
**MaineDOT Locally
Coordinated Transit Plan
Region 7**

**Western Maine
Transportation Services
WMTS**

FY 2013 - 2017

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WESTERN MAINE TRANSPORTATION SERVICES, INC. WMTS

Description

Note: The information included in this locally coordinated transit plan reflects services and procedures that were in place prior to August 1, 2013. On that date, the Maine Department of Health and Human Services implemented a brokerage system for MaineCare riders. This resulted in numerous changes which are not reflected in this document.

Rural transit provider

Provider: Western Maine Transportation Services, Inc.
Contact person: Sandy Buchanan, General Manager/Operations Director
Address: 76 Merrow Road, Auburn, Maine 04210
Telephone: 207-333-6972 Extension 207
Email: sbuchanan@westernmainetrans.org
Website: www.wmtsbus.org

Service

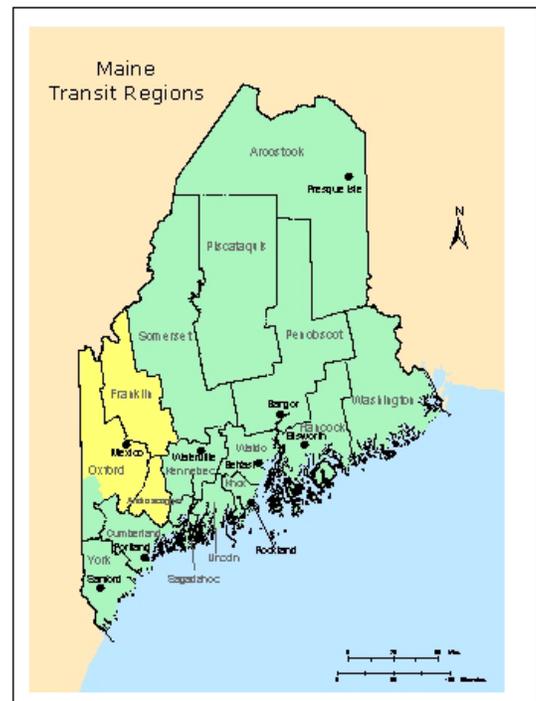
Service area: Androscoggin, Franklin and Oxford Counties
Type of service: Demand response; flex route, paratransit service to citylink bus service

Geographic area

Western Maine Transportation Services, Inc. (WMTS) is the MaineDOT-designated regional provider of transit services in Androscoggin, Franklin and Oxford Counties. The three-county area includes all of MaineDOT 7 and, under an agreement with York County Community Action Corporation, that portion of Region 8 that includes nine Oxford County towns.

WMTS overview

WMTS is a non-profit 501 (c)(3) public transportation corporation established by statute in 1976. WMTS provides Androscoggin, Franklin, and Oxford County with public, wheelchair accessible bus service (the green bus) in and around the more populated regions of its service area.



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The mission of WMTS is to serve people of all ages in its service area by providing a variety of transportation options that will enable individuals to access health care, social services, and other activities while living on their communities. WMTS helps individuals maintain their independence by providing public transportation, regular bus routes, individual and group transportation services, curb-to-curb, special assistance, and cost-free transportation for Medicaid/MaineCare and other eligible programs and individuals.

WMTS operates the Lewiston/Auburn citylink bus service (the purple bus) for the Lewiston-Auburn Transit Committee. WMTS also operates the seasonal Bethel/Sunday River Mountain Explorer and Carrabasset Valley/Sugarloaf Explorer in cooperation with municipalities, local condominium associations, and businesses, the Maine Department of Transportation and the Federal Transit Administration.

How service is provided

WMTS provides services with accessible vans/light buses, volunteer drivers, taxis, and friend and family reimbursement. Van/light bus service is available to the general public, MaineCare, and other riders on referral from agencies with WMTS contracts or agreement. Volunteer transportation is available to all MaineCare, DHHS, and other contracted social service agencies (depending upon funding source limitations). Many rides originate in the smaller outlying communities of Region 7 and converge into one of the more populated service centers including Rumford/Mexico, Farmington/Wilton, Norway/South Paris, Jay/Livermore Falls, and the Lewiston/Auburn area.

WMTS passengers

WMTS serves the general public including seniors, low-income customers, and people with disabilities in Androscoggin, Franklin, and Oxford Counties as well as customers of MaineCare, Maine Department of Health and Human Service, and other social service agencies. MaineCare customers need to have MaineCare covered appointments; other riders must meet the requirements of other funding sources to qualify for transportation or pay a fare as a general public rider.

How services are documented for different funding streams

Mobilitat Easy Rides software is utilized in scheduling, dispatching, and recording trip data for WMTS agency vehicle paratransit (green bus service), MaineCare friends and family, volunteers and DHHS children's and other state contract services. Citylink does not require scheduling but limited data is recorded utilizing the software. The software is also utilized for billing third parties. MaineCare is billed by directly uploading data from a file created within Easy Rides. WMTS is reviewing the use of Mobilitat Easy Rides software to auto-schedule trips to help increase the efficiency of selecting the most appropriate mode and vehicle for specific trips.

Dispatching

Currently, an intake/dispatcher receives the call, determines eligibility, funding source, and sometimes the mode. A scheduler reviews all trips and makes final trip assignments.

Transit provider contributors

- MaineDOT
- Federal Transit Administration
- MaineCare
- Bureau of Child and Family Services
- Fare tickets
- Contracts
- United Way
- Franklin County
- Oxford County Towns
- Androscoggin County Towns
- Lisbon
- Mountain Explorer contributors
- Sugarloaf Explorer contributors
- Foster Grandparent Program

Major Transit Services

General public service

The importance of general public service in a rural area cannot be measured simply by the number of trips and miles. Without basic access to accessible transportation, seniors, low-income customers and people with disabilities may find it difficult to obtain food and medical care that are necessary to maintaining a basic quality of life.

- **Citylink fixed route service.** Since October 1, 1997, WMTS has had a contract with the Lewiston-Auburn Transit Committee (LATC) to provide fixed route transit service (citylink) in Auburn and Lewiston. Information on citylink is included in the LATC locally coordinated plan.
- **Paratransit services.** In Lewiston/Auburn, WMTS provides curb-to-curb ADA paratransit service within a ¾ mile corridor around the citylink fixed routes to certified individuals who cannot use regular bus routes because of a disability. ADA rides must be scheduled the day before the ride is needed. Transportation is available to any location on a fixed route the rider wants to go in those communities within the set operational hours of citylink.
- **Lisbon Connection.** The wheelchair lift-equipped Lisbon Connection flex route makes daily runs between Lisbon Falls and Lewiston’s Oak Street Bus Station and makes stops at the Veterans’ clinic on request.

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- **Mountain Explorer.** WMTS operates the Mountain Explorer, a flex-route, seasonal service that operates between Bethel Village and the Sunday River Ski Resort from a week before Christmas until the first weekend in April.
- **Sugarloaf Explorer.** WMTS operates the Sugarloaf Explorer, a flex-route, seasonal service that operates between Thanksgiving and mid-April. Service is provided to Carrabasset Valley with a focus on service to the Sugarloaf Mountain Ski Resort. The service includes regular stops at major lodging establishments, condominium complexes, area retailers, and restaurants.
- **Rural community service.** WMTS provides a local shopper service on a demand/response basis five days per week to Norway/South Paris and Farmington/Wilton. Rumford residents are currently offered the same service one day per week. Franklin County helps support the service in Farmington/Wilton; municipalities help support the Norway/South Paris and Rumford services.

WMTS also offers transportation to approximately 66 communities during any given month. While some communities are beyond the reach or rider density to permit service by bus, many receive a minimum of one day of service per week. Major destination points for this service are from rural communities to service center areas.

- **United Way Community Rides.** This United Way-funded program requires riders to meet income guidelines. Rides can be to medical appointments, for shopping, or general mobility. Community Rides are available in Oxford and Franklin Counties, Livermore Falls and Livermore because of funding provided by United Way of the Tri-Valley area and United Way of Oxford County.
- **SeniorPlus ElderRides.** The SeniorPlus ElderRides Program is for seniors age 60 and over who are unable to afford transportation to medical appointments. Riders for this program are required to meet income guidelines.

DHHS sponsored service

- **Children and families.** Based on referral from a DHHS caseworker, transportation is provided to a variety of services not covered by MaineCare, including supervised visitation.
- **MaineCare.** Based on eligibility and approved services, WMTS provides transportation to medically related appointments.
- **Low income.** Based on proof of monthly income, customers may be eligible for WMTS' low income program. This program provides for transportation to grocery stores and medical appointments if the person is not receiving MaineCare assistance. An application process must be completed and proof of income must be verified.

Importance of WMTS Transportation Services to the Region and its Economy

Public and social service transportation services benefits and supports more than the riders. The economy benefits at a variety of levels through residents accessing local supermarkets, shopping centers and “Main Street” businesses. Another example is that preventive and other healthcare can more easily be obtained—helping in reducing overall medical costs and expensive visits to emergency rooms. WMTS’ transportation services support the local economy in a variety of ways.

- **Medical providers.** WMTS provides over 175,000 patient trips annually to the medical providers located primarily in Androscoggin and Franklin Counties such as:
 - Hospitals in Lewiston and Farmington, Rumford, Norway
 - Physicians located throughout the three-county region
 - Mental health providers located throughout the three-county region
 - Dental services located through the three-county region
 - Pharmacies

- **Merchants and other vendors.** Merchants and other vendors benefit from riders who frequent their businesses such as:
 - Grocery stores
 - Shopping centers
 - Retail outlets
 - Hairdressers
 - Local taxi companies who provide transportation on referral from WMTS.

- **Education.** General public service in specific areas of Region 7 provides people with access to:
 - The University of Southern Maine – Lewiston/Auburn campus
 - Central Maine Community College
 - University of Maine at Farmington

- **Employment.**
 - **General public.** General public service offered through citylink services in Lewiston and Auburn provide access to a variety of potential employers within $\frac{3}{4}$ mile of citylink routes. The Lisbon Connection also provides opportunities for people seeking and maintaining employment.
 - **Employment transportation for people with disabilities.** WMTS provides transportation to sheltered workshops including Work First (Franklin County), Pathways and Social Learning Center (Lewiston/Auburn), Hope Association

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(Oxford County), and John F. Murphy, one of the largest group home management operations, which uses WMTS for many of their transportation needs, most of which are funded primarily by MaineCare. This transportation allows individuals with disabilities to contribute to their communities and assists them in maintaining a level of independence.

- **Vocational Rehabilitation Services.** The Maine Department of Labor purchases bus tickets that can be used on citylink to assist voc-rehab consumers with employment and other transportation.
- **Recreation.** Citylink and Lisbon Connection passengers are able to access recreational services throughout Lewiston and Auburn. Mountain Explorer passengers have access to the Sunday River Ski Resort, and Sugarloaf Explorer passengers have access to the Sugarloaf Mountain Ski Resort.

Accomplishments

Some of WMTS' more important accomplishments over the past two years include:

Operations

- Explored transportation management associations, working with businesses to get people to employment using the fixed route as a feeder meeting smaller vehicles at park and rides or industrial parks;
- Established regular service to the new VA CBOC;
- Assisted in the 23% growth of citylink last year;
- Oversaw growth of the Sugarloaf Explorer and acquisition of buses with digital signage (one half of the fleet) which enhances ease of use for riders;
- Expanded citylink Saturday service;
- Increased the number of trips;
- Re-established service to the public beach in Auburn.

Improved efficiencies

- Examined ways to develop loop system in 3 rural communities;
- Expanded the use of the vocational rehabilitation bus passes with support of the Department of Labor;
- Equipped all new buses with cameras to assist with safety and security;
- Applied for a grant to fund mobile data terminals for the entire fleet excluding Explorer vehicles and to fund an under-carriage large vehicle wash which will be located in Lewiston (established in collaboration with the City of Lewiston);
- Enhanced the maintenance facility—LATC assisted with a new lift system;

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- Established a system to document why someone was a “no show” or why a trip denial occurred.

Service Gaps

Geographic coverage. The Rumford, Mexico, Dixfield and Peru area is currently underserved. The planned loop system (see Potential Projects and Initiatives, next page) will address this issue. Assignment of a vehicle and driver to the area 5 days-a-week will be necessary for the success of this expansion. Likewise the Town of Oxford, south of Walmart, and all of Bethel are currently lacking bus service. While it is likely more service can be provided to Oxford through development of the loop system in the Norway/South Paris area, it will be challenging to provide service to Bethel.

Time of day/weekends. WMTS agency vehicles and citylink do not serve the general public beyond 6 p.m. Monday through Friday and not beyond 5:00 PM on Saturdays. This does not allow transportation-dependent people the opportunity to get to after-hour services such as shopping, recreation and employment.

There is a need/desire for citylink to expand Saturday service to an additional three routes (Lisbon, Main and Sabattus). This expansion is planned for the fall of 2012.

Volunteer vehicles are available seven days per week but agency vehicles (green buses) only operate five days per week and on Saturdays serving predominately MaineCare recipients going to 7-day clinics or passengers served by the ADA contract with LATC.

Clients. WMTS agency vehicles (green buses) service is geared to the disadvantaged elderly and people with disabilities. More service is needed to accommodate general public riders seeking and maintaining employment and for shopping and recreational purposes. WMTS plans to explore more opportunities to work with businesses to expand this type of service.

Service Quality. There are no known problems with the quality of citylink fixed route services and WMTS' other services as pertains to safety, comfort of ride, timeliness, etc. WMTS' management believes additional surveying of customers would be beneficial. WMTS currently addresses any customer concerns or complaints on a case by case basis. The telephone system has been upgraded to include a complaint line which is not used a great deal.

Future Priorities and Projects

The future priorities and projects shown below reflect future investments that were first identified by WMTS and subsequently modified and prioritized by the public at a MaineDOT-sponsored Regional Transit Summit that was held at the Auburn Public Library on December 10, 2013. Attendees were provided the opportunity to add a potential project or identify an issue for consideration at any time during the meeting.

In order to ensure maximum participation, MaineDOT sent an invitational letter, an agenda, and a list of potential priorities and projects to riders, social service agencies, healthcare facilities, chambers of commerce, private businesses, other transit operators in the region, members of the general public who

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had previously expressed an interest in transportation issues, and area legislators. Invitees unable to attend were afforded the opportunity to e-mail MaineDOT and make comments and recommendations both prior to, and following the meeting—these comments were included when compiling the ratings for each identified project.

A representative of MaineDOT provided an outline of the purpose and need for public input in this planning process to attendees and encouraged their full participation. A representative from each transit agency in attendance provided a brief history of their services and fielded questions from attendees. A facilitator presented the provider-identified future projects to the group and invited discussion which gave them with an opportunity to add to the list of potential projects. Attendees were provided with scoring sheets and rated each project. This process was repeated for each FTA/MaineDOT funded transit agency in the region.

The results of the Regional Transit Summit are reflected in two tables on the following pages. The first table shows the number of people who identified each of the priorities/projects as very important, somewhat important, not important, and no opinion. The second table shows the percentage ranking of the various priorities and projects in priority order.

**NUMERICAL RATING OF PRIORITIES AND PROJECTS
Western Maine Transportation Services**

Future Priorities and Potential Projects	Very Important	Somewhat Important	Little Importance	No Opinion
A. Equipment – Replacing old equipment.	10	7	0	1
B. Mobile data terminals - Obtaining mobile data terminals or Mobile Data Computers (MDTs or MDCs) for all buses to eliminate the need for much of the data entry—making for greater efficiency and better statistics.	5	7	4	2
C. Three loop systems - Creating the three loop systems described below: Plans are underway to develop a “loop system” (rather than the current demand/response system) in Norway/South Paris, Farmington/Wilton, and Rumford/Mexico. The loop service will take in major shopping and medical centers and will be a flex route system. Farmington will be the model for this type of service. WMTS is planning an 8-hour/day service with the possibility of taking people to work early in the morning.	11	3	3	1
D. Bus wash - Establishing an under-carriage bus wash.	8	4	5	1

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Future Priorities and Potential Projects	Very Important	Somewhat Important	Little Importance	No Opinion
E. Expansion opportunities - Investigating other opportunities for expansion while becoming less dependent on social service dollars.	11	1	4	2
F. Citylink Saturday service - Expanding Saturday citylink services on three routes.	8	3	2	5
G. Citylink Sunday service - Examining possible citylink Sunday service.	6	2	5	5
H. Northern Oxford service - Enhancing services in northern Oxford County.	4	4	5	5
I. Recreation services - Exploring potential services to recreational areas such as Mt. Abram, The Oxford Casino and Oxford Plains Speedway.	7	9	1	1
J. Self-scheduling - Researching the possibility of self-scheduling on-line.	2	6	6	4
K. Customer call-back system - Researching the possibility of an automated callback reminder system through the Easy Rides software to confirm rides with customers.	4	5	4	5
L. Service to Maine Mall-Portland.	4	8	2	4
M. Connection to other modes of trans-trains; Metro; ferry; air, etc. in Portland.	11	3	1	3
N. Commuter service to other communities.	10	2	0	6
O. Service along Rt 4 corridor - to Farmington.	8	2	4	4
P. Service to Augusta.	6	5	3	4
Q. Connection to Bath/Brunswick.	8	5	3	2
R. Connections to Lewiston/Auburn - from outlying service centers.	8	3	0	7

PERCENTAGE RATING OF PRIORITIES AND PROJECTS
Western Maine Transportation Services

Future Priorities and Potential Projects	Very Important to Somewhat Important	Little Importance to No Opinion
A. Equipment - Replacing old equipment.	94%	6%
I. Recreation services - Exploring potential services to recreational	89%	11%
C. Three loop systems - Creating the three loop systems described below: Plans are underway to develop a “loop system” (rather than the current demand/response system) in Norway/South Paris, Farmington/Wilton, and Rumford/Mexico. The loop service will take in major shopping and medical centers and will be a flex route system. Farmington will be the model for this type of service. WMTS is planning an 8-hour/day service with the possibility of taking people to work early in the morning.	78%	22%
M. Connection to other modes of trans- trains; Metro; ferry; air, etc. in Portland.	78%	22%
Q. Connection to Bath/Brunswick.	72%	28%
B. Mobile data terminals - Obtaining mobile data terminals or Mobile Data Computers (MDTs or MDCs) for all buses to eliminate the need for much of the data entry—making for greater efficiency and better statistics.	67%	33%
D. Bus wash - Establishing an under-carriage bus wash.	67%	33%
E. Expansion opportunities - Investigating other opportunities for expansion while becoming less dependent on social service dollars.	67%	33%
L. Service to Maine Mall-Portland.	67%	33%
N. Commuter service to other communities.	67%	33%
F. Citylink Saturday service - Expanding Saturday citylink services on three routes.	61%	39%
P. Service to Augusta.	61%	39%
R. Connections to Lewiston/Auburn - from outlying service centers.	61%	39%
O. Service along Rt 4 corridor - to Farmington.	56%	44%
K. Customer call-back system - Researching the possibility of an automated callback reminder system through the Easy Rides software to	50%	50%

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confirm rides with customers.		
Future Priorities and Potential Projects	Very Important to Somewhat Important	Little Importance to No Opinion
G. Citylink Sunday service - Examining possible citylink Sunday service.	44%	56%
H. Northern Oxford service - Enhancing services in northern Oxford County.	44%	56%
J. Self-scheduling - Researching the possibility of self-scheduling on-line.	44%	56%

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WESTERN MAINE TRANSPORTATION SERVICES, INC.		
Annual Report – Past Two Years		
	FY 2011	FY 2012
Volunteer Resources		
Volunteer Drivers	60	35
Vehicles		
Number of Active Vehicles in Fleet	28	27
Number of Inactive Vehicles in Fleet	1	5
Number of Spare Vehicles in Fleet	8	7
Number of Vehicles Disposed	2	5
Number of Vehicles Sold	4	0
Number of ADA Accessible Vehicles	23	22
Annual Operating Expenses		
Annual Transit Operating Expenses	\$446,293	\$449,133
Annual Social Services Operating Expenses	\$1,473,831	\$1,324,810
Annual Administrative Expenses		
Annual Transit Administrative Expenses	\$178,130	\$227,453
Annual Social Services Administrative Expenses	\$1,712,947	\$1,608,600
Annual Operating Revenues		
Fare Revenues	\$44,602	\$54,138
Transit Contract Revenues	0	0
Social Service Contract Revenues	\$2,182,893	\$2,025,667
FTA-Federal Operating Assistance	\$875,377	\$785,852
MaineDOT – State Operating Assistance	\$40,752	\$40,752
Local Operating Funds	\$632,851	\$674,247
Total Annual Operating Revenues	\$3,776,475	\$3,580,656
FTA-Sources of Capital Funds		
FTA-Federal Capital Assistance	\$305,207	\$66,236
MaineDOT-State Capital Assistance	\$12,985	0
Local Capital Funds	\$44,060	\$16,331
Total Capital Funds	\$362,252	\$82,567
Annual Miles		
Annual Transit Miles (vehicle miles)	254,917	268,397
Annual Social Service Miles (passenger miles)	2,109,356	1,535,999

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	FY 2011	FY 2012
Annual Vehicle Hours	47,181	40,376
Annual Passenger Trips		
Annual Transit Passenger Trips	178,552	161,619
Annual Social Services Passenger Trips	221,651	204,469
Safety		
Fatalities	0	0
Major Incidents	0	0
Major Injuries	0	0

WMTS Capital Plan			
	Scope/Description	Location	Cost Estimate
2013	Replacement Buses - 12+2 (5)	Auburn, Me	\$350,000
	Replacement Buses - 16+2 (1)	Auburn, Me	\$110,000
	Replacement Buses - 16+2 (3)	Sugarloaf Explorer	\$330,000
	Replacement Mini Vans - (3)	Auburn, Me	\$78,000
	Replacement Van - 12 Pass (1) 4	Sugarloaf Explorer	\$35,000
	Mobile Data Terminals	Auburn, Me	\$250,000
	Large Vehicle Wash	Auburn, Me	\$400,000
	Office Equipment	Auburn, Me	\$15,000
	Communication Equipment	Auburn, Me	\$10,000
	Maintenance Equipment	Auburn, Me	\$25,000
2014	Replacement Mini Vans - (5)	Auburn, Me	\$136,500
	Replacement Buses - 12+2 (4)	Auburn, Me	\$294,000
	Replacement Buses - 16+2 (2)	Auburn, Me	\$231,000
	Replacement Van - 12 Pass (1)	Sugarloaf	\$36,750
	Office Equipment	Auburn, Me	\$15,000
	Communication Equipment	Auburn, Me	\$10,000
	Maintenance Equipment	Auburn, Me	\$25,000
	Garage & office space – Sugarloaf Explorer	Sugarloaf Explorer	\$180,000
2015	Replacement Mini Vans - (4)	Auburn, Me	\$114,660
	Replacement Buses - 16+2 (2)	Sugarloaf Explorer	\$242,550
	Replacement Buses - 12+2 (4)	Auburn, Me	\$477,175
	Office Equipment	Auburn, Me	\$30,000
	Communication Equipment	Auburn, Me	\$10,000
	Maintenance Equipment	Auburn, Me	\$25,000

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2016	Replacement Mini Vans - (3)	Auburn, Me	\$90,294
	Replacement Buses - 16+2 (2)	Sugarloaf Explorer	\$254,678
	Replacement Buses - 12+2 (3)	Auburn, Me	\$243,102
	Office Equipment	Auburn, Me	\$15,000
	Communication Equipment	Auburn, Me	\$10,000
	Maintenance Equipment	Auburn, Me	\$25,000
2017	Replacement Buses - 16+2 (3)	Mountain Explorer	\$401,118
	Replacement Buses - 16+2 (3)	Sugarloaf Explorer	\$401,118
	Replacement Buses - 16+2 (2)	Auburn, Me	\$267,412
	Replacement Buses - 12+2 (3)	Auburn, Me	\$255,255
	Replacement Mini Vans - (5)	Auburn, Me	\$158,015
	Office Equipment	Auburn, Me	\$15,000
	Communication Equipment	Auburn, Me	\$10,000
	Maintenance Equipment	Auburn, Me	\$25,000

WESTERN MAINE TRANSPORTATION SERVICES, (WMTS)
Demand Repose
Trips, Passenger Miles
by Agency

Social Service Agency/Program	One-Way Trips		Passenger Miles	
	FY 2011	FY 2012	FY 2011	FY 2012
General Public	19,176	11,423	104,321	87,055
MaineCare	174,676	167,342	1,884,424	1,306,671
DHHS Other	5,337	7,777	57,799	65,633
Other – UW, Spec.Ed, FGP, other small contracts, ADA	15,521	14,135	62,812	76,640
Total	214,710	200,677	2,109,356	1,535,999

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WESTERN MAINE TRANSPORTATION SERVICES, (WMTS)				
Demand Response				
Trips, Passenger Miles				
By Mode				
Mode	One-Way Trips		Passenger Miles	
	FY 2011	FY 2012	FY 2011	FY 2012
Agency Vehicles	107,963	102,033	350,401	341,616
Volunteers	58,354	55,483	1,132,323	712,020
Friends and Family	13,555	8,617	388,914	219,457
Subcontracted Providers	34,739	34,437	237,616	262,792
Other	99	107	102	114
Total	214,710	200,677	2,109,356	1,535,999

WMTS		
Number of General Public, Elderly and Disabled Trips		
	FY 2011	FY 2012
Elderly Passenger Trips	10,223	6,307
Disabled Passenger Trips	1,542	1,145
Total Elderly, Disabled Trips*	10,533	6,456
Other General Public Trips	8,643	4,967
Total General Public Trips	19,176	11,423

*Total may differ from sum of elderly and disabled trips because of double counting
Please note that the Elderly, Disabled and Other General Public do not reflect ADA trips.

WMTS – MOUNTAIN & SUGARLOAF EXPLORER				
Trips, Vehicle Miles				
Past Two Fiscal Years				
ROUTE	One-Way Trips		Vehicle Miles	
	FY 2011	FY 2012	FY 2011	FY 2012
Mountain Explorer	21,752	18,411	46,977	44,800
Sugarloaf Explorer	156,800	143,208	207,940	223,597
<ul style="list-style-type: none"> Accurate mileage data for Sugarloaf Explorer is compromised by the Bluebird Trans-shuttle buses 				
Total	178,552	161,619	254,917	268,397

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Note: Explorer Services are free. Therefore, there is no data on passenger fare categories.

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WESTERN MAINE TRANSPORTATION SERVICES, INC.		
Revenues And Expenses – Past Two Years		
	FY 2011	FY 2012
REVENUES		
State (non-capital, administered by MaineDOT)	\$40,752	\$40,752
Other State (e.g. Maine Department of Labor)	\$38,693	\$58,277
FTA:		
5307 (small urban area systems)	\$257,291	\$185,133
5309 (capital assistance)	0	0
5310 (elderly, disabled)	0	0
5311 (rural area systems)	\$333,849	\$368,764
5316 (job access, reverse commute)	0	0
5317 (new freedom)	0	0
Grants (other than FTA)		
Local Match	\$56,225	\$62,889
Fares	\$44,602	\$54,138
Other – FGP, ADA, UW, Gas tax refund, Other Small Contracts.	\$149,651	\$144,411
MaineCare	\$2,092,186	\$1,911,738
DHHS non-MaineCare	\$90,707	\$113,929
TOTAL	\$3,103,956	\$2,940,031
EXPENSES		
Personnel	\$1,272,997	\$1,151,467
Consultants	\$0	\$0
Non-Vehicle Maintenance	\$1,903	\$1,958
Office	\$675	\$137
Utilities	\$1,095	\$878
Insurance	\$40,163	\$33,143
Special Services	\$1,170,145	\$980,136
Board of Directors	\$0	\$279
Fuel	\$203,892	\$184,623
Maintenance	\$99,337	\$84,165
Other	\$10,279	\$11,599
Overhead	\$386,292	\$485,025
TOTAL	\$3,186,778	\$2,933,410

MaineDOT Locally Coordinated Transit Plan - WMTS

WMTS – MOUNTAIN & SUGARLOAF EXPLORER		
Revenues and Expenses – Past Two Years		
	FY 2011	FY 2012
REVENUES		
MaineCare	0	0
State (non-capital, administered by MaineDOT)	0	0
Other State (e.g. Maine Department of Labor)	0	0
FTA:		
5307 (small urban area systems)	0	
5309 (capital assistance)	0	
5310 (elderly, disabled)	0	
5311 (rural area systems)	\$284,237	\$231,955
5316 (job access, reverse commute)	0	0
5317 (new freedom)	0	0
Passes	0	0
Fares	0	0
Advertising	0	0
Contract Revenue		
Community Support	\$388,282	\$408,670
TOTAL	\$672,519	\$640,625
EXPENSES		
Personnel	\$317,288	\$323,063
Consultants	\$5,623	\$3,051
Non-Vehicle Maintenance	\$123	\$732
Office	\$414	\$440
Utilities	\$1,857	\$1,527
Insurance	\$20,369	\$19,915
Special Services	\$0	\$11
Board of Directors	\$0	\$0
Fuel	\$74,281	\$77,059
Maintenance	\$74,851	\$109,574
Other	\$10,023	\$29,344
Overhead	\$119,594	\$111,870
TOTAL	\$624,423	\$676,586

MaineDOT Locally Coordinated Transit Plan - WMTS

WESTERN MAINE TRANSPORTATION SERVICES, INC				
Budgets FY 2013 and FY 2014				
	Demand Response		Fixed Route	
	FY 2013	FY 2014	FY 2013	FY 2014
Income				
Farebox	\$52,826	\$54,411		
Fare Tickets	4,643	4,782	-	-
Contracts	183,960	189,479	\$331,970	\$341,929
United Way	4,000	4,120	-	-
Franklin County	19,000	19,570	-	-
Oxford Towns	15,564	16,031	-	-
Androscoggin Towns	1,500	1,545	-	-
Lisbon	30,375	31,286	-	-
Mt Explorer	-	-	80,644	83,063
MDOT-Rural Operations	41,280	42,518	-	-
Bureau Of Child Fam Svcs	109,468	112,752	-	-
Bureau Of Medical Services	1,803,504	1,857,609	-	-
FTA-Section 5311 Operating	358,892	369,659	245,000	252,350
FTA-Section 5311 Capital	5,500	5,665	-	-
FTA-Section 5311 RTAP	3,200	3,296	-	-
FTA-Section 5307 Operating	150,000	154,500	-	-
Gas Tax Refund	9,388	9,670	-	-
Total Income	\$2,793,100	\$2,876,893	\$657,614	\$677,342
Expenses				
Payroll	\$802,265	\$826,333	\$290,340	\$299,050
Fringe Benefits	296,247	305,134	50,863	52,389
Personnel Development	15,660	16,130	12,324	12,694
Consultants	-	-	4,500	4,635
Maintenance	3,675	3,785	742	765
Office Supplies	-	-	447	461
Miscellaneous Expense	178	184	-	-
Utilities	887	914	1,848	1,903
Staff Travel	1,902	1,959	406	418
Marketing	5,328	5,487	3,085	3,177
Insurances	35,330	36,390	25,367	26,128
Computer Software	10,546	10,862	-	-
Special Services	820,182	844,788	-	-

MaineDOT Locally Coordinated Transit Plan - WMTS

Capital	-	-	262	270
Board of Directors	125	128	-	-

	Demand Response		Fixed Route	
	FY 2013	FY 2014	FY 2013	FY 2014
Fuel Expense	207,427	213,650	75,400	77,662
Vehicle Maintenance Expense	54,874	56,520	64,634	66,573
Tire Expense	14,326	14,756	19,426	20,009
Outside Services - Parts	11,976	12,336	1,694	1,745
Outside Services - Labor	20,351	20,962	1,228	1,265
Leases Rental	4,168	4,293	-	-
Shop Tools	1,713	1,764	46	47
Shop Supplies	3,189	3,285	470	485
Vehicle Supplies	3,092	3,184	243	251
Car seats	1,014	1,044	-	-
Glass	515	531	619	637
Towing	2,663	2,743	-	-
Vehicle Cleaning	264	272	355	366
Total Expense	\$2,317,896	\$2,387,433	\$554,299	\$570,928
Net Ordinary Income	\$475,204	\$489,461	\$103,315	\$106,415
Indirect Cost Allocation	\$459,175	\$472,950	\$109,807	\$113,101
Adjusted Net Income	\$16,029	\$16,510	\$(6,492)	\$(6,686)

MaineDOT Locally Coordinated Transit Plan - WMTS

**PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013
AGENCY: WMTS**

1	VIN	1HVBBPHN7PH513411	1FDWE35F23HB05697	1FDWE35F33HA62813	1FDWE35F63HB05699	1FDWE35F03HA62834	1FDWE35F03HB05696
2	Fleet # and Status*	23 A	31 SP	32I (auction 8/2012)	34 I(auction 8/2012)	35SP	36SP
3	Vehicle Type **	MHDB	LDB	LDB	LDB	LDB	LDB
4	Make, Model	INTERNATIONAL BUS	FORD GOSHEN	FORD GOSHEN	FORD GOSHEN	FORD GOSHEN	FORD GOSHEN
5	Year	1993	2003	2003	2003	2003	2003
6	Fuel Type	D	D	D	D	D	D
7	Fuel Use – 12 months	196.2 G	2167.1 G	426.9 G	129.1 G	923.2 G	1238.8
8	Mileage	207168	264447	188379	164697	230554	182993
9	12-month Mileage	1713	25737	4168	1182	10556	12699
10	Repair Cost - 12 months	\$809.32	\$8277.73	\$1722.75	\$551.66	\$7183.57	\$3477.70
11	Repair frequency - 12 months***	1-0,2-1,3-0	1-2, 2-7, 3-3	1-2, 2-2, 3-0	1-1, 2-0, 3-0	1-7, 2-3, 3-1	1-5, 2-1, 3-0
12	Vehicle appearance - interior	G	G	G	G	G	G
	Vehicle appearance - exterior	F	G	G	G	G	G
13	ADA Accessibility:						
	Equipped/Working	N	Y	Y	Y	Y	Y
	Tie Down	N	Y	Y	Y	Y	Y
	Announcement System	N	Y	Y	Y	Y	Y
	Signage and Stops	N	N	N	N	N	N
14	Passenger Amenities						
	Air Conditioning	N	Y	Y	Y	Y	Y
	Working Heater	Y	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y	Y
	Padded Seats	Y	Y	Y	Y	Y	Y
15	Type of fare collection system	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX
16	Date of Inspection	09/30/2012	09/30/2012			09/30/2012	09/30/2012
17	Inspector's Name:	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

MaineDOT Locally Coordinated Transit Plan - WMTS

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013 AGENCY: WMTS							
1	VIN	1FDWE35F53HB88543	1D4GP24R44B523145	1D4GP24R64B523146	1FDWE35P34HA78553	1FDWE34P14HA78552	1D4GP25R35B371522
2	Fleet # and Status*	38 SP	39 I(auction 8/2012)	40 I(auction 8/2012)	44 A	45 I (auction 08/2012)	46 A
3	Vehicle Type **	LDB	V	V	LDB	LDB	V
4	Make, Model	FORD GOSHEN	DODGE CARAVAN	DODGE CARAVAN	FORD GOSHEN	FORD GOSHEN	DODGE CARAVAN
5	Year	2003	2004	2004	2004	2004	2005
6	Fuel Type	D	U	U	D	D	U
7	Fuel Use – 12 months	1631.8 G	523.5 G	191.1	1656.8 G	128.2 G	1334.1 G
8	Mileage	182448	127606	128245	221404	221286	126694
9	12-month Mileage	15927	2424	9245	18912	1425	20053
10	Repair Cost - 12 months	\$6147.42	\$1038.71	\$631.69	\$5474.91	\$1029.68	\$3497.41
11	Repair frequency - 12 months***	1-5, 2-3, 3-0	1-3, 2-0, 3-0	1-1, 2-0, 3-0	1-5, 2-4, 3-0	1-1, 2-1, 3-0	1-7, 2-1, 3-0
12	Vehicle appearance - interior	G	G	G	G	G	G
	Vehicle appearance - exterior	G	G	G	G	G	G
13	ADA Accessibility:						
	Equipped/Working	Y	N	N	Y	Y	N
	Tie Down	Y	N	N	Y	Y	N
	Announcement System	Y	N	N	Y	Y	N
	Signage and Stops	N	N	N	N	N	N
14	Passenger Amenities						
	Air Conditioning	Y	Y	Y	Y	Y	Y
	Working Heater	Y	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y	Y
	Padded Seats	Y	Y	Y	Y	Y	Y
15	Type of fare collection system	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX
16	Date of Inspection	09/30/2012			09/30/2012		09/30/2012
17	Inspector's Name:	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

MaineDOT Locally Coordinated Transit Plan - WMTS

**PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013
AGENCY: WMTS**

1	VIN	ID4GP25R75B371524	ID4GP25RX5B371520	ID4GP25R15B371521	ID4GP25R55B371523	ID4GP25R05B371526	ID4GP25R95B371525
2	Fleet # and Status*	47 SP	48 A	49 I(auction 8/2012)	50A	51 SP	52 A
3	Vehicle Type **	V	V	V	V	V	V
4	Make, Model	DODGE CARAVAN	DODGE CARAVAN	DODGE CARAVAN	DODGE CARAVAN	DODGE CARAVAN	DODGE CARAVAN
5	Year	2005	2005	2005	2005	2005	2005
6	Fuel Type	U	U	U	U	U	U
7	Fuel Use – 12 months	1225.6 G	1371.6 G	321.1 G	1261.2 G	877.1 G	793.6 G
8	Mileage	126566	136918	115429	125757	133157	131945
9	12-month Mileage	15876	19121	3999	18521	12892	11781
10	Repair Cost - 12 months	\$4326.33	\$4165.27	\$624.95	\$2700.19	\$4932.03	\$2343.18
11	Repair frequency - 12 months***	1-6, 2-1, 3-0	1-6, 2-0, 2-0	1-2, 2-0, 3-0	1-7, 2-1, 3-0	1-7, 2-4, 3-0	1-5, 2-2, 3-0
12	Vehicle appearance - interior	G	G	G	G	G	G
	Vehicle appearance - exterior	G	G	G	G	G	G
13	ADA Accessibility:						
	Equipped/Working	N	N	N	N	N	N
	Tie Down	N	N	N	N	N	N
	Announcement System	N	N	N	N	N	N
	Signage and Stops	N	N	N	N	N	N
14	Passenger Amenities						
	Air Conditioning	Y	Y	Y	Y	Y	Y
	Working Heater	Y	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y	Y
	Padded Seats	Y	Y	Y	Y	Y	Y
15	Type of fare collection system	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANU AL FAREBOX	MANU AL FAREBOX
16	Date of Inspection	09/30/2012	09/30/2012		09/30/2012	09/30/2012	09/30/2012
17	Inspector's Name:	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

MaineDOT Locally Coordinated Transit Plan - WMTS

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013 AGENCY: WMTS							
1	VIN	1D4GP25R25B371527	1D4GP25R35B371519	2C4RDGBG0CR231974	2C4RDGBG2CR231975	2C4RDGBG4CR231976	1FDXE45P86DA78947
2	Fleet # and Status*	53 A	54 A	55 A	56 A	57 A	58 A
3	Vehicle Type **	V	V	V	V	V	SMDB
4	Make, Model	DODGE CARAVAN	FORD ALLSTAR				
5	Year	2005	2005	2012	2012	2012	2006
6	Fuel Type	U	U	U	U	U	D
7	Fuel Use – 12 months	1372.3 G	1326.5 G	1122.7 G	896.5 G	958.6 G	2704.1 G
8	Mileage	131096	124086	16198	13058	14364	146371
9	12-month Mileage	19078	18399	16154	13017	14318	27110
10	Repair Cost - 12 months	\$1971.25	\$3884.87	\$2013.34	\$295.67	\$281.04	\$7026.47
11	Repair frequency - 12 months***	1-6, 2-1, 3-0	1-8, 2-2, 3-1	1-3, 2-1, 3-1	1-3, 2-0, 3-0	1-3, 2-1, 3-0	1-9, 2-1, 3-1
12	Vehicle appearance - interior	G	G	G	G	G	G
	Vehicle appearance - exterior	G	G	G	G	G	G
13	ADA Accessibility:						
	Equipped/Working	N	N	N	N	N	Y
	Tie Down	N	N	N	N	N	Y
	Announcement System	N	N	N	N	N	N
	Signage and Stops	N	N	N	N	N	N
14	Passenger Amenities						
	Air Conditioning	Y	Y	Y	Y	Y	Y
	Working Heater	Y	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y	Y
	Padded Seats	Y	Y	Y	Y	Y	Y
15	Type of fare collection system	MANU AL FAREBOX					
16	Date of Inspection	09/30/2012	09/30/2012	09/30/2012	09/30/2012	09/30/2012	09/30/2012
17	Inspector's Name:	MARK LASKEY					

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

MaineDOT Locally Coordinated Transit Plan - WMTS

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013 AGENCY: WMTS							
1	VIN	1FDXE45P76DA78942	1FDXE45P07DA02035	2DBHN44E29R615686	1FDXE45P17DA747517	1FDXE45P37DA747518	1FDWE45F83HA68502
2	Fleet # and Status*	59 I (auction 8/2012)	60 A	61 A	62 A	63S	64 S
3	Vehicle Type **	SMDB	SMDB	V	MHDB	MHDB	MHDB
4	Make, Model	FORD ALLSTAR	FORD ALLSTAR	GRAND CARAVAN	FORD ELDORADO	FORD ELDORADO	FORD ELDORADO
5	Year	2006	2007	2009	2007	2007	2003
6	Fuel Type	D	D	U	D	D	D
7	Fuel Use – 12 months	0 G	3694.2 G	450.4 G	1684.3 G	1759.3 G	1685.2 G
8	Mileage	203595	120391	18008	97016	103478	84783
9	12-month Mileage	0	38404	11822	31813	32657	27905
10	Repair Cost - 12 months	\$368.81	\$5324.19	\$638.35	\$4,776.29	\$7878.32	\$7089.23
11	Repair frequency - 12 months***	N/A	1-8, 2-1, 3-0	1-3, 2-1, 3-0	1-5, 2-0, 3-1	1-6, 2-5, 3-1	1-5, 2-3, 3-1
12	Vehicle appearance - interior	G	G	G	G	G	G
	Vehicle appearance - exterior	G	G	G	G	G	G
13	ADA Accessibility:						
	Equipped/Working	Y	Y	N	Y	Y	Y
	Tie Down	Y	Y	N	Y	Y	Y
	Announcement System	N	N	N	Y	Y	Y
	Signage and Stops	N	N	N	Y	Y	Y
14	Passenger Amenities						
	Air Conditioning	Y	Y	Y	Y	Y	Y
	Working Heater	Y	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y	Y
	Padded Seats	Y	Y	Y	Y	Y	Y
15	Type of fare collection system	MANU AL FAREBOX	MANU AL FAREBOX	NONE	NONE	NONE	NONE
16	Date of Inspection		09/30/2012	10/12/2012	10/12/2012	10/12/2012	10/12/2012
17	Inspector's Name:		MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

MaineDOT Locally Coordinated Transit Plan - WMTS

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013
AGENCY: WMTS

1	VIN	1BAGBCPA73F214813	1BAGBCPA02F202419	1BAGBLPA52F204537	1BAGBCPH21F099418	1BAGBCSAXXF086466	1BAGBCPH5XF090902
2	Fleet # and Status*	65 I (as of 2/2012)	66 I (as of 2/2012)	67 A	68 A	69 I (as of 1/2012)	70 I (as of 1/2012)
3	Vehicle Type **	MHDB	MHDB	MHDB	MHDB	MHDB	MHDB
4	Make, Model	BLUEBIRD TRANSHUTTLE	BLUEBIRD TRANSHUTTLE	BLUEBIRD TRANSHUTTLE	BLUEBIRD TRANSHUTTLE	BLUEBIRD TRANSHUTTLE	BLUEBIRD TRANSHUTTLE
5	Year	2003	2002	2002	2001	1999	1999
6	Fuel Type	D	D	D	D	D	D
7	Fuel Use – 12 months	968.3 G	692.4 G	960.2 G	868.2 G	821.1 G	800.1 G
8	Mileage	57543	65,102	41,927	10,969	102,898	38,089
9	12-month Mileage	8220	12444	14345	11587	2939	6258
10	Repair Cost - 12 months	\$4154.01	\$1526.63	\$3941.01	\$4702.63	\$2907.49	\$4960.02
11	Repair frequency - 12 months***	1-3, 2-1, 3-0	1-1, 2-1, 3-1	1-3, 2-1, 3-0	1-2, 2-4, 3-0	1-2, 2-1, 3-0	1-3, 2-1, 3-1
12	Vehicle appearance - interior	G	G	G	G	G	G
	Vehicle appearance - exterior	G	G	G	G	G	G
13	ADA Accessibility:						
	Equipped/Working	Y	Y	Y	Y	Y	Y
	Tie Down	Y	Y	Y	Y	Y	Y
	Announcement System	Y	Y	Y	Y	Y	Y
	Signage and Stops	Y	Y	Y	Y	Y	Y
14	Passenger Amenities						
	Air Conditioning	Y	Y	Y	Y	Y	Y
	Working Heater	Y	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y	Y
	Padded Seats	Y	Y	Y	Y	Y	Y
15	Type of fare collection system	NONE	NONE	NONE	NONE	NONE	NONE
16	Date of Inspection	09/30/2012	09/30/2012	10/12/2012	10/12/2012	10/12/2012	10/12/2012
17	Inspector's Name:	MARK LASKEY					

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

MaineDOT Locally Coordinated Transit Plan - WMTS

**PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013
AGENCY: WMTS**

1	VIN	1BAGBCSA4WF082330	1GBG5V1918F414248	1GBG5V1948F414289	1GBG5V1978F416344	1GBG5V1978F416571	1GBG5V1998F416510
2	Fleet # and Status*	71 I (as of 1/2012)	72 A	73A	76 A	77 A	78 S
3	Vehicle Type **	MHDB	MHDB	MHDB	MHDB	MHDB	MHDB
4	Make, Model	BLUEBIRD TRANSHUTTLE	CHEVYKODIAK 5500	CHEVYKODIAK 5500	CHEVYKODIAK 5500	CHEVYKODIAK 5500	CHEVYKODIAK 5500
5	Year	1998	2008	2008	2008	2008	2008
6	Fuel Type	D	D	D	D	D	D
7	Fuel Use – 12 months	402.5 G	2436.8 G	4169 G	2064 G	2065.9 G	1575.6 G
8	Mileage	48821	81415	101012	72860	73273	72485
9	12-month Mileage	3293	21614	40776	16577	15781	12442
10	Repair Cost - 12 months	\$3144.43	\$2930.98	\$7798.92	\$5711.03	\$5589.52	\$6601.92
11	Repair frequency - 12 months***	1-2, 2-0, 3-1	1-6, 2-2, 3-0	1-9, 2-2, 3-0	1-8, 2-0, 3-0	1-6, 2-1, 3-0	1-8, 2-1, 3-0
12	Vehicle appearance - interior	G	G	G	G	G	G
	Vehicle appearance - exterior	G	G	G	G	G	G
13	ADA Accessibility:						
	Equipped/Working	Y	Y	Y	Y	Y	Y
	Tie Down	Y	Y	Y	Y	Y	Y
	Announcement System	Y	Y	Y	Y	Y	Y
	Signage and Stops	Y	N	N	N	N	N
14	Passenger Amenities						
	Air Conditioning	Y	Y	Y	Y	Y	Y
	Working Heater	Y	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y	Y
	Padded Seats	Y	Y	Y	Y	Y	Y
15	Type of fare collection system	NONE	MANUAL	MANUAL	MANUAL	MANUAL	NONE
16	Date of Inspection	09/30/2012	09/30/2012	09/30/2012	09/30/2012	09/30/2012	09/30/2012
17	Inspector's Name:	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY	MARK LASKEY

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

MaineDOT Locally Coordinated Transit Plan - WMTS

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013							
AGENCY: WMTS							
1	VIN	1FDFE4FL9ADA97578	1FDFE4FL3ADA97575	1FDFE4FL3ADB00720	1FDFE4FL5ADB00721	1FDFE4FL7ADB00722	1FDFE4FL9ADB00723
2	Fleet # and Status*	79A	80A	81A	82A	83A	84A
3	Vehicle Type **	SMDB	SMDB	SMDB	SMDB	SMDB	SMDB
4	Make, Model	FORD E-450 STARTRANS SENATOR					
5	Year	2010	2010	2010	2010	010	2010
6	Fuel Type	U	U	U	U	U	U
7	Fuel Use – 12 months	3109.9 G	3017.6 G	3018.9 G	3194.7 G	3263.4 G	3338.1 G
8	Mileage	30015	29010	28282	29841	29835	30980
9	12-month Mileage	24596	23051	22041	23820	23738	24153
10	Repair Cost - 12 months	\$1574.86	\$3394.43	\$2450.80	\$1774.58	\$2267.93	\$2300.33
11	Repair frequency - 12 months***	1-6, 2-1, 3-1	1-5, 2-1, 3-1	1-6, 2-0, 3-0	1-6, 2-0, 3-0	1-7, 2-1, 3-0	1-6, 2-1, 3-0
12	Vehicle appearance - interior	G	G	G	G	G	G
	Vehicle appearance - exterior	G	G	G	G	G	G
13	ADA Accessibility:						
	Equipped/Working	Y	Y	Y	Y	Y	Y
	Tie Down	Y	Y	Y	Y	Y	Y
	Announcement System	N	N	N	N	N	N
	Signage and Stops	N	N	N	N	N	N
14	Passenger Amenities						
	Air Conditioning	Y	Y	Y	Y	Y	Y
	Working Heater	Y	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y	Y
	Padded Seats						
15	Type of fare collection system	MANUAL	MANUAL	MANUAL	MANUAL	MANUAL	MANUAL
16	Date of Inspection	09/30/2012	09/30/2012	09/30/2012	09/30/2012	09/30/2012	09/30/2012
17	Inspector's Name:	MARK LASKEY					

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

MaineDOT Locally Coordinated Transit Plan - WMTS

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013
AGENCY: WMTS

1	VIN	1GBG5V1988F414263	1GBG5V1939F401924	1GBG5V1909F401573			
2	Fleet # and Status*	85A(in service 01/2012)	86A (in service 01/2012)	87 A (in service 02/2012)			
3	Vehicle Type **	MHDB	MHDB	MHDB			
4	Make, Model	CHEV CC5V042	CHEV 5500	CHEV 5500			
5	Year	2008	2009	2009			
6	Fuel Type	D	D	D			
7	Fuel Use – 12 months	1071.5 G	1316.7 G	936.4 G			
8	Mileage	65780	73458	75739			
9	12-month Mileage	4984	5717	5395			
10	Repair Cost - 12 months	\$12980.77	\$11,891.46\$	\$8660.67			
11	Repair frequency - 12 months***	1-3, 2-1, 3-0	1-4, 2-4, 3-1	1-7, 2-1, 3-0			
12	Vehicle appearance - interior	G	G	G			
	Vehicle appearance - exterior	G	G	G			
13	ADA Accessibility:						
	Equipped/Working	Y	Y	Y			
	Tie Down	Y	Y	Y			
	Announcement System	Y	Y	Y			
	Signage and Stops	Y	Y	Y			
14	Passenger Amenities						
	Air Conditioning	Y	Y	Y			
	Working Heater	Y	Y	Y			
	Tinted Windows	Y	Y	Y			
	Padded Seats	Y	Y	Y			
15	Type of fare collection system	NONE	NONE	NONE			
16	Date of Inspection	09/30/2012	09/30/2012	09/30/2012			
17	Inspector's Name:	MARK LASKEY	MARK LASKEY	MARK LASKEY			

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs