of such changes. It was believed that such projections would be unreliable and therefore not particularly meaningful. Accordingly none have been developed. This may appear to be a contradiction in view of the projections made in connection with commercial or truck traffic. However, in that case some precedent exists for using the 2% rate increase factor as the Price Commission and the I. C. C. have twice allowed this to the New England Motor Rate Bureau.

In developing the revenue projections typical costs were constructed for a party of three which is assumed to include two adults and one child. According to Table V of Appendix A, 94% of the parties will require space for their automobile, 6% will not. Therefore parties with automobiles will incur charges of $30.00 for the vehicle and if an economy double cabin is obtained with a cot for the child, this will result in additional costs of $39.00 or a total of $69.00. A party of three without an automobile purchasing the same

accommodations would incur charges of $39.00. Accordingly, the passenger and passenger vehicle revenue estimate for the base year of operation is projected on the assumption that most of the parties with automobiles will incur charges that will average $69.00. Parties without automobiles will incur charges that will average about $39.00. None of the revenue estimates attempt to predict the amount that the ship will earn from other services such as meals, baggage handling etc.

The distribution of passengers by month and day of week is estimated in Table O of Appendix A. It will be noted that the months of June, July, August and September will experience the heaviest traffic and that Sunday and Friday are consistently the heaviest days of the week throughout the year.

Table S of Appendix A clearly shows that a majority of the travelers prefer a motel type accommodation which is essentially a double room with enough space for an additional cot for one or two children as necessary.

The preference for food service is set forth in Table T of Appendix A and clearly shows that cafeteria style dining is preferred by the majority at breakfast, whereas semi-formal dining is preferred for the evening meal. A smaller but significant number expressed the preference for take-out food service which would permit not only lower costs but the flexibility of providing food for children without

preparing for formal dining.

Table U of Appendix A shows that prospective passengers will expect baggage handling services as well as information and reservation services aboard the ship. It is also interesting to note that a substantial number find elevators between decks an important service as well as ship to shore telephones in the individual cabins. This table also indicates that a large number of people enjoy the use of public rooms such as a saloon for lounging and relaxing.

III. CARGO HANDLING - SPECIALIZED CONTAINERS

Table U of Appendix A shows that some 15% of the prospective passengers will use a baggage handling and small package service. We tried to present this question in such a way the the prospective passengers would understand that the small package service would include the handling of packages or articles in addition to baggage. This would include items of extraordinary value or unusual size that has been purchased and which the passenger did not care to submit to the mails or existing transportation services, preferring to have the article travel with him on the ship. Because of the difficulty of defining and identifying this type of traffic, we have been unable to estimate the volume that will move. We suggest none the less, that the ship have a capability for handling specialized containers that are designed to utilize what would otherwise be void space. Such a

III. CARGO HANDLING - SPECIALIZED CONTAINERS

container would be interchangeable only with the ship and the piers that it serves. A container of this type would be placed on each pier each day to receive small packages and other specialized shipments and then loaded aboard the ship at departure time. A system of charges can be developed once the number and capacity of such containers is determined.

IV. SAILING SCHEDULE

The detailed travel questionnaire contained several suggested arrival and departure times for consideration by prospective passengers and in addition, made provision for the insertion of preferred times not shown. Table 18 shows a summary of the passenger preference. It will be noted that 21% prefer a departure time of 5:00 A.M. and an arrival time of 8:00 A.M. at each port city. This also supports the fifteen hour transit time. It is important to note however that significantly large numbers prefer a 6:00 P. M. and 7:00 P. M. departure time arriving at 9:00 and 10:00 A. M. respectively. This is the preference of prospective passengers in states south of New York and New Jersey. It will also be noted that 27% find the fifteen hour transit time too long. While nearly 73% of the passengers find the transit time of fifteen hours satisfactory, it should be noted that by reducing the transit time one to two hours, an additional 10 to 15% of the passengers would find it satisfactory.

IV. SAILING SCHEDULE(CON'T)

When the ships capacity and speed characteristics are being developed, it is suggested that consideration be given to reducing the transit time by about two hours. This would permit a later departure from New York making it more convenient for passengers south of New York and New Jersey and would permit the same relatively early arrival in Portland and vice versa. This would also be an added inducement for commercial vehicles to use the ferry service.

V. TERMINALS

The development of information on terminal location and terminal facilities has, of necessity, been limited to general discussion until such time as the physical characteristics of the ships are better known. The Port of New York officials have indicated a willingness to cooperate in selecting a facility at either a Manhatten location or the Bush Terminal in Brooklyn. Both are readily accessable by highway.

Consideration will also be given to a location on the Jersey shore which would have the advantage of placing the facility nearer prospective passengers from south of New York and would also be a more convenient location for commercial vehicles,

It is believed that the facility in Portland is entirely adequate for the foreseeable future, particularly in view of the relatively small amount of commercial vehicle traffic anticipated. The

V. TERMINALS

The existing terminal will certainly be adequate for handling the relatively large numbers of automobiles.

Much more study will have to be done in this area before determining port costs, particularly in New York where a final site will have to be selected and arrangements made for the ship operators to lease or otherwise control an adequate facility.

GENERAL CONSIDERATIONS

A. Regulatory Status

The Marine Highway will have to be operated under a Common Carrier Certificate of public convenience and necessity issued by the Interstate Commerce Commission. It will be necessary for the ship operators to acquire this authority by making proper application to the I. C. C. Preliminary discussions with the Commissions Bureau of Operations indicate that the type of service contemplated could not legally be classified as ferry service. Indications are that a common carrier application such as this could, under ideal conditions, be processed in approximately six months. Under less than ideal conditions such a proceeding can take up to two years. Assuming that opposition will be light or nonexistent a proceeding of this kind could be assigned by the Commission to modify procedure which would eliminate the need for public hearings. In lieu of hearings, parties who wish to present evidence, would do so by filing a verified statement. Any

A. Regulatory Status (Con't)

experienced ship operator would be well aware of the Commission's requirements.

B. Economic Benefits

The operation of two combination passenger and vehicle ferries between Portland and New York would certainly produce economic benefits to both regions. In addition to providing a unique travel experience for people going to and from northern New England, the proposed Marine Highway would add a reliable, relatively low-cost public transportation service not now available.

By handling commercial vehicles it would also provide operating economies for motor carriers under certain conditions. In the long run it would help stabilize their costs, reduce maintenance, result in more efficient use of personnel and reduce the potential of loss from hijacks. The ships will create new employment opportunities for marine personnel as well as bringing new and expanded business to the port cities, particularly the waterfront areas.

C. Promotion

The promotion effort for the Marine Highway up to this point has consisted of press releases which briefly describe the proposed operation and the fact that a study of its feasibility is in progress. Once the feasibility has been determined, a full fledged promotion and development program will be under-taken. Hopefully by that time a ship operator will have been found and this responsibility can be

C. Promotion (Con't)

assumed by the operating company.

D. Summary and Conclusions

We believe the study shows that a substantial number of passengers and passenger vehicles can be expected to use a service of this type once inaugurated. We also believe that although the initial use by commercial vehicles will be light that this source of traffic will prove increasingly important as time goes on. In both areas it will be necessary to make the service known to prospective users through an adequate promotion campaign and in the case of commercial motor vehicles it will be necessary to actually put salesmen in the field to call on prospective users and sell the service.

Transit times are important to the commercial vehicle operators and to a large number of the passengers and passenger vehicle travelers. Obviously the distance between Portland and New York can be covered by highway driving in six to seven hours. This avoids staying overnight enroute but results in a rather long and in some instances unpleasant trip for a significant number of drivers. The Marine Highway idea is attractive to a substantial number of these people, because it will be convenient and they can enjoy a pleasant overnight trip, arriving refreshed and ready for a full day of activity. Prospective passengers make it clear that the service must also be reasonable priced , with good but not overly luxurious accommodations.

D. Summary and Conclusions (Con't).

We believe the idea is worthy and we further believe that the figures produced establish substantial interest and prospective use, justifying further study by the Maritime Administration to determine the size and type of vessels required to handle the anticipated traffic and whether such vessels can be operated within the revenues produced from charges consistent with the costs that travelers incur by highway.

THE END

TABLE 1

TRAVEL QUESTIONNAIRE RETURNS

DATES	TOTAL QUESTIONNAIRES RETURNED	TRAVELERS INTERESTED IN FERRY SERVICE	% OF TOTAL PARTIES	TOTAL DETAILED QUESTIONNAIRES DISTRIBUTED	NUMBER RETURNED	% OF TOTAL
SEPT. 4,5 & 6 1971	3,956	1919	48.4	1194	723	60.6
OCT. 9,10 & 11 1971	2,735	1111	40.6	876	489	55.8
JAN. 1,2,8,9, 15,16,22,23,29 & 30, 1972	1,669	754	45.2	425	204	48.0
TOTAL	8,360	3784	45.2	2495	1416	56.8

(Interview)

MAINE PORT AUTHORITY
Motor Carrier Survey

Date _____

1) Classification of Carrier _____

2) Terminal Locations:

Northern New England	New York Area

3) Miles - Local New York Area Operation

Terminal	To Bush Terminal	Est. Elapsed Time	And 42nd Street	Est. Elapsed Time

4) Miles - Northern New England Operation

From Terminal	To Portland	Est. Elapsed Time

5) Equipment:

		No.	Weight Net	Range Tare
a) Trailers	40'			
	45'			

b) Tractors	No.	Length	Weight

6) Ten Year History of New York - Portland Traffic:

Year	Total Disposition	% Change	Year	Total Disposition	% Change

What sailing schedule would be most desirable?
Assuming 15 hour transit time.

Leave New York _____ Leave Portland _____

Arrive Portland _____ Arrive New York _____

Remarks:

a) Traffic Trend _____

_____

b) Labor _____

_____

_____

c) Equipment _____

_____

d) Desirable features of service: _____

_____

_____

_____

_____

_____

_____

e) Undesirable features of service: _____

_____

_____

_____

_____

_____

_____

_____

7) Number of dispatchers between Northern New England and Middle Atlantic Area to/or via Portland and New York.

12 12 month period

a) Portland to New York

Month	Week of	No.	Week of	No.	Total
JAN.					
FEB					
MAR					
APR					
MAY					
JUNE					
JULY					
AUG					
SEPT					
OCT					
NOV					
DEC					

b) New York to Portland

Month	Week of	No.	Week of	No.	Total
JAN					
FEB					
MAR					
APR					
MAY					
JUNE					
JULY					
AUG					
SEPT					
OCT					
NOV					
DEC					

RANDOM WEEK - Number of Trailers

a) To New York

From:

Day	Date
MON	
TUES	
WED	
THURS	
FRI	
SAT	
SUN	

From:

Day	Date
MON	
TUES	
WED	
THURS	
FRI	
SAT	
SUN	

b) To Portland

From:

Day	Date
MON	
TUES	
WED	
THURS	
FRI	
SAT	
SUN	

From:

Day	Date
MON	
TUES	
WED	
THURS	
FRI	
SAT	
SUN	

MAINE PORT AUTHORITY
Motor Carrier Survey

Date _____

1) Classification of carrier _____

2) a) Would the proposed service be of interest to you?

( ) YES ( ) NO

b) On a: ( ) Regular, ( ) seasonal or ( ) occasional basis?

If the answer to question No. 2 is yes, your answer or best estimate of answer to the following questions will be very helpful.

3) Terminal location: (if any)

Northern New England	New York Area

4) Estimated equipment operating New England - New York

			Weight Range					
		NO.	NET	TARE	BOX ☐ VAN ☐	TANK	RACK	OTHER
a) Trailers	40'							
	45'							

b) Tractors	NO.	Length	Weight

5) Please indicate actual ( ) or estimated ( ) number of dispatches by month between Northern New England and Middle Atlantic area to/or via Portland and New York.

12 month period _____

a) Portland to New York

Month	No.
JAN.	
FEB.	
MAR.	
APR.	
MAY	
JUNE	
JULY	
AUG.	
SEPT.	
OCT.	
NOV.	
DEC.	

b) New York to Portland

Month	No.
JAN.	
FEB.	
MAR.	
APR.	
MAY	
JUNE	
JULY	
AUG.	
SEPT.	
OCT.	
NOV.	
DEC.	

6) Please estimate number of trailers dispatched for a typical week. (by day of week)

DAY	New York to/or via Portland	Portland to/or via New York
MON		
TUES		
WED		
THURS		
FRI		
SAT		
SUN		

7) Check the sailing schedule that would be most desirable. (Assuming 15 hour transit time)

Leave Portland or New York		Arrive New York or Portland	
( ) 5:00 p.m.	( ) 8:00 p.m.	( ) 8:00 a.m.	( ) 11:00 a.m.
( ) 6:00 p.m.	( ) 9:00 p.m.	( ) 9:00 a.m.	( ) 12:00 Noon
( ) 7:00 p.m.	( ) _____ other	( ) 10:00 a.m.	( ) _____ other

8) Do you expect present traffic volume to:

( ) Increase ( ) Decrease ( ) remain the same

over the next 10 years.

9) Please use the following space for any remarks concerning the proposed service you wish to make:

_____

_____

_____

_____

_____

_____

_____

TABLE 2

ESTIMATED CURRENT ANNUAL TRUCK TRAFFIC DEVELOPED FROM SURVEY

CLASSIFICATION OF CARRIER	OPERATION		WEIGHT RANGE			TOTAL	ESTIMATED ANNUAL TRAFFIC OF CARRIERS INTERESTED IN FERRY SERVICE
	REG.	SEAS.	TRACTORS LENGTH	TRACTORS WEIGHT	(1)TRAILERS NET		
Common Gen Frt	1		14-15'	14,500	10,200	1765	1765
Common Gen Frt	1		16' 5"	12,000	10,000	2016	2016
Common Gen Frt	1		14-15'	14,500	10,000	4836	-
Common Gen Frt	1		14-15'	14,000	10,800	4080	-
Common Gen Frt	1		15'	16,000	10,000	1440	-
Common Frozen	1		20'	16,000	14,500	1971	1971
Common Frozen	1		-	-	-	104	104
Common HHG			-	-	-	-	-
Common HHG	1		18'	11,140	14,400	49	-
Common HHG	1		20'	13,000	20,000	268	268
Common HHG	1		16'	13,000	20,000	20	-
Exempt		1	10'	14,000	12,000	1500	1500
Exempt		1	15'	16,000	10,000	1800	1800
Exempt Frozen	1		15'	16,000	10,800	64	64
Exempt		1	15'	16,800	17,800	645	645
Exempt		1	15'	17,500	16,500	605	605
Exempt		1	10'	14,000	12,000	1500	-
Private	1		15'	16,500	10,800	285	285
Private		1	20'	16,500	10,800	192	192
Bulk Liquid			-	-	-	-	-
Boats			-	-	-	-	-
Boats	1		15'	8,000	-	54	54
Mobile Homes			-	-	-	-	-
Mobile Homes			12-18'	10,000	-	-	-
Mobile Homes			-	-	-	-	-
Miscellaneous			-	-	-	-	-
Miscellaneous			-	-	-	-	-
Miscellaneous		1	22'	15,000	-	98	98
TOTAL						23292	11367

Reg: Regular Operation Seas: Seasonal Operation

(1) (a) Single trailers will include lengths of 35 feet, 40 feet and 45 feet. It is estimated that 80% will be 40 feet in length. Loaded trailers will average 40,000 net lading.

(b) 80% of the combined tractor trailer units will be 55 feet in length.

TABLE 3

(1) ESTIMATED TRUCK TRAFFIC INTERESTED IN FERRY BY MONTH AND DAY OF WEEK

DAY OF WEEK	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PORTLAND TO NEW YORK												
MONDAY'S	88	82	89	89	86	96	74	57	69	78	96	97
TUESDAY'S	119	126	114	114	111	115	84	64	73	88	122	116
WEDNESDAY'S	106	100	107	108	92	109	89	67	96	88	103	110
THURSDAY'S	119	113	114	114	117	115	84	64	78	94	122	110
FRIDAY'S	88	94	89	95	92	90	69	42	64	73	91	97
SATURDAY'S	93	100	108	102	105	103	78	50	64	83	96	103
SUNDAY'S	12	13	13	13	12	13	15	10	13	16	13	13
TOTAL	625	628	634	635	615	611	493	354	457	520	643	646
NEW YORK TO PORTLAND												
MONDAY'S	59	59	59	60	63	67	49	50	43	51	56	56
TUESDAY'S	105	105	107	105	112	113	95	97	89	95	95	98
WEDNESDAY'S	47	43	48	44	46	46	33	34	34	37	39	42
THURSDAY'S	50	51	51	52	54	55	36	40	34	37	45	42
FRIDAY'S	47	50	48	52	50	50	36	37	37	41	35	38
SATURDAY'S	78	78	79	84	87	85	72	74	67	71	70	70
SUNDAY'S	4	4	4	4	4	4	7	3	3	6	10	3
TOTAL	390	390	396	401	416	420	328	335	307	338	350	349
TOTAL BOTH DIRECTIONS	1,015	1,018	1,030	1,036	1,031	1,061	821	689	764	858	993	995

(1) Estimate developed from total figures - loads per month and typical week.

TABLE 4

(1) ESTIMATED PERCENTAGE OF TRUCK TRAFFIC THAT WILL MOVE BY MONTH AND DAY OF WEEK

DAY OF WEEK	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEP.	OCT.	NOV.	DEC.
PORTLAND TO NEW YORK												
MONDAY'S	14	13	14	14	14	15	15	16	15	15	15	15
TUESDAY'S	19	20	18	18	18	18	17	18	16	17	19	18
WEDNESDAY'S	17	16	17	17	15	17	18	19	21	17	16	17
THURSDAY'S	19	18	18	18	19	18	17	18	17	18	19	17
FRIDAY'S	14	15	14	15	15	14	14	12	14	14	14	15
SATURDAY'S	15	16	17	16	17	16	16	14	14	16	15	16
SUNDAY'S	2	2	2	2	2	2	3	3	3	3	2	2
TOTAL (MONTH)	9.07	9.11	9.19	9.21	8.93	9.29	7.15	5.14	6.63	7.54	9.33	9.37
NEW YORK TO PORTLAND												
MONDAY'S	15	15	15	15	15	16	15	15	14	15	16	16
TUESDAY'S	27	27	27	26	27	27	29	29	29	28	27	28
WEDNESDAY'S	12	11	12	11	11	11	10	10	11	11	11	12
THURSDAY'S	13	13	13	13	13	13	11	12	11	11	13	12
FRIDAY'S	12	13	12	13	12	12	11	11	12	12	10	11
SATURDAY'S	20	20	20	21	21	20	22	22	22	21	20	20
SUNDAY'S	1	1	1	1	1	1	2	1	1	2	3	1
TOTAL (MONTH)	8.84	8.84	8.99	9.09	9.44	9.53	7.44	7.60	6.97	7.66	7.95	7.92

(1) Percentages developed from trailers per month and "typical week" estimated by carriers surveyed.

TABLE 5

CURRENT TRUCK COSTS

PORTLAND - NEW YORK

	(1) VARIABLE LINE HAUL COST PER VEHICLE MILE (TABLE 1)	(2) VARIABLE LINE HAUL COSTS ADJUSTED TO 1972 LEVEL	(3) PERCENTAGE OF LABOR EXPENSE	VARIABLE LINE HAUL COSTS LESS LABOR	(3) MILES	TOTAL LINE HAUL COSTS	AVERAGE COST PER VEHICLE MILE
N.E. GROUP I	42.089	50.507	40.5	30.052	106	$31.86	...
N.E. GROUP II	50.331	60.397	-	35.936	212	76.18	...
TOTAL					318	$108.04	33.972

(1) I.C.C. STATEMENT NO. 2 C 1 - 69

(2) 1969 COSTS ARE INCREASED 20% TO ADJUST TO 1972 LEVEL. (THIS REPRESENTS THE AGGREGATE TOTAL OF NEW ENGLAND GENERAL RATE INCREASES FOR THIS PERIOD).

(3) 1972 AVERAGE RUNNINGS COSTS (CUT-OF-POCKET) PER VEHICLE MILE FOR STUDY CARRIER .440 CENTS; LABOR COSTS .178 OR 40.5%.

TABLE 6

PROPOSED RATE
FOR COMMERCIAL VEHICLE
ONE - WAY

Estimated Cost By Highway	Rate Per Foot (outside measurement)	Minimum Charge Per Truck	Description of Vehicle	Revenue Per Vehicle
$108.04	(1) $3.00	$50.00	All trucks and trailers NOT self-propelled 40 foot trailer as average	$120.00
	(2) $2.50	$50.00	All trucks self-propelled 55 foot tractor-trailer combinations as average	$137.50

(1) Subject to additional charges for loading and unloading from vessel by pier contractor.

(2) Drivers fare and berth included.

TABLE 7

ESTIMATED TRUCK TRAFFIC

THAT WILL USE FERRY IN BASE YEAR OPERATION

	ESTIMATED TRAFFIC			PROJECTED REVENUE AVERAGE REVENUE PER UNIT		
Month	Trailers Only	Tractor & Trailer	Total Trucks	$120.00 Trailers only	$137.50 Tractor-Trailer	Total Revenue
January	48	74	122	$ 5,760.00	$10,175.00	$15,935.00
February	48	74	122	5,760.00	10,175.00	15,935.00
March	48	76	124	5,760.00	10,450.00	16,210.00
April	48	76	124	5,760.00	10,450.00	16,210.00
May	48	76	124	5,760.00	10,450.00	16,210.00
June	50	77	127	6,000.00	10,587.50	16,587.50
July	39	60	99	4,680.00	8,250.00	12,930.00
August	33	51	84	3,960.00	7,012.50	10,972.50
September	36	56	92	4,320.00	7,700.00	12,020.00
October	40	63	103	4,800.00	8,662.50	13,462.50
November	46	73	119	5,520.00	10,037.50	15,557.50
December	46	73	119	5,520.00	10,037.50	15,557.50

TABLE 8

ESTIMATED TRUCK TRAFFIC
1977 - 5 YEAR OPERATION

Month	(1) ESTIMATED TRAFFIC			PROJECTED REVENUE (2) AVERAGE REVENUE PER UNIT		
	Trailers Only	Tractor & Trailer	Total Vehicle	$132.00 Trailers Only	$150.00 Tractor & Trailer	Total Revenue
January	67	104	171	$8,844.00	$15,600.00	$24,444.00
February	67	104	171	8,844.00	15,600.00	24,444.00
March	67	106	173	8,844.00	15,900.00	24,744.00
April	67	106	173	8,844.00	15,900.00	24,744.00
May	67	106	173	8,844.00	15,900.00	24,744.00
June	70	108	178	9,240.00	16,200.00	25,440.00
July	55	84	139	7,260.00	12,600.00	19,860.00
August	46	71	117	6,072.00	10,650.00	16,722.00
September	50	78	128	6,600.00	11,700.00	18,300.00
October	56	88	144	7,392.00	13,200.00	20,592.00
November	64	102	166	8,448.00	15,300.00	23,748.00
December	64	102	166	8,448.00	15,300.00	23,748.00

(1) Based on annual growth rate of 7%.

(2) Based on annual increase of 2% (current annual increase applied to truck load rate by New England Motor Rate Bureau)

TABLE 9

ESTIMATED TRUCK TRAFFIC
1982 - 10 YEAR OPERATION

Month	(1) ESTIMATED TRAFFIC			PROJECTED REVENUE (2) AVERAGE REVENUE PER UNIT		
	Trailers Only	Tractor & Trailer	Total Vehicle	$145.00 Trailers Only	$165.00 Tractor & Trailer	Total Revenue
January	94	146	240	$13,630.00	$24,090.00	$37,720.00
February	94	146	240	13,630.00	24,090.00	37,720.00
March	94	148	242	13,630.00	24,420.00	38,050.00
April	94	148	242	13,630.00	24,420.00	38,050.00
May	94	148	242	13,630.00	24,420.00	38,050.00
June	98	151	249	14,210.00	24,915.00	39,125.00
July	77	118	195	11,165.00	19,470.00	30,635.00
August	64	99	163	9,280.00	16,335.00	25,615.00
September	70	109	179	10,150.00	17,985.00	28,135.00
October	78	123	201	11,310.00	20,295.00	31,605.00
November	90	143	233	13,050.00	23,595.00	36,645.00
December	90	143	233	13,050.00	23,595.00	36,645.00

(1) Based on annual growth rate of 7%.

(2) Based on annual increase of 2% (current annual increase applied to truck load rate by New England Motor Rate Bureau).

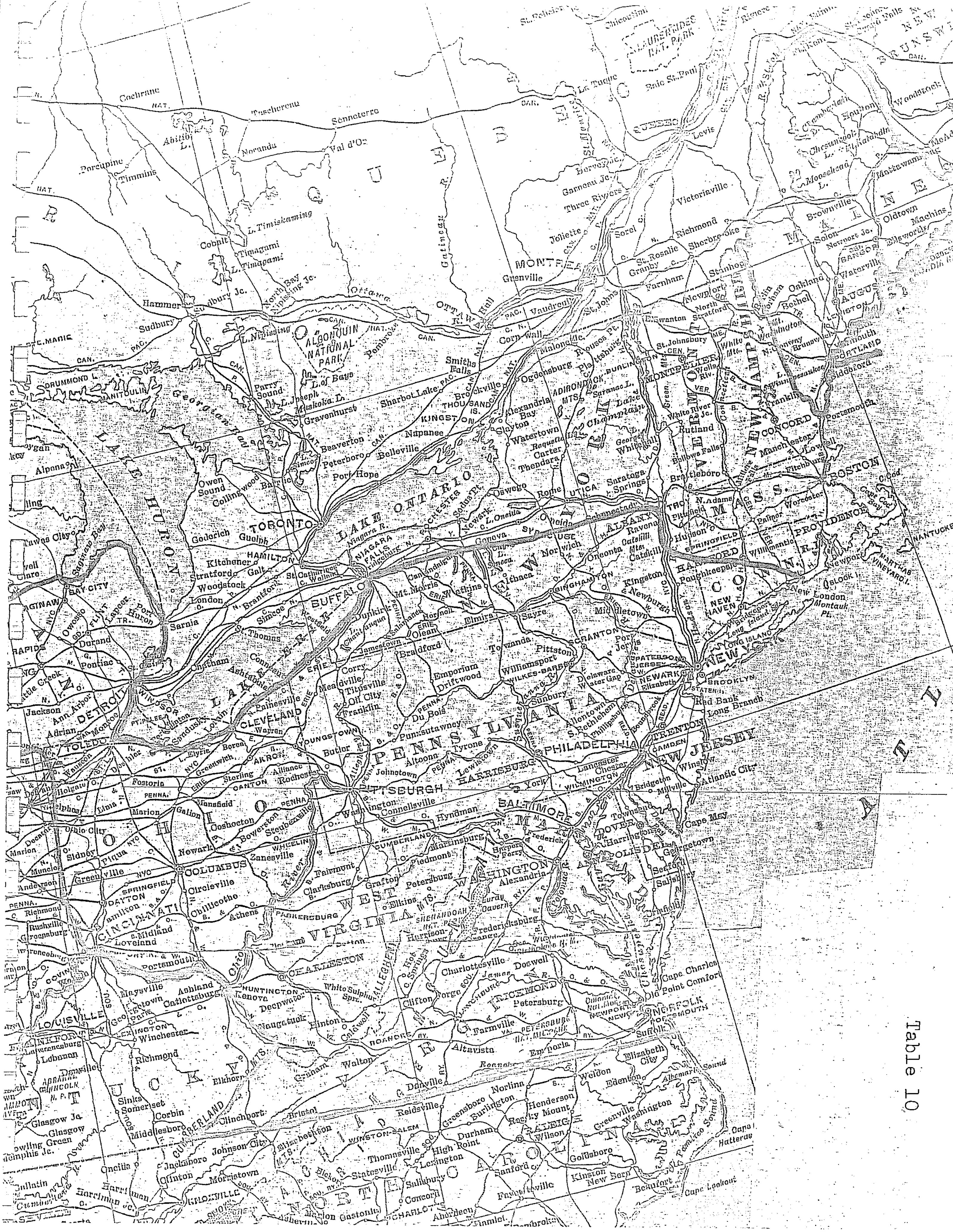
LAURENTIDES NAT. PARK
QUEBEC
MONTREAL
OTTAWA
ALGONQUIN NATIONAL PARK
LAKE HURON
Georgian Bay
LAKE ONTARIO
LAKE ERIE
TORONTO
HAMILTON
KINGSTON
NIAGARA FALLS
BUFFALO
DETROIT
TOLEDO
CLEVELAND
PITTSBURGH
COLUMBUS
CINCINNATI
LOUISVILLE
CHARLESTON
HUNTINGTON
WASHINGTON
BALTIMORE
PHILADELPHIA
HARRISBURG
TRENTON
NEW YORK
NEWARK
BROOKLYN
NEW HAVEN
HARTFORD
PROVIDENCE
BOSTON
CONCORD
PORTLAND
AUGUSTA
ALBANY
SYRACUSE
UTICA
BINGHAMTON
SCRANTON
RICHMOND
NORFOLK
RALEIGH
KNOXVILLE
LAKE CHAMPLAIN
ADIRONDACK MTS.
THOUSAND IS.
PENNSYLVANIA
NEW JERSEY
WEST VIRGINIA
VERMONT
NEW HAMPSHIRE
MAINE
MASS.
NEW BRUNSWICK
NANTUCKET
MARTHAS VINEARD I.
BLOCK I.
Cape Cod Bay
Cape May
Cape Charles
Old Point Comfort
Cape Hatteras
Cape Lookout
Pamlico Sound
Albemarle Sound
Lake Champlain
Cochrane
Timmins
Porcupine
Noranda
Val d'Or
Cobalt
Sudbury
North Bay
Sault Ste. Marie
Manitoulin
Parry Sound
Sarnia
London
Windsor
Flint
Bay City
Saginaw
Lansing
Jackson
Ann Arbor
Akron
Youngstown
Erie
Rochester
Ithaca
Elmira
Williamsport
Wilkes-Barre
Allentown
Lancaster
Wilmington
Dover
Atlantic City
Cumberland
Harrisonburg
Lynchburg
Charlottesville
Petersburg
Roanoke
Danville
Durham
Greensboro
Winston-Salem
Asheville
Lexington
Frankfort
Dayton
Springfield
Sandusky
Mansfield
Ohio City
Montauk Pt.
Long Island
Sound
Hudson R.
Potomac R.

Table 10

DESCRIPTION OF PASSENGER AND VEHICLE MARKET

TABLE 11

STATE	(1) ORIGIN OF PARTIES SURVEYED - PERCENTAGE SEP., 1971	OCT., 1971	JAN., 1972	TOTAL OF THREE SURVEYS	(2) PERCENTAGE OF PARTIES SURVEYED WHO INDICATED INTEREST IN THE PROPOSED MARINE HIGHWAY SEP., 1971	OCT., 1971	JAN.1972	TOTAL OF THREE SURVEYS
NEW YORK	18.7%	12.3%	7.8%	18.7%	74.9%	73.3%	71.5%	74.1%
NEW JERSEY	12.0	7.8	5.5	12.0	81.3	76.2	79.3	79.7
PENNSYLVANIA	6.9	2.9	1.8	6.9	60.7	64.6	70.0	63.4
VIRGINIA	1.3	0.8	1.0	1.3	66.7	63.6	47.1	58.9
MARYLAND	1.3	0.6	1.4	1.3	62.7	94.1	73.9	71.4
OHIO	0.9	0.7	0.4	0.9	45.7	27.8	14.3	36.7
DELAWARE	0.6	0.3	0.4	0.6	64.0	55.6	57.1	61.0
MICHIGAN	0.4	0.5	0.3	0.4	41.2	35.7	0	38.9
WASHINGTON D C	0.5	0.2	0.4	0.5	73.7	75.0	88.3	75.7
MAINE	2.4	5.0	16.5	2.4	(70.5 ((3) 57.1	67.4 48.8	73.9 41.5	71.5) 46.5)

(1) Source - Tables 1, 2, 3 and 4 Statement R 32-25-06. Me. Dept. Economic Development.

(2) Source - Tables 5, 6, 7 and 8 Statement R 32-25-06.

(3) Analysis of the Detailed Questionnaire shows that of the Maine travelers interested, only the indicated percentage actually traveled to New York City or beyond.

TABLE 12

TOTAL VEHICLE PASSINGS

MAINE TURNPIKE

(1) YORK TOLL PLAZA
(THOUSANDS)

	PASSENGER CARS TRUCK AND MOTOR HOMES PASSENGER VEHICLE WITH TRAILER				COMMERCIAL VEHICLES TRUCKS AND BUSES			
YEAR	ENTERING	DEPARTING	TOTAL	% CHANGE	ENTERING	DEPARTING	TOTAL	% CHANGE
1966	1695	1670	3365	-	212	212	424	-
1967	1759	1757	3516	4.5%	200	202	402	(5.2%)
1968	1936	1910	3846	9.4%	208	211	419	4.2%
1969	2078	2058	4136	7.5%	234	237	471	12.4%
1970	2261	2239	4500	8.8%	258	265	523	11.0%
1971	2381	2382	4763	5.8%	295	307	602	15.1%
AVERAGE ANNUAL GROWTH.....				7%			.....	7%

(1) LOCATED AT KITTERY PRIOR TO 1970.

TABLE 13

PERSONS PER PARTY
AND
CHILDREN (UNDER 12) PER PARTY

STATE	SEPTEMBER 1971			OCTOBER 1971			JANUARY 1972		
	Persons Per Party	Children Under 12 Percent of Parties	Children Under 12 Number Per Party	Persons Per Party	Children Under 12 Percent of Parties	Children Under 12 Number Per Party	Persons Per Party	Children Under 12 Percent of Parties	Children Under 12 Number Per Party
NEW YORK	3.5	37.3	1.8	3.0	25.5	2.0	3.1	22.6	2.0
NEW JERSEY	3.4	43.0	1.8	3.1	20.9	1.8	2.7	17.8	1.8
PENN.	3.5	36.3	1.9	2.8	21.6	1.7	2.6	23.8	1.8
VIRGINIA	3.7	44.1	2.7	1.8	28.6	1.8	3.5	25.0	2.0
MARYLAND	3.3	50.0	1.5	3.1	12.5	2.0	3.7	35.3	2.2
OHIO	2.9	37.5	1.5	2.4	0	0	2.0	0	0
DELAWARE	4.0	50.0	1.9	2.4	41.7	1.0	3.8	50.0	1.5
MICHIGAN	2.6	0	0	1.8	0	0	0	0	0
WASH. D.C.	3.4	50.0	2.1	2.7	0	0	3.0	20.0	1.0
MAINE	2.5	18.5	1.8	2.2	14.0	2.2	2.5	21.6	1.9

Source: Tables 10, 11 and 12 Statement R 32-25-06 Me. Dept. Economic Development.

TABLE 14

ESTIMATED TRAVEL
BETWEEN MAINE AND MARKET STATES

MONTH	(1) 1971 T/PIKE PASSINGS YORK PLAZA N/B	S/B	EST. PARTIES FROM MARKET STATES N/B	S/B	ESTIMATED TOTAL MARKET OF POTENTIAL PASSENGERS TOTAL PARTIES N/B	S/B	TOTAL PERSONS ADULTS N/B	S/B	CHILDREN UNDER 12 N/B	S'B	TOTAL ALL N/B	S/B
JAN.	103,696	109,562	36,812	38,894	19,081	20,163	46,494	48,970	8,106	8,561	54,600	57,531
FEB.	109,462	111,253	38,858	39,497	20,145	20,475	48,923	49,727	8,555	8,694	57,478	58,421
MAR.	118,089	119,223	41,921	42,324	21,732	21,938	52,778	55,155	9,230	9,316	62,008	64,471
APR.	158,278	153,206	56,189	54,389	29,129	28,196	70,739	68,474	12,374	11,978	83,113	80,452
MAY	193,344	182,078	60,129	56,626	39,133	36,854	96,851	91,128	16,436	15,564	113,287	106,692
JUNE	224,069	207,014	69,683	64,381	45,402	41,920	112,362	103,745	19,047	17,590	131,409	121,335
JULY	385,465	347,942	173,459	156,574	123,067	111,089	334,511	301,949	87,855	79,304	422,366	381,253
AUG.	357,901	389,055	161,056	175,071	114,269	124,214	310,596	337,626	81,575	88,677	392,171	426,303
SEPT.	218,606	244,379	67,987	76,003	44,249	49,465	109,517	122,422	18,584	20,776	128,101	143,198
OCT.	206,095	211,341	64,096	65,727	41,716	42,788	103,190	106,270	17,520	17,966	120,710	124,236
NOV.	164,842	169,451	58,518	60,155	30,335	31,185	73,671	75,737	12,883	13,244	86,554	88,981
DEC.	140,816	137,003	49,989	48,635	25,898	25,193	62,895	61,194	10,996	10,699	73,891	71,893

Average No. Persons Per Party 3.0

(1) Source: Maine Turnpike Authority

N/B - Northbound
S/B - Southbound

TABLE 15

COMPARATIVE TRAVEL COSTS
SUGGESTED SYSTEM OF FARES
MARINE HIGHWAY

	(1) AIR	(2) BUS
Fare (One Way)	$33.00	$17.00
Miles	318 (surface)	318
Fare Per Mile	10.38¢	5.35¢
Transit Time	1 hour non-stop 2 hours one stop Boston	7½ hours

AUTOMOBILE

3 Persons - 2 Adults, 1 child

Car (318 miles X11.8¢) = (per mile cost)	$37.52
Overnight lodgings: $18.92 per person average X 150% double occupancy =	28.38
Cot for Child	3.00
Tolls (minimum)	1.35
Total	$70.25
Average cost per person	$23.42

Driving time 6 - 7 hours. Meals not included in computations as it is assumed ships meal prices will be competitive.

SUGGESTED FARES
MARINE - HIGHWAY

	(A) FARE
Deluxe single cabin	$30.00
*Deluxe double cabin	$25.00
Econo. single	$20.00
*Econo. 2 berth	$18.00
Econo. 3 berth	$14.00
Econo 4 berth	$12.00
*Rollaway bed or cot	$ 3.00

(A) All fares are per person and include transportation and lodgings.

	Charge
Automobile	$30.00
Auto trailer	$ 2.00 per ft.
Travel campers and motor homes (self propelled)	$ 2.00 per ft.
Minimum charge per unit	$30.00
Motor cycle, Motor Scooters & Motor driven bicycles	$10.00
Bicycles	$ 3.00
Buses	$100.00

(1) Northeast Airlines in effect 6-14-72
(2) Greyhound Lines in effect 6-14-72

TABLE 16

ESTIMATED PASSENGER AND AUTO TRAFFIC THAT WILL USE FERRY IN BASE YEAR OPERATION

MONTH	TOTAL PASSENGERS		TOTAL NO. OF PARTIES 3 Persons Per Party		PARTIES WITH AUTOS		PARTIES WITHOUT AUTOS		TRAILERS	
	N/B	S/B	N/B	S/B	N/B	S/B	N/B	S/B	N/B	S/B
JANUARY	6560	6912	2187	2304	2056	2166	131	138	41	43
FEBRUARY	6906	7019	2302	2340	2164	2200	138	140	43	44
MARCH	7450	7746	2483	2582	2334	2428	149	154	47	49
APRIL	9986	9666	3329	3222	3129	3029	200	193	63	61
MAY	13611	12819	4537	4273	4265	4017	272	256	128	121
JUNE	15788	14578	5263	4859	4947	4567	316	292	148	137
JULY	*27306 (50747)	*27306 (45807)	8550	8550	5517	5517	552	552	480	480
AUGUST	*27306 (47119)	*27306 (51070)	8550	8550	5517	5517	552	552	480	480
SEPTEMBER	15391	17205	5130	5735	4822	5391	308	344	145	161
OCTOBER	14503	14927	4834	4976	4544	4677	290	299	136	140
NOVEMBER	10399	10691	3466	3564	3258	3350	208	214	65	67
DECEMBER	8878	8638	2959	2879	2781	2706	178	173	55	54

N/B - Northbound S/B - Southbound

5 and 10 year traffic estimate should be based on 7% annual growth of Maine Turnpike at York Toll station.

* July and August passenger traffic would exceed the assumed 1000 passenger capacity per day in each direction. This is especially true on Fridays and Sundays. Assumed vehicle capacity of 200 also limit passengers. Passengers without cars estimated higher these two months.

NOTE: 94% of parties have cars 4% of cars have trailers (est.)

TABLE 17

ESTIMATE OF
PASSENGER AND PASSENGER REVENUE
BASE YEAR OF OPERATION

MONTH	(1) PARTIES WITH AUTOS N/B	(1) PARTIES WITH AUTOS S/B	(2) PARTIES WITHOUT AUTOS N/B	(2) PARTIES WITHOUT AUTOS S/B	(3) TRAILERS N/B	(3) TRAILERS S/B	TOTAL REVENUE N/B	TOTAL REVENUE S/B
JAN.	$141,864	$149,454	$ 5,109	$ 5,382	$ 1,230	$ 1,290	$ 148,203	$ 156,126
FEB.	149,316	151,800	5,382	5,460	1,290	1,320	155,988	158,580
MAR.	161,046	167,532	5,811	6,006	1,410	1,470	168,267	175,008
APR.	215,901	209,001	7,800	7,527	1,890	1,830	225,591	218,358
MAY	294,285	277,173	10,608	9,984	3,840	3,630	308,733	290,787
JUNE	341,343	315,123	12,324	11,388	4,440	4,110	358,107	330,621
*JULY	380,673	380,673	21,528	21,528	14,400	14,400	416,601	416,601
*AUG.	380,673	380,673	21,528	21,528	14,400	14,400	416,601	416,601
SEPT.	332,718	371,979	12,012	13,416	4,350	4,830	349,080	390,225
OCT.	313,536	322,713	11,310	11,661	4,080	4,200	328,926	338,574
NOV.	224,802	231,150	8,112	8,346	1,950	2,010	234,864	241,506
DEC.	191,889	186,714	6,942	6,747	1,650	1,620	200,481	195,081
					TOTAL		$3,311,442	$3,328,068

N/B - Northbound S/B - Southbound

(1) Estimated at $69.00 per party of 3 persons with car. ($30.00 car, $36.00 econo double room $3.00 rollaway bed.)

(2) Estimated at $39.00 per party of 3 without car. ($36.00 econo double room plus $3.00 rollaway bed.)

(3) Estimated at minimum charge of $30.00 per trailer

* See Table 16.

TABLE 18

SCHEDULING

PASSENGER PREFERENCE
(PERCENTAGE)

DEPART	ARRIVE										
NEW YORK OR PORTLAND	NEW YORK OR PORTLAND										
	8:00 A. M.	Transit Time	9:00 A. M.	Transit Time	10:00 A.M.	Transit Time	11:00 A.M.	Transit Time	12:00 Noon	Transit Time	OTHER
5:00 P.M.	21.0	15 h	03.3	16 h	01.5	17 h	00.4	18 h	00.5	19 h	-
6:00 P.M.	04.5	14 h	14.9	15 h	01.0	16 h	00.3	17 h	00.3	18 h	-
7:00 P.M.	04.9	13 h	03.1	14 h	13.1	15 h	00.8	16 h	00.5	17 h	-
8:00 P.M.	02.4	12 h	01.7	13 h	02.0	14 h	07.2	15 h	00.7	16 h	-
9:00 P.M.	01.9	11 h	01.0	12 h	00.8	13 h	01.1	14 h	06.6	15 h	-
OTHER	-		-		-		-		-		04.

Appendix A

ANALYSIS OF PASSENGERS

INTERESTED IN MARINE HIGHWAY

PORTLAND - NEW YORK

Maine Port Authority
June 30, 1972

I INTRODUCTION

Objectives

This study presents the results of a detailed passenger travel survey conducted by the Maine Port Authority to determine basic information and preferences of travelers who had previously indicated an interest in the proposed Marine Highway between Portland and New York. The information obtained in this survey will be important in determining the design and speed of the ships, the services to be offered aboard the ships and the terminal facilities at each port. Some of this information will also be used in developing estimates of initial passenger and vehicle traffic volume as well as projecting future traffic volume and developing a system of fares.

Background

In cooperation with the Maine Turnpike Authority and the Department of Economic Development, the Maine Port Authority initiated a travel survey which resulted in the distribution of 50,000 basic questionnaire cards to travelers leaving Maine through the southbound exit of the Maine Turnpike at the York toll plaza. The distribution of these cards was made as follows; 20,000 during the 1971 Labor Day weekend, 15,000 during the weekend of Oct. 9 - 11, 1971 and final distribution of 15,000 during the weekends of the month of January 1972. The data collected from the basic card questionnaire has been summarized by the Department of Economic

Development in its statement R32-25-06 of March 1, 1972. In addition to certain basic travel data the questionnaire asked if the party would be willing to provide further assistance by completing a detailed travel questionnaire. Of the 8,300 plus card questionnaires returned, approximately 2,500 indicated a willingness to so cooperate. Of the 2,500 detailed questionnaires distributed, slightly over 1,400 were returned or a percentage of 56.8. The questionnaire format is attached to this report.

The detailed travel questionnaire has been summarized in Tables A through X. This material has been broken down into three primary sections, the first develops information of a personal and family nature, the second summarizes recent travel experience to and from the State of Maine and the third section involves inquiries into various aspects of the proposed Marine Highway Service. Attention is directed to certain highlights of this information.

II DISCUSSION OF STUDY

(A) Personal and Family Information.

Thirty seven (37) percent of those answering the questionnaire are classified as professionals and approximately the same percentage (39) have an annual family income of $20,000 a year and over. There are 3 or less persons living in 59 percent of the families at the present time. Sixty three (63) percent of the single persons are

between the ages of 20 and 30, while 51 percent of the married couples are between 30 and 50. Fifty six (56) percent of the children of these married couples are between the ages of 12 and 20. The most popular magazines to which our travelers subscribe are Time, Life, National Geographic, Reader's Digest and Newsweek in that order.

(B) Travel Information

The primary purpose of recent travel to or from the State of Maine is shown to be 90 percent recreation and 10 percent business. Thirty eight (38) percent of these travelers stayed overnight enroute and 64 percent of them stayed in hotels or motels at an average cost of $18.92 per person, single occupancy.

The vast majority of people purchased meals enroute as opposed to preparing their own meals at campsites or by the use of facilities in campers or other vehicles of this type. Of the meals purchased, 38 percent spend $1.50 or less for breakfast, 78 percent spend less than $3.00 for lunch and 32 percent spend over $5.00 for dinner. A large majority of the persons who prepared meals enroute spend less than $1.00 for breakfast, less than $1.00 for lunch and less than $2.00 for dinner in the evening.

None of the people who completed the detailed travel questionnaire indicated that their vehicles hauled any type of trailer. This does not appear to be inconsistant with the results shown in Table 14

of Statement No. R32-25-06 wherein 94 percent of the vehicles involved in the original survey had no trailer. The questionnaire did show however that 44 percent of the vehicles used are the standard American made auto, 24 percent are compacts of both American and foreign make and 2 percent are pick-up trucks and self-propelled campers. These travelers report an average vehicle operating cost per mile of 11.8 cents. (Note).

Fifteen (15) percent of the respondents indicated that they had also visited the Canadian Provinces. Thirty nine (39) percent of this number visited New Brunswick, 21 percent Nova Scotia, 9 percent Prince Edward Island, 23 percent Quebec, 1 percent Newfoundland and 7 percent Ontario.

(C) Marine Highway Information

Twenty five (25) percent of the interested and prospective users of the Marine Highway Service estimated that they will make two trips per year to or from Maine. Table 0 of Appendix A shows the estimated percentage of passengers and passenger vehicle traffic that will move by month and day of week. It will be noted that Sunday and Friday are the heavy travel days each week consistently throughout the year. The months of June, July, August and September show the heaviest traffic which is consistent with the seasonal tourist movement.

Note: This is approximately 1.2 cents per mile less than the figure currently being used in most estimates but is considered satisfactory for this study as it reflects the beliefs of the drivers themselves.

Of those answering the questionnaire, 80.1% indicate that overnight service via the Marine Highway would be adequate for their needs. Seventy three (73) percent of those who said overnight service was inadequate felt that 12 hour service would meet their needs. If 12 hour service were possible about 90 percent would find this satisfactory. The question concerning scheduling anticipates a 15 hour transit time for the ship. Twenty one (21) percent of the parties surveyed indicated a preference for a 5:00 P. M. departure and a 8:00 A. M. arrival at both Portland and New York. This of course, supposes the operation of a ship in each direction each day. It is significant to note that many of the interested parties from states south of New York and New Jersey, principally Pennsylvania, Maryland and Washington D. C. show preference for a later departure time at New York. These people show an equal distribution of preference for 6:00 P. M. and 7:00 P. M.

Accommodation preference is clearly for the hotel - motel type with twin beds. (94%). The accommodations will have 86.9% double occupancy, 13.1% single occupancy and 36.9% of the double occupancy cabins will require room for children. Of the double occupancy parties with children, 10% will have 1 child under 12, 12% will have 2 and 11% will have 3.

The shipboard food service question (Table T) shows a clear preference for cafeteria style service at both breakfast and lunch

with semi-formal dining at dinner. For all three meals, a take-out service runs a poor third. Travelers indicate a price range at breakfast of between $1.00 and $2.00, the same at lunch and most persons expect to pay $4.00 or more for dinner.

The questionnaire listed several shipboard services and asked travelers to indicate those that they would expect to use. An information and reservation service is highly preferred, with baggage and small package service second. Ship to shore telephones and elevators between decks are also important to prospective passengers.

A substantial number of the parties surveyed (94%) indicated that they would require space on the ship for their vehicle. While this figure seems high it must be remembered that the parties surveyed travel by automobile regularly. Whether such a large percentage would continue to take their automobile with them on the ferry can be determined only after the ship has been in operation for a period of time. It is important to note the Pier Services question shows that 31% would use a pier baggage handling service, 23% would use a car storage service and 21% would use a car rental service.

General comments on the proposed service were also solicited which are summarized in Table X. Relaxation, a reduction in driving time, a scenic cruise and convenience, in that order were most often cited as desirable characteristics of the Marine Highway.

III SUMMARY

The survey indicates that prospective passengers are reasonable well-to-do people who travel between Maine and the primary market states of New York, New Jersey, Pennsylvania, Deleware, Maryland, District of Columbia, Virginia, Ohio and Michigan. Most of this travel is for recreation purposes with only 10% of our interested passengers traveling on business. Most people indicate a preference for the typical motel type accommodation and expect to pay an average of $18.92 per person, single occupancy. The cost of meals purchased by these people indicates a price range from approximately $1.00 to $2.00 per person at breakfast, $2.00 to $3.00 at lunch and over $4.00 per person at dinner.

Relatively few prospective passengers will be hauling trailers of any type and most will be operating standard U. S. model automobiles. Cost of operating such vehicles, according to the travelers themselves, is 11.8¢ per mile. The majority of people plan to make two trips per year to Maine and it is evident that most of the travel will occur on Fridays and Sundays of each week with the heaviest monthly traffic occurring in June, July and August. Of the travelers surveyed, a large percentage indicate overnight service via the Marine Highway to be satisfactory and prefer a departure time of 5:00 P. M. and an arrival time of 8:00 A. M. at both Portland and New York.

Most of the shipboard living facilities will require double

occupancy and over one third of these will require additional room for children.

The food service preference indicates that both semi-formal and cafeteria style dining are desired by the majority of passengers. A smaller, but none the less significant, number indicating a preference for take-out food service. A surprisingly large percentage (94.1%) of the parties surveyed indicated that they would be traveling with their automobile. This is a significantly larger number than had been originally anticipated.

MAINE PORT AUTHORITY

TRAVEL QUESTIONNAIRE

Date_____19____

Personal and Family Information

1) What is your residence? City_____State_____

2) What is your occupation?_____

3) What is family income bracket?

( ) Under $5,000
( ) $5,000 - $6,999
( ) $7,000 - $9,999
( ) $10,000 - $11,999
( ) $12,000 - $14,999
( ) $15,000 - $19,999
( ) $20,000 and over

4) What is the number in your family living with you?_____

Their ages are:

Self_____ Children_____

Spouse_____ Other_____

5) To what magazines do you subscribe?_____

_____

_____

TRAVEL INFORMATION (The following questions are directed toward your recent trip to (or from) Maine.)

6) Is your travel to (or from) Maine primarily for

( ) Business or ( ) Recreation?

7) Did you stay overnight enroute between New York and Portland?

( ) YES ( ) NO

If the answer to question No. 7 is NO, skip to question No. 11.

8) Where did you stay?_____City_____State

9) What type of accommodations did you obtain?

( ) Hotel ( ) Motel ( ) Campsite ( ) Other

a) If other, please describe_____

10) What was the approximate price range of your accommodations?

( ) $ 0 - $12 ( ) $15 - $18 ( ) $20 - $25
( ) $12 - $15 ( ) $18 - $20 ( ) $25 - $30
( ) Over $30

11) Did you purchase meals enroute? ( ) YES ( ) NO

If the answer to question No. 11 is NO, skip to question No. 13.

12) What was the number of meals purchased and the estimated price range of each?

Breakfast		Lunch		Dinner	
No.	Price	No.	Price	No.	Price
____	_____	____	_____	____	_____
____	_____	____	_____	____	_____
____	_____	____	_____	____	_____

13) Did you prepare any of your own meals enroute? ( ) YES ( ) No

a) If yes, estimate the number of meals prepared and the average cost of each.

Breakfast		Lunch		Dinner	
No.	Price	No.	Price	No.	Price
____	_____	____	_____	____	_____

14) a) Please indicate your vehicle make_____Year_____

and model_____, also the type of trailer, if any

( ) tent ( ) travel ( ) boat ( ) other

b) Estimate vehicle operating costs per mile.

( ) 7¢ ( ) 11¢ ( ) 15¢ ( ) 19¢
( ) 8¢ ( ) 12¢ ( ) 16¢ ( ) 20¢
( ) 9¢ ( ) 13¢ ( ) 17¢ ( ) 21¢
( ) 10¢ ( ) 14¢ ( ) 18¢ ( ) other

15) Did you visit Canada during this trip? ( ) YES ( ) NO

a) If yes, please name each Province visited_____

_____

The proposed Marine Highway will provide an overnight vehicle and passenger ferry service in each direction between Portland and New York City. Transit time approximately 15 hours. The ships will be equipped with eating facilities, public rooms, lounges, living accommodations for passengers, as well as space for vehicles of all types including automobiles and commercial trucks. In addition, it is anticipated that certain special containerized freight will be handled such as personal baggage, small parcels and articles of unusual value.

The following questions ask your opinion on various features of the proposed ferry service or an estimate of your general travel requirements.

---

16) a) Estimate the number of trips you expect to make next year to (or from) Maine regardless of mode of travel_____.

b) Estimate the number of trips to be made by month and day of week. (For example, 4 trips in August traveling Friday and Sunday).

NO.	Month	Day of Week

17) Will overnight service between New York and Portland meet your time requirements?

( ) YES ( ) NO

a) If no, briefly describe your time requirements_____

_____

_____

18) Check the approximate arrival and departure times most convenient for you.

Leave Portland or New York		Arrive New York or Portland	
( ) 5:00 p.m.	( ) 8:00 p.m.	( ) 8:00 a.m.	( ) 11:00 a.m.
( ) 6:00 p.m.	( ) 9:00 p.m.	( ) 9:00 a.m.	( ) 12:00 N
( ) 7:00 p.m.	( ) _____ other	( )10:00 a.m.	( ) _____ Other

19) Check your preference of stateroom accommodations:

a) ( ) Hotel Type
( ) Motel Type
( ) Other (describe)_____

_____

b) ( ) Single occupancy
( ) Double occupancy - number of children_____
( ) Other (describe)_____

_____

20) Indicate your preference of food service and maximum price range per person for each meal:

	Breakfast	Lunch	Dinner
( ) Semi-formal Dining Room	$_____	$_____	$_____
( ) Cafeteria Style	_____	_____	_____
( ) "Take-Out" food service to eat in Stateroom	_____	_____	_____

21) Check any of the following services you would use if provided by the ship:

( ) Child Care Center
( ) Baby-sitter service
( ) Public Rooms
( ) Private Meeting Rooms
( ) Baggage handling and small parcel service
( ) Information and Reservation Center (travel, hotel, motels)
( ) Special Diet Food Service
( ) Elevators between decks
( ) Wheel Chair service
( ) Telephone Service in Rooms (ship to shore)
( ) Cassettes in rooms for dictation

22) Will you require space for your vehicle? ( ) YES ( ) NO

23) Check any of the following services you will require at the pier:

( ) Limousine service to hotel or other destination
( ) Local taxi service
( ) Baggage handling service
( ) Car rental service
( ) Car storage

24) You have previously indicated an interest in the "Marine Highway"....will you please list some of the reasons this service would be attractive to you, plus any further comments you may have._____

_____

ANALYSIS OF PASSENGERS INTERESTED IN MARINE HIGHWAY PORTLAND - NEW YORK

PERSONAL AND FAMILY INFORMATION

Table	Professional	Administrative	Executive	Skilled and Semi-Skilled	Un-Skilled	Retired	Other
A. Occupation							
Percentage	37.0	10.0	20.0	24.0	01.0	03.0	05.0
No. of persons reporting	484	124	255	308	15	37	72

	$5,000 to $9,999	$10,000 to $11,999	$12,000 to $14,999	$15,000 to $19,999	$20,000 and over
B. Family Income					
Percentage	16.0	10.0	13.0	22.0	39.0
No. of families reporting	196	132	169	278	499

	1	2	3	4	5	6	7	8
C. Number of persons living in family								
Percentage	17.0	23.0	19.0	21.0	12.0	05.0	02.0	01.0
Number of families reporting	193	269	217	236	143	59	28	8

ANALYSIS OF PASSENGERS
INTERESTED IN MARINE HIGHWAY
PORTLAND - NEW YORK

PERSONAL AND FAMILY INFORMATION

TABLE	SINGLE PERSONS				HUSBAND & WIFE					CHILDREN		
	20 - 30 yrs.	30 - 40 yrs.	40 - 50 yrs.	Over 50	20 - 30 yrs.	30 - 40 yrs.	40 - 50 yrs.	50 - 60 yrs.	Over 60	Under 12	12 - 20 yrs.	Over 20
D. Family Ages												
Percentage	63.0	17.0	10.0	10.0	19.0	21.0	30.0	22.0	08.0	37.0	56.0	07.0
No. of Persons Reporting	87	24	14	14	373	417	597	431	154	591	889	120

E. Magazines to which passengers subscribe	TIME	LIFE	NAT. GEOG.	READERS DIGEST	NEWSWEEK	BETTER HOMES & GARDENS	DOWN EAST	MCCALLS	NEW YORK MAG.	SPORTS ILLUS.	OTHERS
Percentage	14.0	12.0	12.0	12.0	08.0	06.0	05.0	04.0	04.0	04.0	19.0
No. of Subscribers	361	320	314	317	200	144	126	112	95	109	492

ANALYSIS OF PASSENGERS
INTERESTED IN MARINE HIGHWAY
PORTLAND - NEW YORK

TRAVEL INFORMATION

TABLE

F. Primary Purpose of Travel

	Business	Recreation
Percentage	10.0	90.0
No. of Parties Reporting	133	1211

G. Stay Overnight Enroute

	Yes	No
Percentage	38.0	62.0
No. of Parties Reporting	482	797

H. Type of Accommodation

	Hotel Motel	Campsite	Private Home	Other
Percentage	64.0	07.0	21.0	08.0
No. of Parties Reporting	290	31	95	37

I. Price Range of Accommodation Per Person

	$0-12	$12-15	$15-18	$18-20	$20-25	$25-30	$30 & Over	Average Per Person
Percentage	23.0	11.0	14.0	15.0	23.0	08.0	0.6	$18.92
No. of Parties Reporting	88	40	54	55	88	29	21	

ANALYSIS OF PASSENGERS
INTERESTED IN MARINE HIGHWAY
PORTLAND - NEW YORK

TABLE — TRAVEL INFORMATION

J. Cost of Meals PURCHASED

Enroute - (Per Person)	Breakfast 0 - $1.50	Breakfast $1.50 -2.00	Breakfast $2.00 -3.00	Lunch 0 - $1.50	Lunch $1.50 -2.00	Lunch $2.00 -3.00	Lunch $3.00 -5.00	Dinner $2.00 -3.00	Dinner $3.00 -4.00	Dinner $4.00 -5.00	Dinner Over 5.00
Percentage	38.0	33.0	29.0	24.0	25.0	29.0	22.0	23.0	20.0	25.0	32.0
No. of Persons Reporting	464	409	364	421	452	520	392	306	251	329	416

K. Cost of Meals PREPARED

Enroute - (Per Person)	Breakfast 0 - $.50	Breakfast $.50 -1.00	Breakfast $1.00 -1.50	Lunch 0 - $.50	Lunch $ .50 -1.00	Lunch $1.00 -2.00	Dinner 0 - $.50	Dinner $ .50 -1.00	Dinner $1.00 -2.00	Dinner $2.00 3.00
Percentage	46.0	32.0	22.0	28.0	37.0	35.0	04.0	16.0	55.0	25.0
No. of Persons Reporting	108	74	52	165	224	210	7	31	108	49

L. (1) Type of Vehicle & Trailer Used

	Standard Station-wagon	Standard Sedan 4 Door	Standard Sedan 2 Door	Standard Pick-up Truck & Self-Propelled Campers	Compact Station-Wagon	Compact Sedan 4 Door	Compact Sedan 2 Door	(2) Average Operating Cost Per Mile
Percentage	23.0	44.0	07.0	02.0	04.0	12.0	08.0	11.8¢Per M
No. of Parties Reporting	278	539	86	23	45	156	100	1052

(1) Note: None of the parties who answered this question were hauling a trailer. See Table 14 Statement R32-25-06 Me. Dept. of Economic Development.

(2) Traveler estimates ranged from 7 cents to 21 cents per mile.

ANALYSIS OF PASSENGERS INTERESTED IN MARINE HIGHWAY PORTLAND - NEW YORK

TRAVEL INFORMATION

TABLE M. Canadian Provinces Visited

	Yes	No.	New Brunswick	Nova Scotia	Prince Edward Island	Quebec	Newfoundland	Ontario
Percentage	15.0	85.0	39.0	21.0	09.0	23.0	01.0	07.0
No. of Parties Reporting	185	1071	112	60	26	65	2	19

MARINE HIGHWAY INFORMATION

N. Estimated no. of trips per year (regardless of mode)

	1	2	3	4	5	6	7	8	9	10	11	12	Over
Percentage	19.0	25.0	12.0	14.0	05.0	08.0	01.0	03.0	01.0	04.0	01.0	03.0	04
No. of Parties Reporting	226	292	144	178	62	95	6	34	7	48	2	31	60

ANALYSIS OF PASSENGERS
INTERESTED IN MARINE HIGHWAY

PORTLAND - NEW YORK

MARINE HIGHWAY INFORMATION

Table

O.

Estimated Percentage of Passenger and Passenger Vehicle Traffic that will move by month and day of week.

		Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
Sunday	(% -	27.0	26.0	30.0	30.0	26.0	28.0	27.0	26.0	25.0	26.0	31.0	27.0
	(No. -	48	57	65	121	155	262	348	400	205	126	84	88
Monday	(%	16.0	15.0	10.0	08.0	13.0	13.0	12.0	13.0	13.0	10.0	08.0	12.0
	(No. -	29	34	23	33	75	120	145	204	110	50	20	39
Tuesday	(% -	03.0	04.0	05.0	03.0	04.0	04.0	03.0	03.0	02.0	04.0	03.0	05.0
	(No. -	5	9	12	11	26	37	43	43	40	21	9	16
Wednesday	(% -	07.0	04.0	02.0	05.0	02.0	02.0	01.0	01.0	00.6	03.0	09.0	04.0
	No. -	12	9	5	21	11	23	15	19	5	13	24	15
Thursday	(% -	11.0	12.0	10.0	11.0	08.0	09.0	09.0	07.0	08.5	09.0	12.0	11.0
	(No. -	21	26	21	42	50	82	115	109	68	48	31	36
Friday	(% -	29.0	30.0	36.0	33.0	40.0	36.0	39.0	37.0	38.5	41.0	31.0	33.0
	(No. -	53	67	78	131	241	333	503	562	308	199	83	
Saturday	(% -	07.0	09.0	07.0	10.0	07.0	08.0	09.0	13.0	08.0	07.0	06.0	08.0
	(No. -	12	20	15	39	44	70	109	202	64	32	14	27
Total	(% -	02.5	03.0	03.0	05.5	08.3	12.8	17.6	21.2	11.1	06.8	03.7	04.5
	(No. -	180	222	219	398	602	927	1278	1539	800	489	265	329

% - Percentage
No.- Number of trips estimated by travelers

ANALYSIS OF PASSENGERS INTERESTED IN MARINE HIGHWAY PORTLAND - NEW YORK

MARINE HIGHWAY INFORMATION

TABLE	YES	NO
P. Is overnight service adequate		
Percentage -	80.1	19.9
No. of parties reporting -	969	241

Q. Transit time requirement if less than assumed 15 hours	14 to 12 hrs. inc.	12 to 8 hrs. inc.	less than 8 hrs.
Percentage	73.0	14.0	13.0
No. of parties reporting	175	34	32

R. Most Convenient Arrival & Departure Times.

Depart - Portland or New York		Arrive - Portland or New York					
		8:00 A.M.	9:00 A.M.	10:00 A.M.	11:00 A.M.	12 Noon	Other
5:00 P.M.	(%	21.0	03.3	01.5	00.4	00.5	-
	(No.	259	41	18	5	6	-
6:00 P.M.	(%	04.5	14.9	01.0	00.3	00.3	-
	(No.	56	184	12	4	4	-
7:00 P.M.	(%	04.9	03.1	13.1	00.8	00.5	-
	(No.	61	38	166	10	6	-
8:00 P.M.	(%	02.4	01.7	02.0	07.2	00.7	-
	(No.	30	21	25	89	9	-
9:00 P.M.	(%	01.9	01.0	00.8	01.1	06.6	-
	(No.	24	12	10	13	82	-
Other	(%	-	-	-	-	-	04.1
	(No.	-	-	-	-	-	51

% - Percentage
No. - Number of Parties Reporting

ANALYSIS OF PASSENGERS
INTERESTED IN MARINE HIGHWAY
PORTLAND - NEW YORK

MARINE HIGHWAY INFORMATION

TABLE
S. Preference of Accommodations

Occupancy - Children		Single Occupancy	Double Occupancy	Total	No. of Children under 12 years in Double Occupancy Accommodations 1	2	3	4	5	Over 5
Hotel-Motel Type (twin bed)	(% -	13.1	86.9	94.0	10.0	12.1	11.0	02.5	00.8	00.5
	(No. -	149	988	1137	98	120	110	25	8	4
Four Bunks and Bath	(% -	-	-	01.8						
	(No. -	-	-	22						
Dormitory or Hostel	(% -	-	-	02.3						
	(No. -	-	-	27						
(1) Other	(% -	-	-	01.9						
	(No. -	-	-	23						

36.9% of Double Occupancy Cabins will require room for Children

% - Percentage
No. - No. of Parties Reporting
(1) - Suggestions include reclining chairs, car, camper.

ANALYSIS OF PASSENGERS
INTERESTED IN MARINE HIGHWAY
PORTLAND - NEW YORK

TABLE

MARINE HIGHWAY INFORMATION

T. PREFERENCE OF FOOD SERVICE AND PRICE RANGE PER PERSON - PER MEAL

		Breakfast				Lunch					Dinner				
		$1.00 or less	$1.00 to 2.00	$2.00 and over	Total	$1.00 or less	$1.00 to 2.00	$2.00 to 3.00	$3.00 and over	Total	$1.00 to 2.00	$2.00 to 3.00	$3.00 to 4.00	$4.00 and over	Total
Semi-Formal Dining Room	(% -	06.0	59.0	35.0	37.4	01.0	21.0	45.0	33.0	37.0	00.3	05.4	15.7	78.6	51.5
	(No.-	25	255	149	429	5	81	177	131	394	2	32	93	464	591
Cafeteria Style	(% -	25.3	59.2	15.5	50.6	05.0	47.0	37.0	11.0	48.3	04.6	28.2	32.9	34.3	37.5
	(No.-	147	344	90	581	22	243	191	58	514	20	121	142	148	431
Take-out Food Service	(% -	43.7	42.3	14.0	12.0	16.0	45.0	29.0	10.0	14.7	20.0	32.8	24.0	23.2	11.0
	(No.-	60	58	19	137	26	70	45	16	157	25	41	30	29	125

ANALYSIS OF PASSENGERS
INTERESTED IN MARINE HIGHWAY
PORTLAND - NEW YORK

TABLE

MARINE HIGHWAY INFORMATION

U. Shipboard Services - Estimated Use.

Service	%	No.
Child Care Center	05.0	98
Baby Sitter Service	05.2	101
Public Rooms (Salon)	24.7	484
Private Meeting Room	01.1	22
Baggage & Small Pkg. Serv.	13.3	261
Info. & Reservation Serv.	18.8	368
Special Diet Food	03.1	60
Elevators between Decks	12.6	246
Telephone in Cabin (Ship to Shore)	11.8	230
Cassettes for dictation (in Cabin)	02.6	51
Wheel Chair Serv.	01.1	21
Pet Care Center	00.4	7
Game Room	00.1	3
Beauty & Barber Shop, Swimming Pool, Movies, Secretarial Serv.	002	4

V. Parties That Will Require Space For Vehicle

	%	No.
Yes	94.1	1133
No	05.9	71

% - Percentage
No. - No. of Parties Reporting

ANALYSIS OF PASSENGERS
INTERESTED IN MARINE HIGHWAY
PORTLAND - NEW YORK

TABLE

MARINE HIGHWAY INFORMATION

W. Pier Services - Estimated Use

Service	%	No.
Limousine Servi..	08.9	34
Taxi Service	15.9	61
Baggage Handling	31.1	119
Car Rental Service	21.1	81
Car Storage	23.0	88

X. Comments on Proposed Service

Comment	%	No.
Relaxing	25.0	332
Cut Driving Time	20.0	266
Scenic	15.9	211
Convenience	11.4	151
Avoid Traffic Congestion	08.3	110
Pleasure Trips	07.2	96
Dislike Driving	06.2	82
Safety	01.7	23
Reduce Pollution	01.4	18
Dislike Flying	01.0	13
Good Short Vacation	00.8	11
Prefer Daytime Service	00.7	9
Prefer N.J. or Conn. Port	00.3	4
Prefer Stop at Boston	00.2	3

AN ANALYSIS OF MAINE TRAVELER INTEREST IN AN OCEAN FERRY SERVICE BETWEEN PORTLAND AND NEW YORK CITY

R 32-25-06

March 1, 1972

MAINE DEPARTMENT OF ECONOMIC DEVELOPMENT

Research and Analysis Division

Augusta, Maine

AN ANALYSIS OF MAINE TRAVELER INTEREST IN AN OCEAN FERRY SERVICE BETWEEN PORTLAND AND NEW YORK CITY

Thomas A. Palmberg

MAINE DEPARTMENT OF ECONOMIC DEVELOPMENT
Research and Analysis Division
Augusta, Maine

I INTRODUCTION

A. Objectives

This study presents the results of a special survey conducted jointly by the Maine Port Authority, the Maine Turnpike Authority, and the Maine Department of Economic Development to determine basic attributes of seasonal visitors in general and of those who might be interested in an overnight vehicle and passenger ocean ferry service between Portland, Maine and New York City. Specifically, this study was designed to gather information about the origin and destination, party characteristics, overall spending patterns, and relative distribution at overnight accommodations of visitors to Maine.

This report is primarily addressed at meeting the informational needs of the Port Authority. Officials at the Port Authority want to find out whether or not visitors to Maine would be interested in a passenger and vehicle ferry that would run daily between New York City and Portland, Maine. As an aid in planning ferry facilities, it was important to know about the number of persons per party, the type of vehicle used (and trailer pulled, if any), the number of parties with children under 12 and the average number of such children per party for those parties expressing an interest in the service. Assuming that a sufficient number of parties were interested in this service, this information could be used to plan accommodations and other facilities on board the ferry.

B. Background

It has long been a goal of the Department of Economic Development to find out more about the economic impact of visitors to Maine. A

limited staff and inadequate funding have hampered previous efforts to conduct such studies. Only through the cooperation of the Maine Turnpike and Port Authorities was it possible to realize this study.

The Maine Port Authority was interested in questioning visitors about a proposed ferry service between New York City and Portland, Maine. The Port Authority obtained the cooperation of the Maine Turnpike Authority for the distribution of the survey form at the southbound exit of the Maine Turnpike. The Department of Economic Development added several questions and, in turn, promised to do the major portion of initial sorting and analysis.

The final questionnaire represents a compromise among the participating agencies; questions were included that would provide useful information to all three groups. Coincidentally, the Maine questionnaire used in this survey is quite similar to the one used on a year round basis by Vermont.

C. Procedures and Limitations

Data presented in this study was gathered by postage paid questionnaire cards distributed randomly in the southbound lane of the Maine Turnpike by the attendants of the Kittery exit. The format of this card is shown in Figure 1 of this report.

A total of approximately 50 thousand cards were distributed during three phases of the survey. This consisted of 20 thousand cards distributed during the 1971 Labor Day weekend and another 15 thousand during the weekend of October 9-11, 1971 when the fall foliage was at its peak, and a final distribution of 15 thousand during all the weekends in January, 1972.

The data in this report is relevant only for the needs of the Maine Port Authority as it contains information primarily about those parties interested in the proposed ferry service. A report on the economic impact of visitors and other relevant data will be completed later.

II DISCUSSION OF RESULTS

A. Traveler Origin

The origin of all travelers sampled during the Labor Day, fall foliage and winter weekend surveys are shown collectively in Table 1 and respectively in Tables 2 through 4.

Table 1 shows that a total of 8,360 traveler parties were sampled during the three phases of this survey and that a total of 52 different origins (states, districts, Canadian provinces and other foreign countries) were represented. The highest rate of return of 19.8 percent came from the Labor Day segment of the survey. The return of cards from the fall foliage weekend was slightly less (18.2 percent). While the 11.1 percent return from the winter segment was much lower. A possible reason for this noticeably different response rate might have been due to snow conditions during the early part of this winter. It is a generally accepted fact that fewer people visit Maine during the winter than in the summer. Poor snow conditions restrict further the number of people that might normally come to ski and snowmobile.

Since the card was not convenient for Maine residents who comprise the majority of travelers during the winter months, it is likely that many were disregarded. These factors probably contributed to the lower response rate for the winter segment. The state of Massachusetts alone, accounted for over 37 percent of all visitors. In fact, the four states of Massachusetts, New York, Connecticut and New Jersey accounted for almost three fourths of all visitor parties.

Comparison of seasonal data in Tables 2 through 4 show that these same four states ranked at the top in each survey. Tables 2 through 4

show slight seasonal variations in the rankings among the first 5 or 6 states. This may be in part, due to random chance and in part, to proximity of the state to Maine. New York which is slightly further than Connecticut, ranks above it on the Labor Day weekend survey. Yet, on the fall foliage and the winter weekends, proportionately more people from Connecticut visited Maine than did residents from New York. This might also support the conclusion that former Maine residents have settled in Connecticut and are returning to visit friends and relatives. Closeness may also be a factor as New Hampshire residents outnumber residents from traditionally 4th ranked New Jersey as New Hampshire moves into 5th ranked position in the winter weekend survey. Judging from the written responses on cards from New Hampshire residents, many had come to Maine on weekend or daily shopping tours.

Table 1 shows that just about as many parties responded from Quebec as from all the three Atlantic Provinces of New Brunswick, Nova Scotia and Prince Edward Island. The results are not surprising as the population of the Province of Quebec is over twice as large as the combined population of the three Atlantic Provinces.

It is also interesting to note that Virginia seems to be the geographic cut-off point as a regular supplier of visitors to Maine. Below Virginia, geographically, the number of visitors drops off, drastically. Summary data from Table 1 shows that there were more parties from Virginia than from the states of Florida, North Carolina, South Carolina, Georgia, West Virginia, Alabama, Tennessee, Mississippi, and Kentucky combined.

One final comment relative to winter weekend data in Table 4, Maine, which had not previously ranked above 5th, moves into second. This seems to indicate that Maine people do more traveling outside of

Maine during the winter months than they do either during the summer or the fall.

B. Interest in Proposed Ferry Service

Because many origins were represented by a small sample of travelers, only the top sixteen ranked states were used to assess potential interest in the proposed Portland to New York ferry service. The number and percent of total parties interested in the proposed ferry service sampled during Labor Day, fall foliage and winter weekend surveys are shown in Tables 5 through 8. Table 5 shows that collectively, 16 states represented 97.3 percent of all travelers. An average of 45.4 percent of all parties surveyed from these sixteen states expressed interest in the proposed service. The residents of New Jersey expressed the highest interest. In fact, residents of all Eastern seaboard states between New York and Virginia, had an interest rate of over 58 percent. It is also interesting to note that at the northern terminus of the proposed service, the interest rate of Maine residents was much higher than that of any of the other New England states. Tables 6 through 8 show minor variations in ranking with season, but generally, travelers from the same states indicated a strong interest in the proposed ferry service.

Tables 6 and 8 indicate that there is little difference, on the average, between Labor Day and winter weekend travelers with respect to interest in the ferry service. Table 7 indicates that travelers during the fall foliage weekend seem to be somewhat proportionately less interested in the ferry service than summer or winter travelers. This could be because land travel provides the visitor with an opportunity to experience the maximum amount of colorful fall foliage and

perhaps because fall foliage colors tend to attract more weekend rather than vacation visitors. This latter point, namely, length of visit has not yet been analyzed.

C. Characteristics of Interested Parties

To provide insight on cabin configuration requirements, the survey data was analyzed to determine size of party and number of parties traveling with younger children. Tables 9 through 12 present this data only for those parties who expressed an interest in the proposed service. Table 9 presents this data collectively for the three separate surveys. Tables 10 through 12 represent data individually for Labor Day, fall foliage and winter weekends, respectively. States are ranked in the same order in these tables as they were in Tables 5 through 8.

The discrepancy between total origins and total parties is due to the fact that residents of several states (represented by small samples) did not indicate interest in the proposed service.

Table 9 shows that the average party expressing interest in the service consists of 3.1 persons. This table also seems to indicate that the number of persons per party varies considerably at the extremes (i.e. parties from Maine and parties from great distances such as Michigan, Florida and Ohio) contained considerably fewer people. The last two columns in Table 9 points to the reason for this difference. Parties from Maine and those from great distances are made up of fewer children under 12. Travelers from these states have a much lower percentage of parties with children under 12. This could mean that people from great distances are older and have no children or that it is difficult to travel great distances with children. It also indicates that many Maine residents may be on business or day trips and were

not accompanied by their families. It should be stressed that data in the last column in Tables 9 through 12 represents only the number of children in parties having children under 12. It does not represent the number of children in all parties interested in the ferry service.

Tables 10 through 12 show a slight difference between the average number of persons per party during the summer survey as compared with the average size of party in the fall foliage and winter weekend survey. The average persons per party from the Labor Day survey (Table 10) was 3.3 people. The average number of persons in the fall foliage and winter weekends were 2.8 and 2.7, respectively. Again, children under 12 appear to account for this difference. Labor Day data (Table 10) shows that 36.4 percent of all interested parties had children under 12 years of age. Fall foliage and the winter weekend data (Tables 11 and 12) show only about 24 percent of interested parties had children under 12 years of age. This indicates that parties traveling in the Fall and Winter are different from those traveling in the Summer. While the average number of persons per party varies only slightly, the number of parties having children under 12 varies markedly. Table 10 shows that 36.2 percent of parties from the Labor Day survey had children under 12 years of age. Only about 24 percent of the parties from the fall foliage and winter weekend surveys had children under 12. This reflects the fact that children were in school and these families were less likely to be traveling with their children. Because the average number of persons per party did not change significantly with season, it would seem to indicate that parties late in the season, had a greater proportion of adults.

The average number of children under 12 per party, is quite consistent. The overall average number of children under 12 of parties

interested in the ferry service is 1.8 (Table 8). This number increases only by one tenth of one percent for Labor Day and during the winter weekends. This indicates that family size is constant throughout the year.

D. Vehicles Used By Interested Parties

Tables 13 and 14 show the distribution of type of vehicle and usage of trailers among those who expressed an interest in the proposed ferry service between Portland and New York City. Data was grouped in broad categories because there was no appreciable difference among travelers from different states. The automobile was by far the most common type of vehicle used, comprising over 95 percent of the total. Trucks with campers, comprised 1.1 and 1.4 percent of all vehicles during the Labor Day and fall foliage weekends, but dropped to only 3 tenths of one percent of all vehicles during the winter weekends. This is to be expected since camping is much more popular in the Summer and Fall.

Table 14 shows that trailers are much more frequent during the Summer than in the Fall or the Winter, 9.2 percent of summer vehicles belonging to those parties interested in the ferry service pulled trailers. The most popular type of trailer among this group was the tent trailer comprising 34.8 percent of all trailers pulled.

The number of trailers pulled by travelers drops somewhat after Labor Day and then significantly during the Winter. Judging from a sampling of cards, the "other category" represents mainly snowmobile trailers in the winter and U-Haul-type trailers in the summer.

E. Accommodations Used By Travelers

Question # 8 (see Figure 1) asked travelers to check the type of overnight accommodations they used while in Maine. Respondents were given a choice of 8 separate, common accommodation types plus an "other" category to choose from. While information from this question may not be of direct use to the Maine Port Authority, it is probably one of the more important questions on the card. Responses to this question gives insight into the relative percentage of parties that use different types of accommodations, indicating the use of the various facilities within the State. It is expected that further analysis will show significant differences in visitor characteristics (such as expenditure patterns) among the groups, based on type of lodging accommodation used. Because of the importance of this data, preliminary findings have been included in this report.

Table 15 shows the lodging accommodations which were used by all travelers who responded to the survey. Ranking of accommodations is based on the total column. The most significant result is that one half of the travelers stayed with friends and/or relatives or at their own seasonal home rather than at commercial lodging facilities. On a seasonal basis, the data indicates that proportionately more travelers stay with relatives and/or friends as it gets later in the year. Only 23.7 percent of Labor Day travelers stayed with friends and/or relatives. This figure jumped to 32 percent in the Fall and then to 37 percent for Winter travelers.

A surprising percentage of travelers stayed overnight in their own seasonal homes. An average of 21.2 percent of all travelers who responded on this survey, owned seasonal homes in Maine. This figure was slightly higher for the Labor Day and fall foliage weekends and

sharply lower during the winter. This is logical because many of these homes are not winterized and are only adequate for occupancy during the warmer months. Proportionately, more travelers in the Fall stayed overnight at motels than did their counterparts during the Labor Day and Winter weekends. This probably indicates that the Fall traveler comes to see the foliage rather than to visit friends; he probably is older and has more money to spend.

The use of campgrounds declines as the weather gets colder. This indicates that camping is logically more popular during the Summer and the Fall. Considerably fewer parties brave the rigors of winter camping.

It is interesting to note that there is little seasonal fluctuation in the use of inns or tourist homes, resorts and in-town hotels. This indicates that these accommodations are not affected in any major way by the influx of seasonal visitors. The majority of the summer increase in visitors is felt at motels, at campgrounds and at seasonal homes.

A word of explanation is in order about the last two categories in Table 15. The "none" category includes Maine residents plus out-of-state residents who were in Maine on a day trip and did not stay overnight. The "other" category includes travelers who used lodging accommodations not listed on the survey card, such as college dormitories, aboard boats, and so on.

III SUMMARY

The results indicate that approximately half of the travelers surveyed were interested in a ferry service between Portland and New York City. As was expected, travelers from New York, New Jersey and from coastal states within a one or two days' journey, were strongly in favor of such a service. The results also show that an average party interested in the ferry service consists of 3.1 persons and that about one out of three such parties had an average of 1.8 children under twelve years of age.

The overwhelming majority of parties travel in automobiles and only one vehicle in 10 pulls a trailer of one type or another.

FIGURE 1 FORMAT OF MAINE TRAVELER SURVEY QUESTIONNAIRE

PATRONS OF MAINE TURNPIKE

Maine Travel Survey

We are investigating the potential use of a new transportation service between Portland, Maine, and the New York City area. It involves an overnight automobile and passenger ferry service. Please complete this questionnaire — drop it in the nearest mail box — no postage necessary.

Would you be willing to help us by completing a detailed travel questionnaire which would be forwarded to you by mail. If so, please include your name and address. Thank you.

_____

_____

_____

FIRST CLASS
PERMIT NO. 353
PORTLAND, MAINE

BUSINESS REPLY MAIL
NO POSTAGE NECESSARY IF MAILED
IN THE UNITED STATES

POSTAGE WILL BE PAID BY

MAINE PORT AUTHORITY
40 Commercial Street
Portland, Maine 04111

1) What type of vehicle are you using?
   a) Automobile ( )
   b) Truck with camper ( )
   c) Truck without camper ( )
   d) Motor home ( )
   e) Other ( )

2) What type trailer are you pulling?
   a) None ( )
   b) Tent trailer ( )
   c) Travel trailer ( )
   d) Boat trailer ( )
   e) Other ( )

3) Date .....

4) Number in Party ..... 5) Number of children under 12 .....

6) Where in Maine did you stay? ..... 7) Number of days .....

8) What type of overnight lodging accommodations did you use?
   a) In town hotel ( )
   b) Resort ( )
   c) Inn or tourist home ( )
   d) Motel ( )
   e) Campground ( )
   f) Rented cottage ( )
   g) Own seasonal home ( )
   h) Stayed with friends ( )
   i) Other ( )

9) What was the total amount your party spent in Maine during your stay?
   $.....

10) Was this your first visit to Maine? Yes ( ) No ( )

11) Do you plan to return next year? Yes ( ) No ( )

12) What is your residence? City ..... State .....

13) Would an overnight vehicle and passenger ocean ferry service between New York City and Portland, Maine be of interest to you? Yes ( ) No ( )

Table 1 ORIGIN TOTAL OF TRAVELER PARTIES

State	Number of Parties	Percent of Total	Rank
Massachusetts	3,111	37.2	1
New York	1,208	14.5	2
Connecticut	1,083	13.0	3
New Jersey	783	9.4	4
Maine	509	6.1	5
Pennsylvania	374	4.5	6
New Hampshire	359	4.3	7
Rhode Island	263	3.1	8
Virginia	95	1.1	9
Maryland	91	1.1	10
Ohio	60	0.7	11
Florida	51	0.6	12
Delaware	41	0.5	13
Vermont	38	0.5	14
Michigan	36	0.4	15
Washington, D.C.	33	0.4	16
Illinois	23	0.3	17
California	19	0.2	18
North Carolina	18	0.2	19
Quebec	17	0.2	20
New Brunswick	12	0.1	21
Wisconsin	11	0.1	22
Indiana	10	0.1	23
Ontario	9	0.1	24
Missouri	8	-	25
Texas	8	-	26
Iowa	7	-	27
Louisiana	6	-	28
Georgia	5	-	29
West Virginia	5	-	30
Colorado	4	-	31
Nova Scotia	4	-	32
South Carolina	4	-	33
Tennessee	4	-	34
Washington	4	-	35
Arizona	3	-	36
Arkansas	3	-	37
Hawaii	3	-	38
Kansas	3	-	39
Kentucky	3	-	40
Minnesota	3	-	41
Prince Edward Island	3	-	42
Alabama	2	-	43
Alaska	2	-	44
Mississippi	2	-	45
Nebraska	2	-	46
New Mexico	2	-	47
Oklahoma	2	-	48
Oregon	2	-	49
France	1	-	50
Germany	1	-	51
Great Britain	1	-	52
Manitoba	1	-	53
Mexico	1	-	54
Montana	1	-	55
Spain	1	-	56
Utah	1	-	57
Total	8,360	100.0	57

Table 2 ORIGIN OF LABOR DAY WEEKEND TRAVELER PARTIES

State	Number of Parties	Percent of Total	Rank
Massachusetts	1,283	32.4	1
New York	741	18.7	2
Connecticut	533	13.5	3
New Jersey	477	12.0	4
Pennsylvania	272	6.9	5
New Hampshire	120	3.0	6
Rhode Island	103	2.6	7
Maine	95	2.4	8
Maryland	51	1.3	9
Virginia	51	1.3	10
Ohio	35	0.9	11
Delaware	25	0.6	12
Florida	23	0.6	13
Vermont	21	0.5	14
Washington, D.C.	19	0.5	15
Michigan	17	0.4	16
Illinois	11	0.3	17
Quebec	11	0.3	18
California	7	0.2	19
North Carolina	6	0.2	20
Wisconsin	6	0.2	21
Indiana	5	0.1	22
Missouri	5	0.1	23
New Brunswick	3	-	24
Ontario	3	-	25
Tennessee	3	-	26
Alabama	2	-	27
Alaska	2	-	28
Georgia	2	-	29
Hawaii	2	-	30
Louisiana	2	-	31
Nebraska	2	-	32
Nova Scotia	2	-	33
Texas	2	-	34
Arkansas	1	-	35
Colorado	1	-	36
Manitoba	1	-	37
Mexico	1	-	38
Minnesota	1	-	39
Montana	1	-	40
New Mexico	1	-	41
Oklahoma	1	-	42
Oregon	1	-	43
Prince Edward Island	1	-	44
South Carolina	1	-	45
Utah	1	-	46
Washington	1	-	47
West Virginia	1	-	48
Total	3,956	100.0	

Table 3 ORIGIN OF FALL FOLIAGE WEEKEND TRAVELER PARTIES

State	Number of Parties	Percent of Total	Rank
Massachusetts	1161	42.4	1
Connecticut	380	13.9	2
New York	337	12.3	3
New Jersey	214	7.8	4
Maine	138	5.0	5
New Hampshire	114	4.2	6
Rhode Island	105	3.8	7
Pennsylvania	79	2.9	8
Florida	24	.9	9
Virginia	22	.8	10
Ohio	18	.7	11
Maryland	17	.6	12
Michigan	14	.5	13
Illinois	10	.4	14
North Carolina	10	.4	15
Delaware	9	.3	16
California	9	.3	17
Vermont	8	.2	18
Washington, D.C.	8	.2	19
Iowa	6	.2	20
Ontario	5	.2	21
Quebec	5	.2	22
Indiana	5	.2	23
New Brunswick	4	.2	24
West Virginia	3	.1	25
Wisconsin	3	.1	26
Arizona	2	-	27
Colorado	2	-	28
Kansas	2	-	29
Kentucky	2	-	30
Minnesota	2	-	31
Prince Edward Island	2	-	32
Texas	2	-	33
Washington	2	-	34
Alabama	1	-	35
Arkansas	1	-	36
Georgia	1	-	37
Hawaii	1	-	38
Louisiana	1	-	39
Missouri	1	-	40
Oklahoma	1	-	41
Oregon	1	-	42
South Carolina	1	-	43
	2735	100.0	

Table 4

ORIGIN OF JANUARY WEEKEND TRAVELER PARTIES

State	Number of Parties	Percent of Total	Rank
Massachusetts	677	40.6	1
Maine	276	16.5	2
Connecticut	170	10.2	3
New York	130	7.8	4
New Hampshire	125	7.5	5
New Jersey	92	5.5	6
Rhode Island	55	3.3	7
Pennsylvania	30	1.8	8
Maryland	23	1.4	9
Virginia	17	1.0	10
Vermont	9	0.5	11
Delaware	7	0.4	12
Ohio	7	0.4	13
Washington, D.C.	6	0.4	14
Michigan	5	0.3	15
New Brunswick	5	0.3	16
Florida	4	0.2	17
Texas	4	0.2	18
California	3	0.2	19
Louisiana	3	0.2	20
Georgia	2	0.1	21
Illinois	2	0.1	22
Mississippi	2	0.1	23
Missouri	2	0.1	24
North Carolina	2	0.1	25
Nova Scotia	2	0.1	26
South Carolina	2	0.1	27
Wisconsin	2	0.1	28
Arizona	1	-	29
Arkansas	1	-	30
France	1	-	31
Germany	1	-	32
Iowa	1	-	33
Kansas	1	-	34
Kentucky	1	-	35
Minnesota	1	-	36
Ontario	1	-	37
Quebec	1	-	38
Tennessee	1	-	39
Washington	1	-	40
West Virginia	1	-	41
Total	1,669	100.0	

Table 5 TOTAL TRAVELERS INTERESTED IN PROPOSED PORTLAND-NEW YORK FERRY SERVICE

State of Residence	Travelers Interested in Proposed Ferry Service: Number of Parties	Travelers Interested in Proposed Ferry Service: Percent of Total Parties	Rank
New Jersey	624	79.7	1
Washington, D.C.	25	75.7	2
New York	895	74.1	3
Maine	364	71.5	4
Maryland	65	71.4	5
Pennsylvania	237	63.4	6
Delaware	25	61.0	7
Virginia	56	58.9	8
Florida	29	56.9	9
Connecticut	434	40.1	10
Michigan	14	38.9	11
Ohio	22	36.7	12
New Hampshire	121	33.7	13
Vermont	9	23.7	14
Massachusetts	724	23.3	15
Rhode Island	53	20.2	16
Total of Above 16	3,697	45.4	
Other 37 Origins	88	39.8	
Total of All 57 Origins	3,785	45.2	

Table 6

LABOR DAY WEEKEND TRAVELERS INTERESTED IN PROPOSED PORTLAND-NEW YORK FERRY SERVICE

State of Residence	Travelers Interested In Proposed Ferry Service		Rank
	Number of Parties	Percent of Total Parties	
New Jersey	388	81.3	1
New York	555	74.9	2
Washington, D.C.	14	73.7	3
Maine	67	70.5	4
Virginia	34	66.7	5
Delaware	16	64.0	6
Maryland	32	62.7	7
Pennsylvania	165	60.7	8
Florida	12	52.1	9
Ohio	16	45.7	10
Michigan	7	41.2	11
Connecticut	209	39.2	12
New Hampshire	37	30.8	13
Massachusetts	306	23.8	14
Vermont	5	23.8	15
Rhode Island	20	19.4	16
Total of Above 16	1,883	48.7	
Other 32 Origins	36	37.7	
Total of All 48 Origins	1,919	48.4	

Table 7

FALL FOLIAGE WEEKEND
TRAVELERS INTERESTED IN PROPOSED
PORTLAND-NEW YORK FERRY SERVICE

State of Residence	Travelers Interested in Proposed Ferry Service		
	Number of Parties	Percent of Total Parties	Rank
Maryland	16	94.1	1
New Jersey	163	76.2	2
Washington, D.C.	6	75.0	3
New York	247	73.3	4
Maine	93	67.4	5
Pennsylvania	51	64.6	6
Virginia	14	63.6	7
Florida	14	58.3	8
Delaware	5	55.6	9
North Carolina	5	50.0	10
Connecticut	155	40.1	11
Michigan	5	35.7	12
New Hampshire	37	32.5	13
Ohio	5	27.8	14
Massachusetts	244	21.6	15
Rhode Island	22	21.6	16
Total of Above 16	1,082	41.8	
Other 27 origins	29	34.1	
Total of all 43 Origins	1,111	40.6	

Table 8

WINTER WEEKEND TRAVELERS INTERESTED IN PROPOSED PORTLAND-NEW YORK FERRY SERVICE

State of Residence	Travelers Interested in Proposed Ferry Service: Number of Parties	Travelers Interested in Proposed Ferry Service: Percent of Total Parties	Rank
Washington, D.C.	5	88.3	1
New Jersey	73	79.3	2
Maryland	17	73.9	3
Maine	204	73.9	4
New York	93	71.5	5
Pennsylvania	21	70.0	6
Delaware	4	57.1	7
Virginia	8	47.1	8
Connecticut	70	41.2	9
New Hampshire	47	37.6	10
Massachusetts	174	25.7	11
Rhode Island	11	20.0	12
Ohio	1	14.3	13
Vermont	0	0	14
Total of Above 14	728	44.6	
Total of Other 26	26	74.3	
Total of Above 40 Origins	754	45.2	

Table 9 CHARACTERISTICS OF TOTAL PARTIES INTERESTED IN PROPOSED FERRY SERVICE

State of Residence	Number of Parties	Persons Per Party	Parties with Children Under 12: Percent of Parties	Parties with Children Under 12: Children Under 12 Per Party
New Jersey	624	3.3	38.6	1.6
Washington, D.C.	25	3.1	32.0	2.0
New York	895	3.3	32.5	1.9
Maine	364	2.4	19.0	1.9
Maryland	65	3.3	36.9	1.7
Pennsylvania	237	3.2	32.1	1.9
Delaware	25	3.6	48.0	1.7
Virginia	56	3.4	37.5	2.5
Florida	29	2.2	6.9	1.0
Connecticut	434	3.1	33.4	1.7
Michigan	14	2.1	0	0
Ohio	22	2.8	27.3	1.5
New Hampshire	121	3.0	27.3	2.6
Vermont	9	3.0	33.3	2.0
Massachusetts	724	2.9	27.8	1.9
Rhode Island	53	3.2	39.6	1.6
Total of Above 16	3,697	3.1	31.2	1.8
Other 31 Origins	230	2.6	14.8	1.2
Total of 47 Origins	3,785	3.1	30.8	1.8

Table 10

CHARACTERISTICS OF THOSE LABOR DAY WEEKEND PARTIES INTERESTED IN PROPOSED FERRY SERVICE

State of Residence	Number of Parties	Persons Per Party	Parties with Children under 12	
			Percent of Parties	Children Under 12 per Party
New Jersey	388	3.4	43.0	1.8
New York	555	3.5	37.3	1.8
Washington, D.C.	14	3.4	50.0	2.1
Maine	67	2.5	18.5	1.8
Virginia	34	3.7	44.1	2.7
Delaware	16	4.0	50.0	1.9
Maryland	32	3.3	50.0	1.5
Pennsylvania	165	3.5	36.3	1.9
Florida	12	2.3	8.3	1.0
Ohio	16	2.9	37.5	1.5
Michigan	7	2.6	0	0
Connecticut	209	3.6	37.3	1.6
New Hampshire	37	3.2	27.0	2.8
Massachusetts	306	3.0	28.4	2.0
Vermont	5	3.6	40.0	1.5
Rhode Island	20	3.4	50.0	1.3
Total of Above 16	1,883	3.3	36.4	1.9
Other 16 Origins	36	3.0	22.2	1.5
Total of 32 Origins	1,919	3.3	36.2	1.9

Table 11 CHARACTERISTICS OF THOSE FALL FOLIAGE WEEKEND PARTIES INTERESTED IN PROPOSED FERRY SERVICE

State of Residence	Number of Parties	Persons Per Party	Parties with Children under 12	
			Percent of Parties	Children Under 12 per Party
Maryland	16	3.1	12.5	2.0
New Jersey	163	3.1	20.9	1.8
Washington, D. C.	6	2.7	0	0
New York	247	3.0	25.5	2.0
Maine	93	2.2	14.0	2.2
Pennsylvania	51	2.8	21.6	1.7
Virginia	14	1.8	28.6	1.8
Florida	14	2.2	0	0
Delaware	5	2.4	41.7	1.0
North Carolina	5	2.4	0	0
Connecticut	155	2.7	27.1	1.6
Michigan	5	1.8	0	0
New Hampshire	37	3.1	27.0	2.1
Ohio	5	2.4	0	0
Massachusetts	244	2.9	29.5	1.8
Rhode Island	22	3.2	40.9	1.8
Total of above 16	1082	2.8	24.2	1.9
Other 19 Origins	29	2.7	13.8	1.5
Total of 35 Origins	1111	2.8	23.9	1.8

Table 12

CHARACTERISTICS OF THOSE
WINTER WEEKEND PARTIES
INTERESTED IN PROPOSED FERRY SERVICE

State of Residence	Number of Parties	Persons Per Party	Parties with Children Under 12: Percent of Parties	Parties with Children Under 12: Children Under 12 Per Party
Washington, D.C.	5	3.0	20.0	1.0
New Jersey	73	2.7	17.8	1.8
Maryland	17	3.7	35.3	2.2
Maine	204	2.5	21.6	1.9
New York	93	3.1	22.6	2.0
Pennsylvania	21	2.6	23.8	1.8
Delaware	4	3.8	50.0	1.5
Virginia	8	3.5	25.0	2.0
Connecticut	70	2.6	35.7	1.8
New Hampshire	47	2.8	27.7	2.8
Massachusetts	174	2.8	24.1	1.9
Rhode Island	11	3.0	18.2	2.0
Ohio	1	2.0	0	0
Vermont	0	0	0	0
Total of Above 14	728	2.7	23.9	2.0
Total of Other 26	26	2.2	23.1	1.0
Total of 40 Origins	754	2.7	23.9	1.9

Table 13

VEHICLES USED BY THOSE PARTIES INTERESTED IN PROPOSED FERRY SERVICE

Type of Vehicle	Labor Day Weekend		Fall Foliage Weekend		Winter Weekends		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Automobile	1,863	97.1	1,058	95.2	737	97.7	3,658	96.7
Truck with Camper	21	1.1	16	1.4	3	0.3	40	1.0
Truck without Camper	12	0.6	20	1.8	11	1.5	43	1.1
Motor Home	9	0.5	5	0.5	1	0.2	15	0.4
Other	14	0.7	12	1.1	2	0.3	78	0.8
Total	1,919	100.0	1,111	100.0	754	100.0	3,784	100.0

Table 14

TRAILERS PULLED BY THOSE PARTIES INTERESTED IN PROPOSED FERRY SERVICE

	Labor Day Weekend		Fall Foliage Weekend		Winter Weekend		Total	
Type of Trailer Pulled	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vehicles with no trailer	1,742	90.8	1,073	96.6	741	98.2	3,556	94.0
Tent Trailer	62	3.2	7	0.6	3	0.4	72	1.9
Travel Trailer	39	2.0	14	1.3	0	0	53	1.4
Boat Trailer	50	2.6	14	1.3	1	0.2	65	1.7
Other	26	1.4	3	0.2	9	1.2	38	1.0
Total	1,919	100.0	1,111	100.0	754	100.0	3,784	100.0

Table 15

OVERNIGHT ACCOMMODATIONS USED
BY TRAVELER PARTIES

Accommodations	Labor Day Weekend		Fall Foliage Weekend		Winter Weekends		Total	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Friends or relatives	937	23.7	882	32.3	617	37.0	2,436	29.2
Own Seasonal Home	893	22.6	639	23.4	241	14.4	1,773	21.2
Motel	549	13.9	581	21.3	171	10.2	1,301	15.6
Rented Cottage	538	13.6	74	2.7	31	1.9	797	9.5
Campground	447	11.3	121	4.4	8	0.5	643	7.8
Inn or Tourist Home	100	2.5	56	2.0	44	2.6	200	2.4
Resort	83	2.1	29	1.1	21	1.3	133	1.6
In-town Hotel	50	1.3	36	1.3	26	1.6	112	1.3
None	193	4.9	193	7.1	411	24.6	797	9.5
Other	165	4.0	124	4.5	99	5.9	385	4.6
Total	3,955	100.0	2,735	100.0	1,669	100.0	8,360	100.0