

# Maine Department of Transportation

## Biennial Operations Plan for Transit

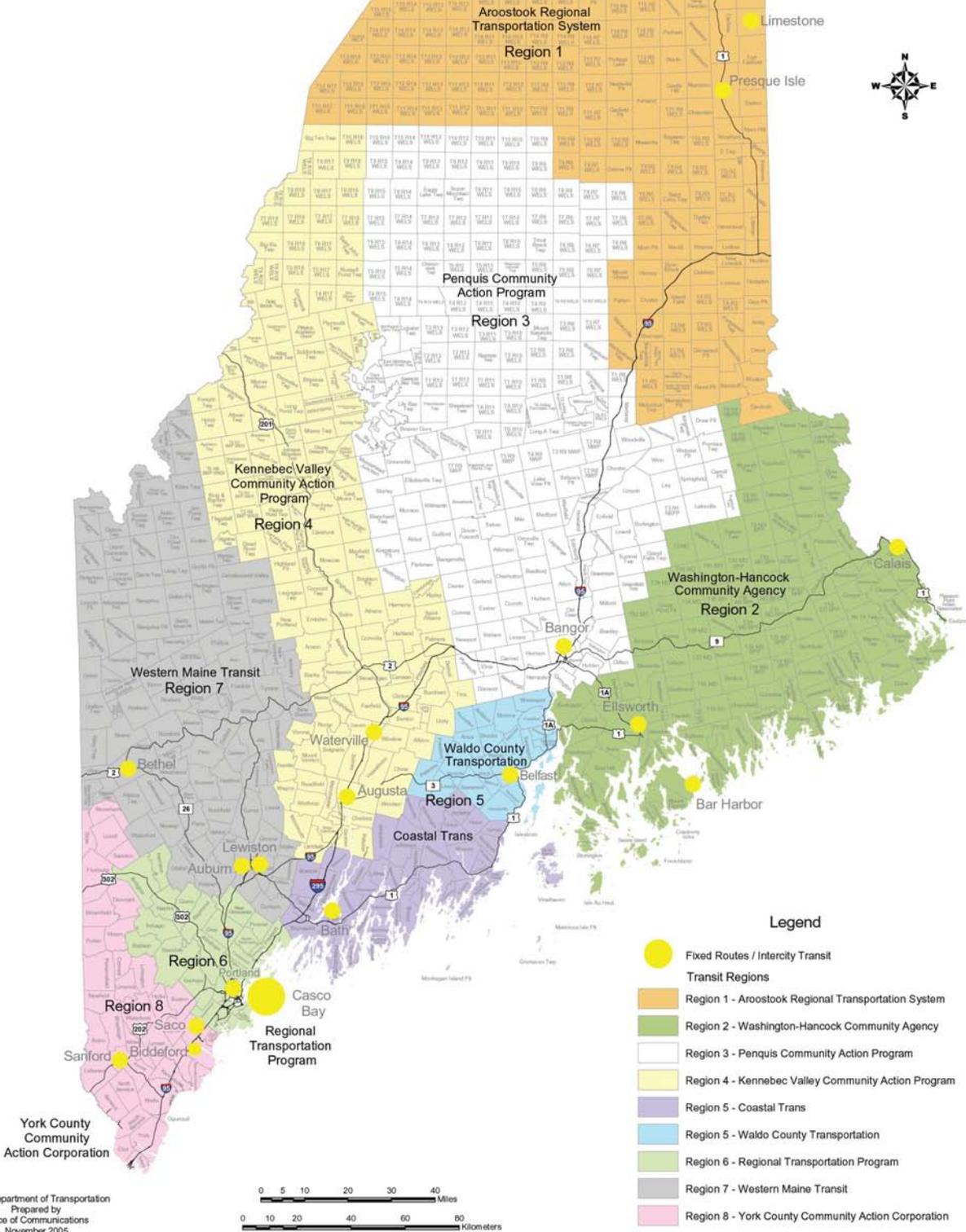
### EXECUTIVE SUMMARY

**FY 2009 AND FY 2010**



**July, 2009**

# Maine Transit Districts



Maine Department of Transportation  
 Prepared by  
 Office of Communications  
 November 2005

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# MaineDOT Biennial Operations Plan for Transit Executive Summary

## Introduction

Every other year, the Maine Department of Transportation (MaineDOT), Bureau of Transportation Systems Planning (BTSP), prepares a Biennial Operations Plan (BOP). The BOP is a document that describes and documents the transit services provided by each of the state's subsidized fixed route and demand response transit systems. It also describes future plans and changes to the systems, and provides opportunities for public comment on the distribution of funds and services provided. The 2009-10 BOP provides an accounting of how public transit funds were spent during FY 2007 through FY 2008, and how the Bureau and each transit provider intend to use public funds during FY 2009 and FY 2010. It also documents how the transit providers have met and will continue to meet various federal and state requirements for transit systems. Finally, as discussed in more detail on page 9, the BOP meets the new requirements under the Federal SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) for the development of locally coordinated plans for transit services.

This report summarizes some of the information contained in the Biennial Operations Plans for each of the state's eight regions. Page eight contains a summary of funding support by provider for FY 2009. Pages 14-33 include a summary of providers receiving Federal/State Department of Transportation funding support, as well as one non-subsidized provider, and pages 34-37 contain detailed statistics on each on these providers. For additional information, see <http://www.state.me.us/mdot/passenger-transportation-planning/passenger-transportation-planning.php>

## Public Transit in Maine

Public transit plays an important role in the daily lives of Maine citizens by connecting them to jobs, health care services, social services, schools, leisure activities, social activities and other destinations. Public transit systems in Maine have evolved over a period of years to serve local needs. In general, these systems are supported by well established partnerships between federal, state and local governments.

The mission of MaineDOT's Bureau of Transportation Systems Planning is to be "responsible for the development of an efficient, environmentally sensitive, and cost-effective passenger transportation system which encourages the use of alternative modes of transportation to meet the present and future needs of our citizens, business development, and tourism." To fulfill this mission, BTSP distributes to 21 rural and small urban transportation systems federal financial support from the Federal Transit Administration (currently about \$5.4 million in non-urbanized area funding and \$4.48 million in urban area funding) as well as state money (currently about \$0.5 million). Combined federal/state funds can be used to pay up to 90% of capital costs (95% for clean-fuel vehicles if funding is available), 90% of administrative costs, and 60% of the operating deficit. MaineDOT's financial support is for the purpose of providing general public transportation and typically accounts for a small portion of each provider's overall budget. MaineDOT is appointed by the Governor to receive all Federal Transit Administration (FTA) funds and manage their distribution.

In order to best coordinate services, MaineDOT's policy is to support a statewide system of demand response providers and to support fixed route systems that request support and meet funding requirements. The 21 transit systems supported by BTSP fall into one of three different categories:

**Regional transportation systems.** There are nine regional transit systems receiving MaineDOT funding support that serve rural areas of the state. Service frequency varies, but most communities are served at least once per week. In general, the systems serve low income, elderly, the disabled, and clientele of the Maine Department of Health and Human Services and other agencies, as well as the general public. Since MaineDOT purchases most of the vehicles, these vehicles are open to the public on scheduled runs, for a fee and on a space-available basis. Demand response transportation is provided by agency vehicles, volunteers, friends and family, and sometimes private taxi services. Currently, the major source of operating funds is MaineCare (Maine's Medicaid program), but MaineDOT and other agencies and units of government provide some additional funding.

**Fixed route transit systems.** There are 13 systems that generally operate on a fixed route according to a schedule and may include urban bus systems as well as inter-city services. These systems serve the general public and may be funded in part by fares and passes, local funds and MaineDOT financial support. These systems coordinate with the regional transit providers.

**Transit systems supporting the tourist industry.** Three of the providers receiving MaineDOT financial support also operate some services on a seasonal basis.

## Regional Transportation Systems

MaineDOT invests in nine regional (rural) transportation providers in Maine that offer social service and general public, non-emergency transportation throughout a single county or several counties on a "demand response" (door to door) basis. Most of the systems require a one or two day advance reservation, and most offer service to virtually all municipalities in their service areas at least one day a week and sometimes up to five days per week. In general, service is provided between rural areas and service center destinations.



Maine's system of regional transportation providers evolved as an efficient way for social service agencies to pool their transportation dollars with public transit services rather than buying their own vehicles and hiring their own drivers. Examples of the types of services offered include transportation to:

- Employment sites - for persons with disabilities;
- Medical appointments - for MaineCare-eligible persons;
- Adult day care;

- Senior citizens' lunch programs;
- Jobs and schools;

as well as:

- Transportation for citizens in the protective custody of the Maine Department of Health and Human Services;
- Transportation for other social service agencies;
- Commuter services; and
- Transportation for the general public.

**Regional Providers.** Maine's regional transportation providers (see map at the end of this report) include:

**Region 1:** Aroostook Regional Transportation System, Inc. (ARTS) – serves Aroostook County, the Danforth area in Washington County and Patten in Penobscot County;

**Region 2:** Washington Hancock Community Agency – serves Hancock and Washington Counties;

**Region 3:** The Lynx (Penquis Community Action Program) – serves Penobscot and Piscataquis Counties;

**Region 4:** Kennebec Valley Community Action Program – serves Kennebec and Somerset Counties, as well as Burnham, Troy and Unity in Waldo County;

**Region 5:** Coastal Trans, Inc. – serves Knox, Lincoln and Sagadahoc Counties, as well as Brunswick and Harpswell in Cumberland County, and Waldo Community Action Partners which serves Waldo County;

**Region 6:** Regional Transportation Program – serves Cumberland County;

**Region 7:** Western Maine Transportation Services – serves Oxford, Franklin and Androscoggin Counties (Community Concepts, Inc. serves the same area); and

**Region 8:** York County Community Action Program – serves York County as well as nine towns in southern Oxford County (Porter, Hiram, Brownfield, Denmark, Sweden, Fryeburg, Lovell, Stow and Stoneham).

**Forms of Regional transportation.** The regional transportation providers offer rural transportation services by a number of means including:

- **Buses and vans.** Agency buses and vans are accessible to those with disabilities. Vans and buses are generally used to transport large numbers of people, or when a wheelchair lift is needed;
- **Volunteer drivers.** Volunteers use their own vehicles on a cost reimbursement basis. Generally, volunteers are used whenever possible to reduce costs, particularly where an individual in a remote location needs to travel a great distance for medical treatment;

- **Friends and family.** Friends and family members can be reimbursed under the MaineCare program for transporting income eligible people to medical appointments. Most regional providers administer the reimbursement program for MaineCare;
- **Fixed route transit.** A number of providers (Penquis and Regional Transportation Program) issue tickets or passes to eligible clients who have access to a fixed route system; and
- **Taxicabs.** Taxis are used in many areas. In an urban setting, they are sometimes a cheaper alternative than a van or bus.

## Fixed Route Transit Systems

The Office of Passenger Transportation provides partial financial support to 13 transit systems that offer year-round fixed route transit service. These systems operate according to a fixed schedule and a fare system. There are several different types of fixed route systems:

- **Urban and rural systems** can serve an entire county, several municipalities or a single community. For example, Downeast Transportation, Inc., serves Hancock County. BAT Community Connector serves Bangor, Brewer, Old Town, Orono, Veazie, Hampen and the University of Maine. ShuttleBus serves Biddeford, Saco and Old Orchard Beach, and citylink serves Lewiston and Auburn. CityBus serves the City of Bath.
- **Intercity systems** operate between two communities and serve a number of communities along the way. Examples include the Cyr Bus route between Bangor and Fort Kent, West's Calais to Bangor route, and the ShuttleBus route between Biddeford and Portland. There are also two major inter-city, unsubsidized providers in Maine – Greyhound, which operates throughout the State, and Concord Trailways, providing service from Bangor, Portland and points in between with connecting service to Boston.
- **Ferry systems.** The Casco Bay Island Transit District, serves six islands in Casco Bay including four within the City of Portland (Peaks, Little Diamond, Great Diamond and Cliff) as well as the Town of Long Island and the Town of Chebeague Island. The Maine State Ferry System serves Penobscot Bay as well as Swan's Island and Frenchboro. There are private ferries offering public access to smaller islands. Some of these ferry operators are in the process of applying for FTA funds to better coordinate with mainland transportation.



**Fixed Route Systems.** Fixed route transit systems supported by MaineDOT include:

### Region 2:

1. Downeast Transportation Inc. operates throughout Hancock County;

2. The Passamaquoddy Tribal Government at Pleasant Point operates an Eastport to Calais run;
3. The Passamaquoddy Tribal Government at Indian Township operates a run between Indian Township and Calais;
4. West's Transportation serves Washington County and operates an inter-city run between Calais and Bangor.

**Region 3:**

5. BAT Community Connector, owned by the City of Bangor serves Bangor, Brewer, Orono, Old Town, Veazie, Hampden and the University of Maine at Orono;
6. John T. Cyr & Sons Inc., operates an inter-city run between Bangor and Fort Kent.

**Region 4:**

7. KV Transit (Kennebec Valley Community Action Program) – serves Waterville and Fairfield (five days per week), as well as Augusta, Gardiner, Hallowell and Farmingdale (five days per week).

**Region 5:**

8. CityBus is owned by and serves the City of Bath.

**Region 6:**

9. The Greater Portland Transit District (METRO) is owned by the City of Portland and serves Portland and portions of Westbrook, Falmouth, and the Maine Mall area of South Portland;
10. The South Portland Bus Service is owned by the City of South Portland and serves South Portland with stops in Portland and the Maine Mall area of Scarborough;
11. The Casco Bay Island Transit District ferry service operates between Peaks, Little Diamond, Great Diamond and Cliff Islands, the Town of Long Island, the Town of Chebeague Island and the City of Portland.

**Region 7:**

12. Citylink is owned by the Lewiston-Auburn Transit District and serves the cities of Lewiston and Auburn.

**Region 8:**

13. ShuttleBus is owned by the Biddeford-Saco-Old Orchard Beach Transit Committee and serves Biddeford, Saco and Old Orchard Beach, as well as the University of New England. Additional services include an intercity service between Biddeford and Portland, and a ZOOM Turnpike Express between Saco and Portland.

**Other Systems.** In addition, some regional transportation providers operate smaller, less frequent, or more specialized routes. Examples include:

- The LYNX (Penquis Community Action Program) – shuttle services in Millinocket (three days/week), and Newport (two days/week);
- Waldo Community Action Partners – Belfast Shopper (three days/week);
- Regional Transportation Program, Inc. – Senior Shopper’s Express for 22 senior citizen apartment complexes in the greater Portland area (weekly);
- Western Maine Transportation Services – Lisbon Connection commuter run between Lisbon and Lewiston (five days/week); and the Norway/Paris Shuttle (five days/week);
- York County Community Action Program – fixed route deviation service between Springvale and Sanford (five days/week), and a year-round service between Sanford and Wells.
- Ferry services – the Maine State Ferry Service and the Isle Au Haut Stonington Dock Co. and Ferry Service.

## **Transit Systems Supporting the Tourist Industry**

Tourism is one of Maine’s emerging markets. MaineDOT partially funds several transit systems that support the tourist industry:

- The Island Explorer, a fixed route, seven day per week seasonal service on Mount Desert Island operated by Downeast Transportation, Inc.
- The Mountain Explorer, a fixed route, seasonal run between Bethel and Newry/Sunday River Ski Resort operated seven days per week by Western Maine Transportation between Thanksgiving and Easter.
- The Sugarloaf Explorer, a fixed route, seasonal run between Carrabasset Valley and Sugarloaf Mountain Ski Resort operated seven days per week by Western Maine Transportation between Thanksgiving and April.
- The Shoreline Explorer – a bus and trolley public/private partnership network serving six towns with seasonal and year-round service operated by the York County Community Action Corporation.



## Federal Transit Programs

The Federal Transit Administration provides partial funding to support transit through several programs administered by the Bureau of Transportation Systems Planning. These include:

- **FTA Section 5307 Program** – provides funding for public transit systems that operate in small urban areas (50,000-200,000 population). The Section 5307 program provides federal and state financial assistance for operating and capital expenses.
- **FTA Section 5309 Program** – provides federal and state matching capital assistance for public transit systems. This program helps fund larger capital projects such as vehicle purchases. MaineDOT uses the 5309 program to purchase vehicles which are then leased to various transit providers, and also uses the program to construct facilities.
- **FTA Section 5310 Program** – provides federal capital assistance to private, non-profit organizations that provide specialized transportation for elderly and disabled persons. This program is distributed by a formula based on population of the elderly and disabled, road miles, and geographic areas. Buses are purchased by MaineDOT and leased to regional providers. Funding is distributed among the State's eight regions based on a formula contained in the State Management Plan, Appendix E.
- **FTA Section 5311 Program** – provides funding for rural public transit systems that operate in areas with populations of less than 50,000. This program provides federal and state financial assistance for operating, capital and administrative expenses associated with public transit services. This program is distributed by a formula based on population, road miles, and geographic areas. Funding is distributed among the State's eight regions based on a formula contained in the State Management Plan, Appendix F.
- **FTA Section 5316 Program (Job Access and Reverse Commute)** – provides funding for local programs that offer job access and reverse commute services to low income individuals who may live in the city core and work in suburban locations or anywhere that low-income individuals live at a distance from available entry level jobs. This program is distributed by a competitive process which is described in Appendix K of the State Management Plan Appendices.
- **FTA Section 5317 Program (New Freedom Program)** – provides funding to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. This program is distributed by a competitive process which is described in Appendix L of the State Management Plan Appendices.

## Transit Investments

The following page contains a summary of currently known Federal and State transit investments. In any one year, capital assistance is provided to some, but not all of the providers, because not all providers spend money for capital purchases. The figures shown on page 8 may differ from the budget estimates prepared by each provider beginning on page 14. Funding under the 5317 program has not yet been awarded and is therefore not reflected in the table. Sections 5310, 5316 and 5317 awards will be coordinated with the needs prioritized at the Regional Plan Advisory Committee meetings and presented in this Biennial Operations Plan.

**STATE/FEDERAL 2009 TRANSIT INVESTMENTS**  
(Federal Transit Administration and State funds only)

Region/Provider	FY 2009 Operating Revenues	FY 2009 Federal/State Operating Assistance							Capital Assistance Section 5310
		Urban 5307 <sup>1</sup>	Rural	Intercity 5311(f)	Job Access <sup>2</sup> 5316	State	Total	% of Budget	
1. ARTS	\$2,916,712		\$321,135			\$32,764	\$353,899	12%	\$88,276
2. WHCA	\$3,087,930		\$72,702		\$144,222	\$10,156	\$227,080	7%	\$82,600
2. Downeast	\$1,695,118		\$321,647		\$65,880	\$15,869	\$403,396	24%	
2. West's	\$493,900		\$46,773	\$55,000		\$5,713	\$107,486	22%	
3. Penquis	\$7,092,507		\$259,457			\$35,361	\$294,818	4%	\$112,421
3. City of Bangor	\$2,175,213	\$488,064			\$45,000	\$45,358	\$578,422	27%	
3. Cyr Bus	\$413,850			\$234,800			\$234,800	57%	
4. KVCAP	\$6,102,913		\$341,379			\$42,102	\$383,481	6%	\$105,643
5. Coastal Trans	\$2,206,596		\$184,648			\$15,667	\$200,315	9%	\$52,913
5. WCAP	\$1,790,222		\$104,324			\$14,574	\$118,898	7%	\$35,046
5. City of Bath	\$101,957		\$44,338			\$6,194	\$50,532	50%	
6. RTP	\$5,543,030	\$170,975	\$181,099			\$32,425	\$384,499	7%	\$83,871
6. METRO	\$6,177,156	\$1,403,248				\$84,679	\$1,487,927	24%	
6. South Portland	\$1,221,873	\$159,000				\$10,114	\$169,114	14%	
6. CBTD	\$5,332,500	\$415,156	\$183,275			\$45,052	\$643,483	12%	
7. WMTS	\$4,950,562	\$250,000	\$637,072			\$40,752	\$927,824	19%	\$120,808
7. LATC	\$1,080,885	\$369,837				\$48,439	\$418,276	39%	
7. Community Con.	\$7,520,283							0%	
8. YCCAC	\$6,642,362	\$205,380	\$584,625		\$421,671	\$41,237	\$1,252,913	19%	\$80,651
9. ShuttleBus	\$1,411,181	\$159,455	\$161,750	\$77,000		\$9,622	\$407,827	29%	
<b>Total</b>	<b>\$67,956,750</b>	<b>\$3,621,115</b>	<b>\$3,444,224</b>	<b>\$366,800</b>	<b>\$676,773</b>	<b>\$536,078</b>	<b>\$8,644,990</b>		

<sup>1</sup> Plus \$622,165 in capital projects (City of Bangor \$360,000; South Portland \$8,595; WMTS \$50,000; LATC \$203,570) and \$50 in planning projects (RTP \$5,000; AVCOG \$45,000)

<sup>2</sup> Job Access and Reverse Commute

## **Development of the Locally Coordinated Plan**

**Solicitation of Input/Formation of Regional Plan Advisory Committees.** The Biennial Operations Plan meets the new requirements under the Federal SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) for the development of Locally Coordinated Plans for transit services. The locally coordinated plan must be one that:

- Identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes;
- Provides strategies for meeting those local needs; and
- Prioritizes transportation services for funding and implementation.

MaineDOT and the designated coordinated Regional Provider (Regional Provider) in each of the State's eight regions went to great lengths to solicit widespread input in the development of this locally coordinated plan. The response from social service agencies, providers of various services and the general public was excellent.

MaineDOT and the Regional Provider in each region developed an extensive mailing list of social service agencies, providers of services and the general public. MaineDOT then sent a letter on behalf of MaineDOT and the Regional Provider to everyone on the list, inviting them to participate in a series of discussions about transit services, needs, resources and opportunities. The letter stated that the discussion groups would be called the Regional Plan Advisory Committee (RPAC).

The letter explained that the purpose of the RPAC would be to:

- Gather meaningful public input into the planning process for transit in Maine;
- Identify opportunities to share transit services;
- List suggested improvements to the transit system;
- Present information to enhance access to the transit system in the State; and
- Gather public feedback on the MaineDOT Biennial Operations Plan.

In order to ensure maximum participation, the invitation stressed that the forum would be primarily for receiving public input. Moreover, the Regional Provider would provide a ride to the forums free of charge to anyone needing one.

Invitations, with background materials enclosed, were sent to one or more representatives of health and medical centers, public and private agencies dealing with one or more segments of the disabled population, Native American populations, state agencies, hospitals, nursing home and home health care agencies, planning agencies and interested citizens.

### **Regional RPAC Meetings**

A total of 10 RPAC meetings were held at various locations throughout the State. The meetings included:

- Welcome and introduction
- A Summary of transit services including existing coordination efforts

- A report from the Governor’s Coordinating Committee on State initiatives that were taken during the past two years in response to issues raised by the State’s RPACs
- A report on transit provider responses to the issues and recommendations raised by the RPAC two years ago
- An around-the-table summary of issues, concerns and opportunities not already addressed. This was the major focus of the meeting; MDOT staff and consultants used flip charts to record all comments.

The table that begins on the next page provides a summary of the top transit issues identified in each of the State’s eight regions.

## **Summary of Providers**

Pages 14-33 contain a summary of providers receiving Federal/State Department of Transportation funding support. FY 2009 data contained in these pages are estimates and should not be used for comparison purposes.

**Ranking of Major Issues by Region - 2008**  
(1 is most important; 2 is second-most important, etc.)

Issue	Ranking									
	Region 1 ARTS	Region 2 WHCA	Region 2 DTI	Region 3 Penquis	Region 4 KVCAP	Region 5 CTI	Region 5 WCAP	Region 6 RTP	Region 7 WMTS	Region 8 YCCAC
<b>Provider Education</b>										
Dispatcher knowledge of routes									6	
More training for staff						9				
More training for volunteers			9							
Security training				6						
<b>Community Education</b>										
Clearer bus schedules				4	1					
Clearinghouse for trips			1							
Information on available services	7	6	2, 6					9	3	3
Information to riders about their responsibilities		10								
Outreach/education to service providers				5						
Parent education for child riders							4			
Public attitudes/negative public perceptions			8							
<b>Additional Transportation</b>										
Children	2									
Disabled population	1									
Disabled person with an emergency								3		
Dialysis									5	6
Education	8		10							
Employment			4	2			8			
Expanded hours of operation				7	2				7	
Fixed routes		7				4				7
Hospital/medical facility discharges	4			3						
Last minute service								4		

**Ranking of Major Issues by Region - 2008**  
(1 is most important; 2 is second-most important, etc.)

Issue	Ranking									
	Region 1 ARTS	Region 2 WHCA	Region 2 DTI	Region 3 Penquis	Region 4 KVCAP	Region 5 CTI	Region 5 WCAP	Region 6 RTP	Region 7 WMTS	Region 8 YCCAC
Legal services		9								
Non-MaineCare population		4			5			7	2	1
Outside service area	6									
Prescription pick-up									10	
Regional connectivity		8								
Ridesharing		5								
Rural areas								1		5
Seniors							2			
Service center connections					8				1	
Underserved areas					6					
Youth						10				
<b>Service Improvements</b>										
Door to/through door assistance										9
Faster MaineCare reimbursement						7				
MaineCare bus pass coordination								10		
Materials for the visually impaired						6				
More volunteers	5					3	5			8
Municipal partnerships for fixed route								2		
On-time service								6		
Signs at bus stops			3							
Shorter ride notification requirement					4					
<b>Coordination and Planning</b>										
Coordination with medical community	3	1								
Coordination with social service providers		3				2	7, 10		8	
Coordination with other transit systems					3					

**Ranking of Major Issues by Region - 2008**  
(1 is most important; 2 is second-most important, etc.)

Issue	Ranking									
	Region 1 ARTS	Region 2 WHCA	Region 2 DTI	Region 3 Penquis	Region 4 KVCAP	Region 5 CTI	Region 5 WCAP	Region 6 RTP	Region 7 WMTS	Region 8 YCCAC
MaineCare rule clarification					7, 9		6			
Unmet need documentation								5		
<b>Funding</b>										
Additional funding for transit			5	1		1			4	2, 4
MaineCare eligibility expansion									9	
MaineCare Friends and Family reimbursement						8	3, 9			
MaineCare, potential cuts			7							
MaineCare reimbursement rates		2					1	8		
<b>Miscellaneous</b>										
Transit-oriented development is needed						5				

## Region 1

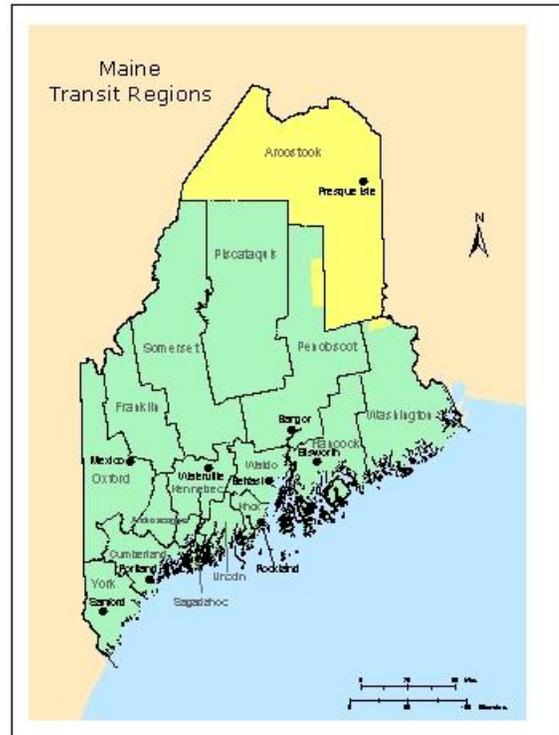
### **Aroostook Transportation System, Inc.**

*Dedicated Coordinated Regional Provider and Rural Transit Provider*

Daniel Donovan, Executive Director  
24 Houlton Road  
Presque Isle, Maine 04769  
Phone: 207-764-1290  
Email: [arts@ainop.com](mailto:arts@ainop.com)

**System Profile:** Aroostook Regional Transportation System, Inc. (ARTS) provides non-emergency public transportation to low income, elderly and disabled people as well as the general public in Aroostook County. ARTS serves all of Aroostook County, the Danforth area in Washington County and the Patten area in Penobscot County. The service area is over 6,600 square miles in size and has a population of approximately 74,225 (2000 Census). ARTS provides service from rural surrounding areas to the following

service centers: Caribou, Fort Kent, Houlton, Madawaska and Presque Isle. In addition, there are special runs for the Central Aroostook Association for Retarded Citizens, and Adult Multiple Alternative Center. ARTS also provides Alzheimers transportation two days per week to Caribou and two days per week to Presque Isle.



### **Projected FY 2009 System Data**

Revenues: \$2,916,712  
Ridership: 251,016  
Passenger Miles: 5,466,928  
Buses/Vans: 22

### **Projected FY 2009 Funding**

DOT: Federal/State: \$460,180  
Fares: \$45,000  
MaineCare: \$2,030,000  
DHHS: \$242,268  
Other: \$139,264  
Total: \$2,916,712



## Region 2

### Washington Hancock Community Agency

*Dedicated Coordinated Regional Provider and  
Rural Transit Provider*

Linda Belfiore, Transportation Director  
PO Box 299  
Ellsworth, Maine 04605  
Phone: 207-664-2424  
Email: [lbelfiore@whcacap.org](mailto:lbelfiore@whcacap.org)

**System Profile:** Washington Hancock Community Agency (WHCA) provides social service and general public transportation to all towns throughout Hancock and Washington Counties (excluding Danforth, but including Isle au Haut in Knox County) on a demand response basis. In addition, WHCA subcontracts with the Passamaquoddy Tribal Government at Pleasant Point to provide 5-day per week service from Eastport to Calais. This bus provides commuter service to the Beckett Center, a sheltered workshop. WHCA further subcontracts with the Passamaquoddy Tribal Government at Indian Township to operate one bus four times per week from Indian Township to Calais and for local transportation needs in the immediate Princeton area. WHCA also contracts with Downeast Transportation, Inc., to operate two routes transporting mentally challenged adults to and from Downeast Horizons in Bar Harbor.



### Projected FY 2009 System Data

Revenues: \$3,125,073  
Ridership: 194,699  
Passenger Miles: 7,453,454  
Buses/Vans: 9

### Projected FY 2009 Funding

DOT: Federal/State: \$37,143  
MaineCare: \$2,671,745  
DHHS: \$308,912  
Other: \$107,273  
Total: \$3,125,073



## Region 2

### Downeast Transportation, Inc

#### *Fixed Route Transit*

Paul Murphy, General Manager

194 Main Street

Ellsworth, ME 04605

Phone: 207-667-5796

Email: [info@exploreacadia.com](mailto:info@exploreacadia.com)

**System Profile:** Downeast Transportation (DTI) is a private, non-profit agency that operates regularly scheduled fixed route public bus service in Hancock County. Areas served include Ellsworth, all of Mount Desert Island, the Blue Hill peninsula including Brooklin, Sedgwick, Deer Isle and Stonington, the coastal towns of Hancock, Sullivan, Gouldsboro and Winter Harbor in eastern Hancock County, and the Town of Bucksport in western Hancock County. DTI's services include:

- Six county routes,
- Four Mount Desert routes,
- Several routes to Bangor,
- Three Jackson Lab commuter runs,
- Two Downeast Horizon sheltered workshop routes, and
- Seven day per week seasonal service in and around Acadia National Park through the Island Explorer Shuttle Service.

#### **Projected FY 2009 System Data**

Revenues: \$1,695,118

Ridership: 479,112

Vehicle Miles: 627,627

Buses/Vans: 48

#### **Projected FY 2009 Funding**

DOT: Federal/State: \$451,890

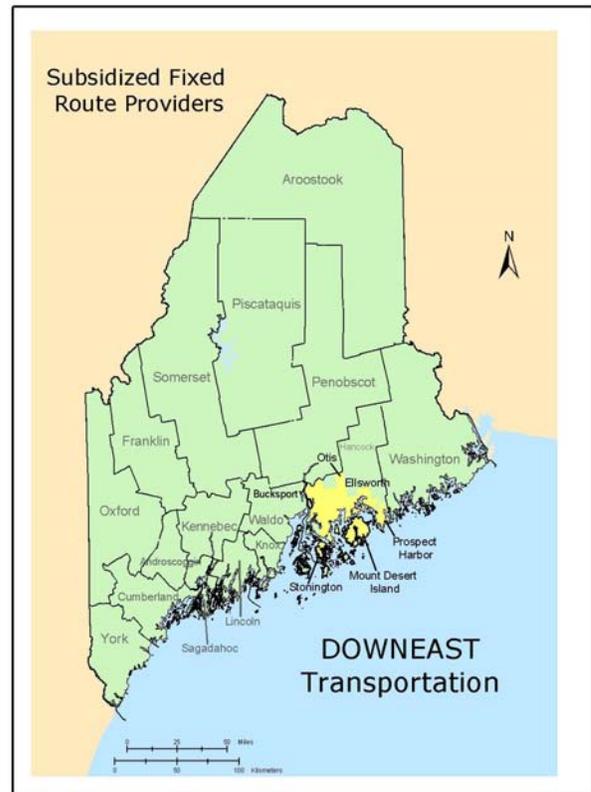
Fares: \$149,253

Local: \$73,275

Acadia National Park: \$619,000

Other: \$401,700

Total: \$1,695,118



## Region 2

### West's Transportation

#### *Fixed Route Transit*

Emory West, Manager

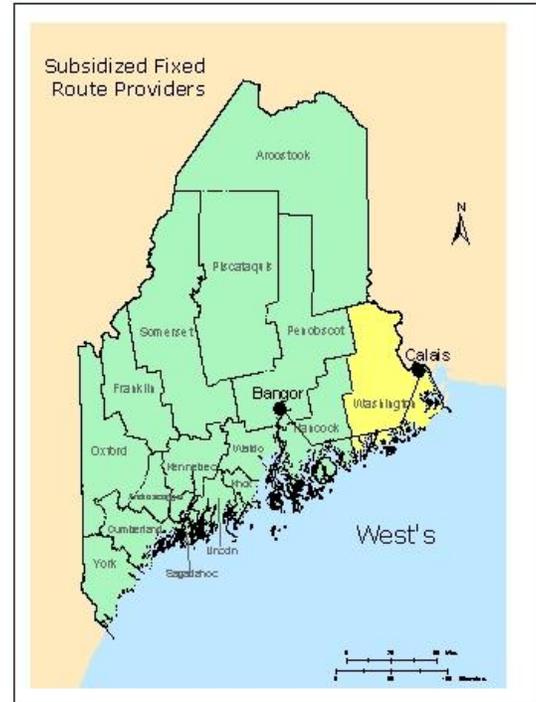
PO Box 82

Milbridge, Maine 04658

Phone: 207-546-2823; 1-800-596-2823

Email: westbus@midmaine.com

**System Profile:** West's Transportation is a private transportation provider that provides two subsidized fixed-route public transportation services to communities within Washington County and Hancock County. The Calais to Bangor Intercity service operates daily between Calais and Bangor and includes stops at a number of locations within Washington and Hancock Counties. The Washington County Service operates Mondays through Wednesdays and provides transportation service to a number of communities in Washington County and eastern portions of Hancock County. Additionally, West's provides transportation services for several social service programs, MaineCare and two federally funded migrant worker programs.



#### **Projected FY 2009 System Data**

Revenues: \$493,900

Ridership: 49,000

Vehicle Miles: 217,000

Passenger Miles: 400,000

Bus/Vans: 5

#### **Projected FY 2009 Funding**

DOT: Federal/State: \$107,000

Fares: \$62,000

Local: \$25,900

MaineCare: \$250,000

Other: \$49,000

Total: \$493,900



### Region 3

## The Lynx – Penquis Transportation Program

*Dedicated Coordinated Regional Provider and Rural Transit Provider*

Marcia Larkin, Transportation Director  
262 Harlow Street  
Bangor, Maine 04401  
Phone: 207-973-3691  
Email: info@penquis.org

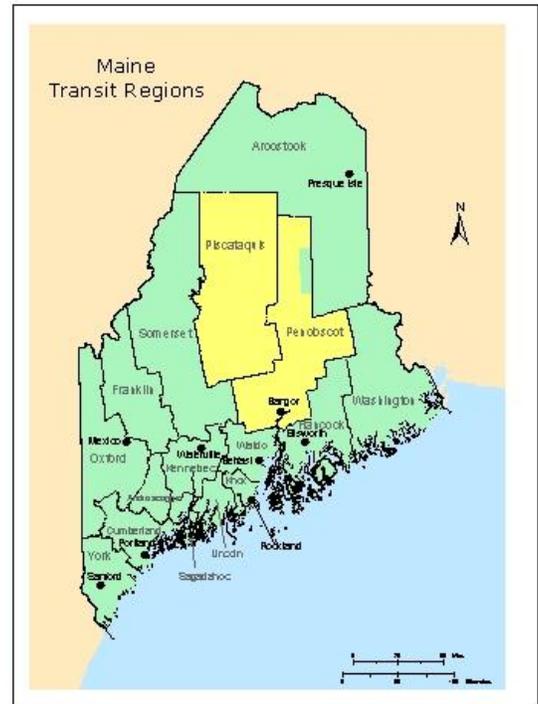
**System Profile:** The Penquis Transportation Service Center has been in business since 1984, serving residents of Penobscot and Piscataquis Counties. Operating within the Community Support Department, The LYNX provides door-to-door public and social service transportation in agency vehicles. MaineCare-covered and other social service transportation is also offered in private vehicles with volunteer drivers. As the designated Regional Provider of rural public transportation in this two-county area, Penquis offers public transportation in most rural towns one if not more days per week, by appointment, Monday through Friday. Other services include:

• DHHS low income transportation – for groceries and medical appointments

• Transportation Assistance Program for low income people with a major mental health diagnosis

• Bus Pass program for MaineCare-eligible persons within ¾ mile of Bat Community Connector (serving Bangor, Brewer, Orono, Old Town, Hampden, Veazie)

• Local shuttles in Millinocket and Newport



### Projected FY 2009 System Data

Revenues: \$7,092,507

Ridership: 445,661

Passenger Miles: 11,252,020

Buses/Vans: 14

### Projected FY 2009 Funding

DOT: Federal/State: \$271,231

MaineCare: \$6,013,114

DHHS: \$434,315

Other: \$373,847

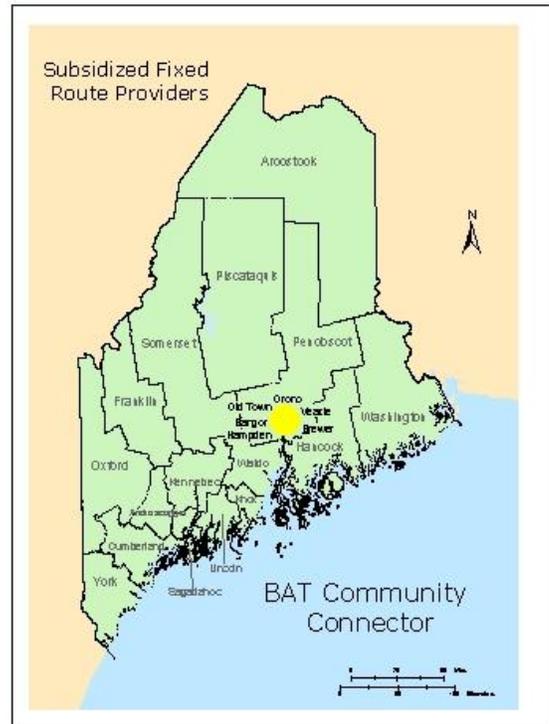
Total: \$7,092,507



**Region 3**  
**BAT Community Connector – Bangor**  
*Fixed Route Transit*

Joseph McNeil, Manager  
 481 Maine Avenue  
 Bangor, Maine 04401  
 Phone: 207-992-4670  
 Email: bat@bangormaine.gov

**System Profile:** The City of Bangor owns and operates the public transportation system, commonly known as BAT Community Connector. BAT Community Connector serves Bangor, Brewer, Hampden, Veazie, Orono, and Old Town, as well as the University of Maine at Orono. The City of Bangor provides service to the other communities on a contractual basis. Public transportation is provided six days a week to the communities, with the exception of Hampden which runs Monday through Friday. BAT Community Connector services an urbanized area with a population of 65,807.



Funding is provided through farebox receipts, local government funds, advertising and funds from the Federal Transit Administration and MaineDOT. Policy structure is provided by the Bangor Area Comprehensive Transportation Study (BACTS), whose members serve the elected officials of the participating communities. Since 2006, all of BAT’s diesel vehicles operate on a fuel that includes a biodiesel component of 20%.

**Projected FY 2009 System Data**

Revenues: \$2,175,213  
 Ridership: 892,572  
 Vehicle Miles: 571,570  
 Buses/Vans: 18

**Projected FY 2009 Funding**

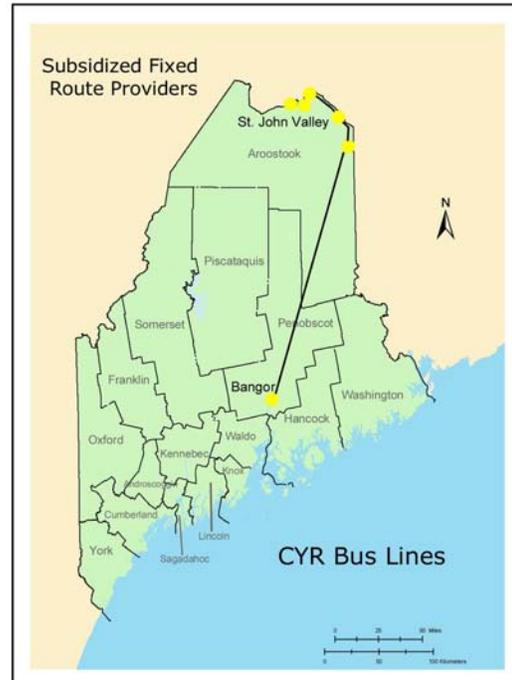
DOT: Federal/State: \$795,476  
 Fares: \$582,674  
 Local: \$742,063  
 Advertising: \$55,000  
 Total: \$2,175,213



**Region 3**  
**Cyr Bus Line**  
*Fixed Route Transit*

Joseph Cyr  
153 Gilman Falls Avenue  
Old Town, ME 04468  
Phone: 207-827-2335  
Email: info@cyrbustours.com

**System Profile:** The Cyr Bus Line, owned by John Cyr & Sons, Inc., is a privately owned bus company headquartered on Gilman Falls Avenue in Old Town, Maine. The company provides a range of services throughout the northern part of the State, including a fixed route, scheduled service which operates between Bangor and Fort Kent. Scheduled service includes one round trip daily between the two communities, 365 days per year. The Bangor/Fort Kent route provides connections to Greyhound at the Bangor Bus Terminal and Concord Trailways at the Trailways Transportation Center in Bangor



**Projected FY 2009 System Data**

Revenues: \$345,000  
Ridership: 8,806  
Vehicle Miles: 198,925  
Buses: 1

**Projected FY 2009 Funding**

DOT: Federal/State: \$60,000  
Fares: \$345,000  
Freight: \$8,850  
Total: \$413,850

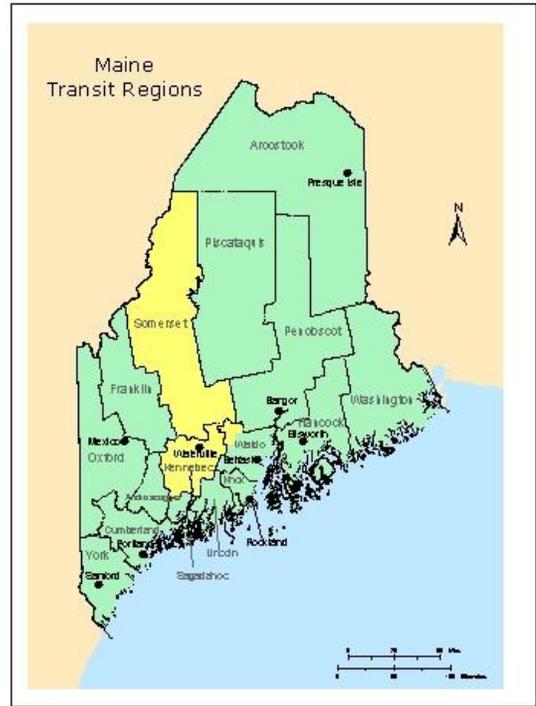


**Region 4  
Kennebec Valley Community Action  
Program**

*Dedicated Coordinated Regional Provider and  
Rural Transit Provider/Fixed Route Transit*

James C. Wood, Transportation Director  
97 Water Street  
Waterville, Maine 04901  
Phone: 207-859-1564  
Email: jimw@kvcap.org

**System Profile:** The Kennebec Valley Community Action Program (KVCAP) is a non-profit organization which provides a broad array of social services to citizens in Kennebec and Somerset Counties. Transportation services constitute an important component of the social services system. KVCAP provides door-to-door van and volunteer driver transportation primarily to passengers who are eligible under specific social service agency guidelines. This includes disabled, elderly and low income clients throughout Kennebec and Somerset Counties. KVCAP also operates fixed route transit systems (KV Transit) in the greater Augusta and Waterville areas.



**Projected FY 2009 System Data**

	<b>KV Van</b>	<b>KV Transit</b>
Revenues	\$5,619,633	\$491,508
Ridership	335,652	72,000
Miles	8,687,397	84,700

**Projected FY 2009 Funding**

**KV Van**

DOT: Federal/State: \$0  
MaineCare: \$5,106,325  
DHHS: \$425,201  
Other: \$91,879  
Total: \$5,623,405

**KV Transit**

DOT: Federal/State: \$343,481  
Fares: \$30,000  
Local: \$106,027  
Total: \$479,508



## Region 5

### Coastal Trans, Inc.

*Dedicated Coordinated Regional Provider and Rural Transit Provider*

Lee Karker, Executive Director  
46 Summer Street  
Rockland, Maine 04841  
Phone: 207-596-6477  
Email: lkarker@mchinc.org

**System Profile:** Coastal Trans, Inc (CTI) is a non-profit corporation that provides non-emergency, demand response service to the residents of Knox, Lincoln, and Sagadahoc Counties, as well as Brunswick and Harpswell in Cumberland County. CTI's mission is to meet the non-emergency transportation needs of the elderly, disabled, low income and general population of its service area. The major part of CTI's service is medical transportation, much of which is paid for through MaineCare. The second largest part is social service transportation, transporting the customers of social service agencies to locations where they receive services. CTI operates dispatch offices in Rockland and Brunswick, and provides transportation on agency vans driven by employees and in the vehicles of volunteer drivers who are reimbursed for their mileage.



### Projected FY 2009 System Data

Revenues: \$2,207,000  
Ridership: 129,450  
Passenger Miles: 3,773,017  
Buses/Vans: 18

### Projected FY 2009 Funding

DOT: Federal/State: \$189,465  
MaineCare: \$1,602,638  
DHHS: \$111,107  
Fares/Other: \$107,832  
Local: \$51,104  
Other: \$144,854  
Total: \$2,207,000



**Region 5**  
**Waldo Community Action Partners**  
*Rural Transit Provider*

Edward J. Murphy, Transportation Director  
Transportation Program  
PO Box 130  
Belfast, Maine 04915  
Phone: 207-338-4769  
Email: emurphy@waldocap.org

**System Profile:** Waldo Community Action Partners (WCAP) is a private, non-profit corporation that operates Waldo County Transportation. Waldo County Transportation provides non-emergency public transportation to low income, elderly and disabled people in Waldo County as well as the general public. Service is provided to Waldo County communities on an average of at least twice a week either by bus, van or volunteer driver. Some communities are provided service five days a week on a regular basis. Most of Waldo County Transportation's services are oriented to Belfast, but regularly scheduled trips are also made to Bangor, Rockland, Augusta and Waterville. Waldo County Transportation also operates the Belfast Shopper which serves in-town Belfast three days per week.



**Projected FY 2009 System Data**

Revenues: \$1,790,222  
Ridership: 81,400  
Passenger Miles: 1,775,794  
Buses/Vans: 12

**Projected FY 2009 Funding**

DOT: Federal/State: \$210,951  
MaineCare: \$1,231,258  
DHHS: \$71,638  
Fares: \$14,500  
Local: \$37,300  
Other: \$224,578  
Total: \$1,790,225





## Region 6

### Regional Transportation Program (RTP)

*Dedicated Coordinated Regional Provider and Rural Transit Provider*

Sara Trafton, Executive Director  
127 St. John Street  
Portland, Maine 04102-3072  
Phone: 207-774-2666  
Email: [trafton@rtprides.org](mailto:trafton@rtprides.org)

**System Profile:** The Regional Transportation Program, Inc. (RTP) is a non-profit human service agency whose mission is to enable individuals with diverse transportation needs to enjoy full access to their communities by providing effective and efficient community based transportation services in a safe, reliable and environmentally responsible manner. RTP provides mass transit services to the general public. It also delivers non-emergency medical transportation for MaineCare clients, shopping opportunities for seniors, job transportation for clients of human service agencies and mobility options for persons with disabilities. RTP utilizes “paratransit” as its transportation model for service delivery. The agency serves all of Cumberland County, both rural and urbanized areas, including Portland, South Portland and Westbrook. In these three municipalities it operates the ADA complimentary paratransit system parallel with the two fixed route services - Greater Portland Transit District (METRO) and the South Portland Bus Service. RTP also operates a successful MaineCare bus pass program.



### Projected FY 2009 System Data

Revenues: \$5,543,030  
Ridership: 296,159  
Passenger Miles: 5,147,271  
Buses/Vans: 34

### Projected FY 2009 Funding

DOT: Federal/State: \$452,778  
MaineCare: 4,055,780  
DHHS: \$499,220  
Fares/other: \$82,000  
Local: \$24,252  
Other: \$429,000  
Total: \$5,543,030

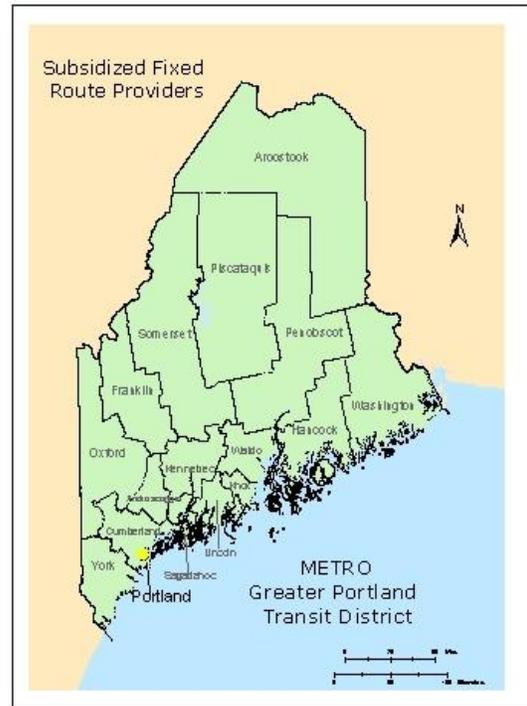


**Region 6**  
**Greater Portland Transit District**  
**(METRO)**

*Fixed Route Transit*

David Redlefsen, General Manager  
114 Valley Street  
Portland, Maine 04102  
Phone: 207-774-0351  
Email: dredlef@gpmetrobus.com

**System Profile:** The Greater Portland Transit District (METRO) is a quasi-municipal corporation that operates public fixed route transit service within the greater Portland urbanized area, including Portland, Westbrook, Falmouth Rt. 1, Falmouth Crossing and the Maine Mall area of South Portland. METRO operates eight major routes, and one limited service route during the summer and fall months. Most bus routes converge at the METRO Pulse located at 21 Elm Street Garage (Elm and Congress Streets).



**Projected FY 2009 System Data**

Revenues: \$6,117,156  
Ridership: 1,516,860  
Vehicle Miles: 861,000  
Buses/Vans: 27

**Projected FY 2009 Funding**

DOT: Federal/State: \$1,778,991  
Fares: \$1,423,349  
Local: \$2,759,292  
Other: \$215,524  
Total: \$6,117,156

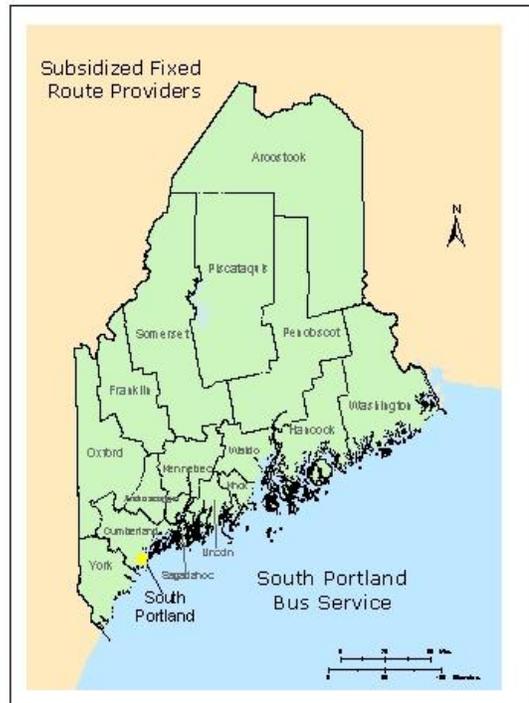


**Region 6**  
**South Portland Bus Service**  
*Fixed Route Transit*

Thomas Meyers, Transportation Director  
46 O’Neil Street  
South Portland, Maine 04106  
Phone: 207-767-5556  
Email: tmeyers@southportland.org

**System Profile:** The South Portland Bus Service, which is owned and operated by the City of South Portland, provides fixed-route transit service to the City of South Portland and includes stops in downtown Portland and the Maine Mall area of Scarborough. There are three urban area routes:

- Willard Square – service six days per week
- Cross Town – service five days per week
- Maine Mall – service six days per week



The South Portland Bus Service owns and operates a fleet of seven transit buses, all of which are wheelchair lift equipped.

**Projected FY 2009 System Data**

Revenues: \$1,221,873  
Ridership: 209,300  
Vehicle Miles: 214,500  
Buses: 7

**Projected FY 2009 Funding**

DOT: Federal/State: \$172,997  
Fares: \$198,560  
Advertising: \$22,916  
Municipal: \$827,400  
Total: \$1,221,873



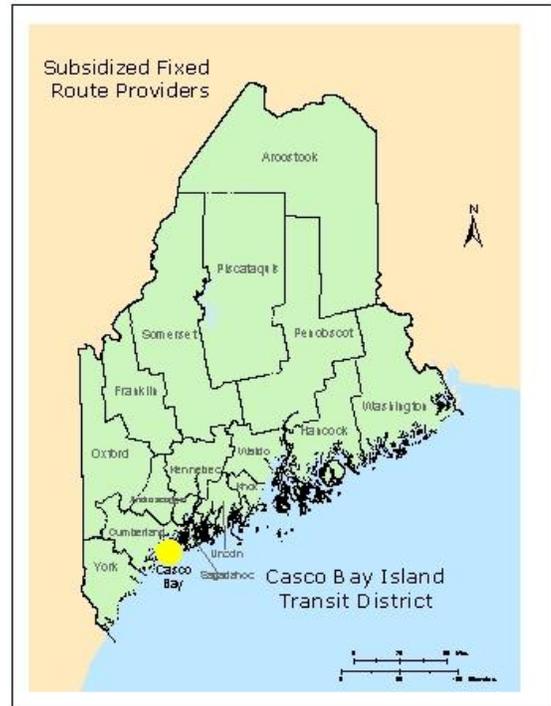
## Region 6

### Casco Bay Island Transit District

#### *Fixed Route Transit*

Nick Mavadones, Acting General Manager  
PO Box 4656  
Portland, Maine 04112  
Phone: 207-774-7871  
Email: [information@cascobaylines.com](mailto:information@cascobaylines.com)

**System Profile:** The Casco Bay Island Transit District (CBITD) is a quasi-municipal, non-profit corporation established to provide public ferry service to six Casco Bay islands. CBITD is governed by a Board of Directors elected by island residents. Four islands served are within the City of Portland – Peaks, Little Diamond, Great Diamond and Cliff. Two other islands served are separate towns – the Town of Long Island and the Town of Chebeague Island. CBITD is the “lifeline” for the residents of the islands, providing freight and vehicle transport in addition to passenger service. The service operates 365 days per year.



CBITD also carries the U.S. mail and transports school children to and from Portland. Incidental tour and cruise service is offered during the spring, summer and fall seasons. Charter service is available all year.

#### **Projected FY 2009 System Data**

Revenues: \$5,332,500  
Ridership: 884,913  
Vehicle Miles: 67,622  
Vessels: 5

#### **Projected FY 2009 Funding**

DOT: Federal/State: \$893,088  
Fares/Freight: \$3,628,500  
Tours, Charters: \$740,500  
Other: \$70,412  
Total: \$5,332,500



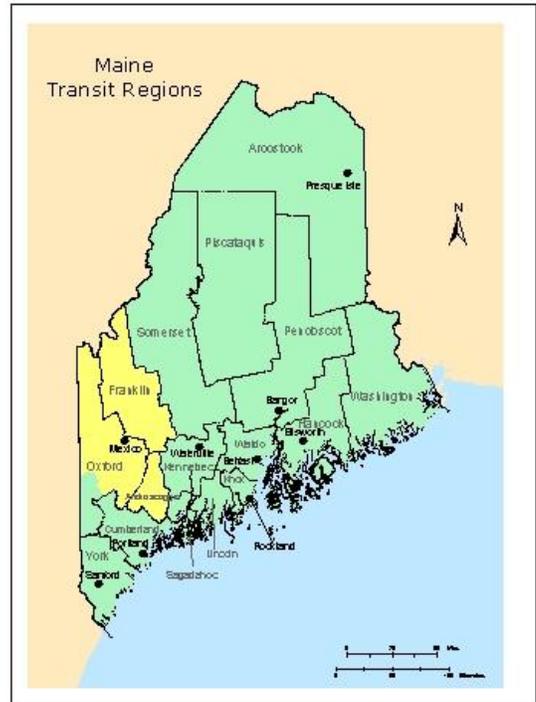
**Region 7**

**Western Maine Transportation Services, Inc.**

*Dedicated Coordinated Regional Provider and Rural Transit Provider*

Patrick R. Christian, General Manager  
 76 Merrow Road  
 Auburn, Maine 04210  
 Phone: 207-333-6972 or 800-393-9335  
 Email: info@westernmainetrans.org

**System Profile:** The mission of Western Maine Transportation Services (WMTS) is to serve people of all ages in Androscoggin, Oxford, and Franklin Counties by providing a variety of transportation options that will enable individuals to access health care, social services and other activities while living in their communities. WMTS helps individuals maintain their independence by providing public transportation, regular bus routes, individual and group transportation services, door-to-door, special assistance, and cost-free transportation for Medicaid/MaineCare and other eligible programs and individuals. WMTS also provides fixed route and ADA service in the Lewiston-Auburn area for the Lewiston- Auburn Transit Committee, and seasonal fixed route services in the Bethel-Newry area and in Carrabassett Valley.



**Projected FY 2009 System Data**

(For Lewiston-Auburn fixed route see next page)

	<b>Demand Response</b>	<b>Seasonal Fixed Rt</b>
Revenues	\$4,327,000	\$623,562
Ridership	200,028	180,328
Passenger miles	4,124,259	272,824
Vehicle miles	603,733	154,100

Buses/Vans: 42

**Projected FY 2009 Funding**

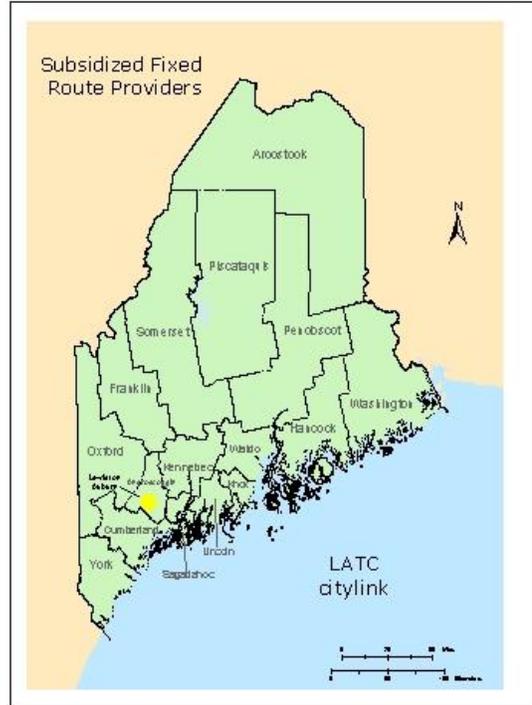
	<b>Demand Response</b>	<b>Seasonal Fixed Rt</b>
Federal/State	\$653,000	\$244,932
Farebox	\$39,000	N/A
MaineCare	\$2,981,000	N/A
DHHS	\$322,000	N/A
Local	\$74,000	\$378,630
Other	\$258,000	N/A
<b>Total</b>	<b>\$4,327,000</b>	<b>\$623,562</b>



**Region 7**  
**Lewiston-Auburn Transit Committee**  
*Fixed Route Transit*

Marsha Bennett, Transit Coordinator  
125 Manley Road  
Auburn, Maine 04210  
Phone: 207-783-9186  
Email: mbennett@avcog.org

**System Profile:** The Lewiston-Auburn Transit Committee (LATC) is a quasi-municipal agency providing a public bus system, citylink, serving the Lewiston/Auburn area. It is staffed by the Androscoggin Valley Council of Governments. LATC contracts with a transit operator (WMTS) for the operation and maintenance of its public transportation system. LATC provides the buses, radios, fareboxes, bus stop signs, and shelters. LATC is responsible for overseeing system marketing, setting fares, planning and scheduling, and most other policy matters. WMTS is responsible for providing system operation and management, maintenance service and management, data collection and clerical support, marketing/public information support and assistance, bus operators, dispatchers, and maintenance personnel. Citylink operates Monday through Friday along nine routes originating from a two-hub system that is connected by a downtown shuttle route.



**Projected FY 2009 System Data**

Revenues: \$908,375  
Ridership: 242,476  
Vehicle Miles: 215,390  
Buses/Vans: 10

**Projected FY 2009 Funding**

DOT: Federal/State: \$510,689  
Fares: \$115,000  
Local: \$282,686  
Total: \$908,375



## Region 7

### Community Concepts, Inc.

*Rural Transit Provider*

Koriene Low, Transportation Manager

70 Main Street

Auburn, Maine 04210

Phone: 207-795-6073

Email: [klow@community-concepts.org](mailto:klow@community-concepts.org)

**System Profile:** Community Concepts Inc. (CCI) Transportation Department has been providing low-cost, door-to-door, demand response special needs transportation services since 1984. The mission of Community Concepts is "...to coordinate, collaborate, and to focus resources to help people in need build better opportunities for a better tomorrow." The agency has office locations in Auburn, South Paris, Rumford and Farmington. Transportation services are provided by volunteers, mini-vans, wheel-chair accessible vehicles, and family self-drive vehicles. Along with staff drivers, Community Concepts maintains 275-300 trained and certified volunteer drivers. Community Concepts provides services to over 50 organizations. In 2009, CCI received recognition from the Community Transportation Association of America as the 2009 Community Transportation System of the Year.



### Projected FY 2009 System Data

Revenues: \$7,520,283

Ridership: 388,000

Passenger Miles: 13,533,587

### Projected FY 2009 Funding

DOT: Federal/State: \$0

MaineCare: \$7,112,283

DHHS: \$408,000

Total: \$7,520,283



**Region 8**

**York County Community Action Corporation**

*Dedicated Coordinated Regional Provider and Rural Transit Provider (also urban: Portsmouth and Portland urban areas)*

Connie Garber, Transportation Director  
 PO Box 72, 6 Spruce Street  
 Sanford, Maine 04073  
 Phone: 207-324-5762  
 Email: cgarber@yccac.org



**System Profile:** The York County Community Action Corporation (YCCAC) is a non-profit corporation that provides rural transportation services to all of York County. YCCAC’s Transportation Program serves people of all ages by providing a variety of transportation options that enable individuals to access health care, social services, shopping, work, education and other activities in their communities and throughout the region.

Transportation services are provided using fixed-route deviation, demand-response, volunteer drivers and subcontracts with taxicabs and common carriers. Types of service provided include: paratransit services, subscription job access, free transportation for Medicaid/MaineCare and other eligible programs and individuals.

YCCAC Transportation Program also operates the Shoreline Explorer, a seasonal service in the Towns of York, Ogunquit, Wells, Kennebunk and Kennebunkport, with a year-round route operating between Sanford and Wells.

**Projected FY 2009 System Data**

	<b>Demand Response</b>	<b>Sanford Transit Shoreline Explorer</b>
Revenues	\$6,226,908	\$591,368
Ridership	330,062	84,439
Passenger miles	6,705,336	-
Vehicle miles	-	253,989

Buses/Vans: 39; Trolleys: 10

**Projected FY 2009 Funding**

DOT: Federal/State: \$1,615,082  
 MaineCare: \$3,947,172  
 DHHS: \$416,423  
 Fares: \$45,258  
 Local: \$261,659  
 Other: \$356,768  
 Total: \$6,642,362



**Region 8**  
**Biddeford-Saco-Old Orchard Beach**  
**Transit Committee d/b/a**  
**ShuttleBus and ZOOM Turnpike Express**  
*Fixed-Route Transit*

Edward Clifford, Executive Director  
 13 Pomerleau Street  
 Biddeford, Maine 04005  
 Phone: 207-282-5408  
 Email: [zoom@gwi.net](mailto:zoom@gwi.net)  
[www.shuttlebus-zoom.com](http://www.shuttlebus-zoom.com)

**System Profile:** The Biddeford-Saco-Old Orchard Beach Transit Committee, doing business as ShuttleBus, is a quasi-municipal agency that originated through a local agreement between the communities of Biddeford, Saco and Old Orchard Beach (Tri-Towns) in 1978. ShuttleBus operates five fixed-route transit systems serving several communities:

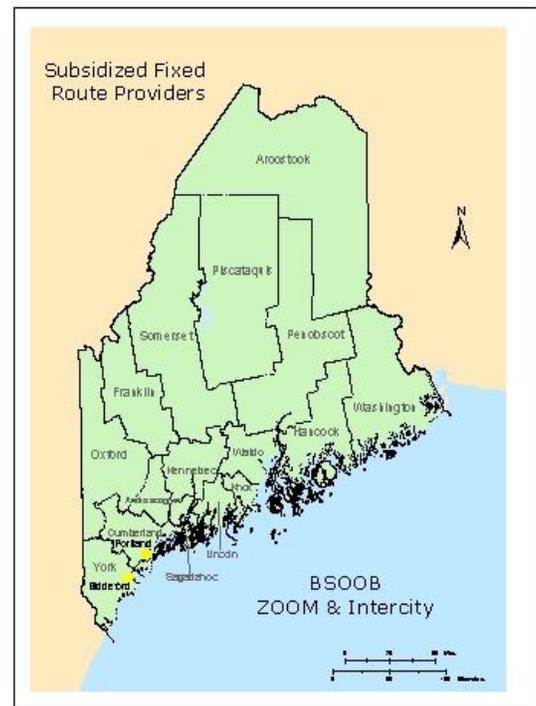
- The Tri-Town **Local Route** is a 7 day/week, two-bus system that operates along the main arteries of Biddeford, Saco and Old Orchard Beach.
- The **Intercity** service, or “Portland” bus, runs daily from Biddeford to Portland with stops in Saco, Old Orchard Beach, Pine Point, Scarborough and the Maine Mall.
- The **Nor’easter Express** operates between the University of New England’s Hill Beach campus and downtown Biddeford/Saco.
- The **Zoom Turnpike Express** travels from Park & Ride lots in Biddeford and Saco, via the Maine Turnpike, to Congress Street and the University of Southern Maine.
- The **trolley service** runs between Old Orchard Beach and Pine Point in the summer months.

**Projected FY 2009 System Data**

Revenues: \$1,411,181  
 Ridership: 158,000  
 Vehicle Miles: 353,566  
 Buses/Vans: 14

**Projected FY 2009 Funding**

DOT: Federal/State: \$489,235  
 Fares: \$283,500  
 Local: \$192,000  
 Other: \$446,446  
 Total: \$1,411,181



## Maine Transit Providers Annual Report, FY 2007 and FY 2008

<b>Rural Transit Provider:</b>	<b>ARTS</b>	<b>ARTS</b>	<b>BAT</b>	<b>BAT</b>	<b>BATH</b>	<b>BATH</b>	<b>CBITD</b>	<b>CBITD</b>	<b>CTI</b>	<b>CTI</b>	<b>CYR</b>	<b>CYR</b>
Number of Counties with service	3	3	1	1	1	1	1	1	4	4	2	2
<b>Type of Service Operated</b>												
Fixed Route			X	X	X	X	X	X	X	X	X	X
Deviated Fixed Route												
Demand Response	X	X							X	X		
Subscription												
Vanpool												
Other												
<b>Service Area</b>												
Municipal	X	X	X	X	X	X	X	X				
County									X	X		
Multi-County	X	X									X	X
	#	2007	2008	#	2007	2008	#	2007	2008	#	2007	2008
<b>Volunteer Resources</b>												
Volunteer Drivers	#	0	19	#	0	0	#	0	0	#	19	27
Personal Vehicles in Service	#	0	19	#	0	0	#	0	0	#	19	27
<b>Vehicles</b>												
Number of Active Vehicles in Fleet	#	22	22	#	17	17	#	2	2	#	22	25
Number of Inactive Vehicles in Fleet	#	0	1	#	1	1	#	1	1	#	0	0
Number of ADA Accessible Vehicles	#	20	21	#	17	17	#	3	3	#	9	13
<b>Annual Operating Expenses</b>												
Annual Transit Operating Expenses	#	\$0	\$0	#	\$1,795,253	\$2,076,619	#	\$85,737	\$99,407	#	\$3,077,613	\$3,693,009
Annual Social Svs. Operating Exps.	#	\$1,810,027	\$2,102,672	#	\$0	\$0	#	\$0	\$0	#	\$851,674	\$1,145,370
<b>Annual Admin. Expenses</b>												
Annual Transit Administrative Expenses	#	\$0	\$0	#	\$0	\$0	#	\$10,999	\$9,699	#	\$1,516,497	\$1,434,465
Annual Social Services Admin. Exps.	#	\$507,496	\$544,129	#	\$0	\$0	#	\$0	\$0	#	\$547,658	\$644,276
<b>Annual Operating Revenues</b>												
Fare Revenues	#	\$39,337	\$32,777	#	\$536,743	\$658,533	#	\$7,021	\$8,446	#	\$1,744,911	\$2,005,668
Transit Contract Revenues	#	\$0	\$0	#	\$0	\$0	#	\$0	\$0	#	\$91,700	\$90,832
Social Service Contract Revenues	#	\$1,629,601	\$2,099,775	#	\$0	\$0	#	\$0	\$0	#	\$0	\$0
FTA- Federal Operating Assistance	#	\$228,976	\$266,629	#	\$737,102	\$718,907	#	\$33,192	\$40,307	#	\$719,337	\$688,981
MDOT- State Operating Assistance	#	\$303,447	\$302,268	#	\$43,930	\$43,930	#	\$4,840	\$6,183	#	\$81,280	\$74,612
Local Operating Funds	#	\$131,825	\$147,765	#	\$439,750	\$586,907	#	\$29,441	\$35,524	#	\$1,857,833	\$1,981,141
Total Annual Operating Revenues	#	\$2,333,186	\$2,849,214	#	\$1,795,253	\$2,078,619	#	\$78,089	\$92,474	#	\$4,495,061	\$4,841,234
<b>FTA-Sources of Capital Funds</b>												
FTA-Federal Capital Assistance	#	\$381,062	\$136,556	#	\$30,825	\$23,018	#	\$0	\$0	#	\$345,177	\$35,958
MDOT- State Capital Assistance	#	\$47,632	\$8,593	#	\$0	\$0	#	\$0	\$0	#	\$163,221	\$23,129
Local Capital Funds	#	\$47,633	\$48,033	#	\$8,531	\$5,754	#	\$0	\$0	#	\$0	\$0
Total Capital Funds	#	\$476,327	\$193,182	#	\$39,356	\$28,772	#	\$0	\$0	#	\$508,398	\$59,087
<b>Annual Vehicle Miles</b>												
Annual Transit Miles	#	0	0	#	557,989	574,263	#	36,794	39,066	#	65,813	67,399
Annual Social Services Miles	#	572,421	540,959	#	0	0	#	0	0	#	1,996,331	3,124,837
Annual Vehicle Hours	#	20,065	21,097	#	41,499	43,271	#	0	0	#	13,777	14,115
<b>Annual Passenger Trips</b>												
Annual Transit Passenger Trips	#	0	0	#	782,310	814,643	#	11,777	11,297	#	888,866	884,913
Annual Social Services Passenger Trips	#	105,593	157,270	#	0	0	#	0	0	#	73,014	105,372
<b>Safety</b>												
Fatalities	#	0	0	#	1	0	#	0	0	#	0	0
Major Incidents	#	0	0	#	0	1	#	0	0	#	0	0
Major Injuries	#	0	0	#	0	0	#	0	0	#	0	0

## Maine Transit Providers Annual Report, FY 2007 and FY 2008

<b>Rural Transit Provider:</b>	<b>DTI</b>	<b>DTI</b>	<b>KVCAP</b>	<b>KVCAP</b>	<b>LATC</b>	<b>LATC</b>	<b>METRO</b>	<b>METRO</b>	<b>PENQUIS</b>	<b>PENQUIS</b>	<b>RTP RURAL</b>	<b>RTP RURAL</b>
Number of Counties with service	3	3	2	2	1	1	1	1	2	2	1	1
<b>Type of Service Operated</b>												
Fixed Route					X	X	X	X			X	X
Deviated Fixed Route	X	X	X	X								
Demand Response			X	X					X	X	X	X
Subscription	X	X										
Vanpool												
Other												
<b>Service Area</b>												
Municipal					X	X	X	X				
County			X	X							X	X
Multi-County	X	X							X	X		
	<b>2007</b>	<b>2008</b>	<b>2007</b>	<b>2008</b>	<b>2007</b>	<b>2008</b>	<b>2007</b>	<b>2008</b>	<b>2007</b>	<b>2008</b>	<b>2007</b>	<b>2008</b>
<b>Volunteer Resources</b>												
Volunteer Drivers	0	0	115	120	0	0	0	0	89	97	11	10
Personal Vehicles in Service	0	0	115	120	0	0	0	0	89	97	0	0
<b>Vehicles</b>												
Number of Active Vehicles in Fleet	39	45	32	31	10	10	28	27	15	14	14	14
Number of Inactive Vehicles in Fleet	1	3	0	1	0	0	1	2	0	0	0	0
Number of ADA Accessible Vehicles	36	41	22	19	10	10	29	29	15	14	14	14
<b>Annual Operating Expenses</b>												
Annual Transit Operating Expenses	\$935,883	\$1,163,644	\$163,737	\$204,666	\$889,094	\$931,466	\$4,688,705	\$5,023,962	\$57,572	\$72,527	\$0	\$0
Annual Social Svs. Operating Exps.	\$0	\$0	\$884,991	\$905,585	\$0	\$0	\$0	\$0	\$3,643,682	\$4,572,080	\$672,620	\$813,480
<b>Annual Admin. Expenses</b>												
Annual Transit Administrative Expenses	\$662,661	\$525,283	\$208,296	\$240,524	\$21,549	\$21,333	\$701,777	\$785,910	\$8,171	\$9,078	\$0	\$0
Annual Social Services Admin. Exps.	\$0	\$0	\$3,759,507	\$4,428,426	\$0	\$0	\$0	\$0	\$606,138	\$995,185	\$198,841	\$214,591
<b>Annual Operating Revenues</b>												
Fare Revenues	\$118,710	\$127,984	\$28,561	\$24,386	\$137,902	\$135,560	\$1,334,130	\$1,418,225	\$3,226	\$2,527	\$12,847	\$12,933
Transit Contract Revenues	\$33,000	\$36,636	\$0	\$0	\$0	\$0	\$253,946	\$244,645	\$0	\$0	\$0	\$0
Social Service Contract Revenues	\$0	\$0	\$4,723,774	\$5,399,387	\$0	\$0	\$0	\$0	\$4,318,575	\$6,117,109	\$660,574	\$764,856
FTA- Federal Operating Assistance	\$608,882	\$360,199	\$66,949	\$91,095	\$464,698	\$502,483	\$1,204,020	\$1,457,000	\$201,669	\$235,870	\$103,208	\$141,148
MDOT- State Operating Assistance	\$15,521	\$15,482	\$18,124	\$13,052	\$55,921	\$52,491	\$115,162	\$122,656	\$48,245	\$35,361	\$19,928	\$18,082
Local Operating Funds	\$873,707	\$1,031,443	\$68,227	\$58,667	\$257,325	\$265,420	\$2,523,457	\$2,650,107	\$24,000	\$24,000	\$0	\$0
Total Annual Operating Revenues	\$1,649,820	\$1,571,744	\$4,905,635	\$5,586,587	\$915,846	\$955,954	\$5,430,715	\$5,892,633	\$4,595,715	\$6,414,867	\$796,557	\$937,019
<b>FTA-Sources of Capital Funds</b>												
FTA-Federal Capital Assistance	\$0	\$0	\$111,387	\$40,208	\$170,568	\$85,060	\$1,017,653	\$205,355	\$0	\$323,132	\$70,547	\$51,204
MDOT- State Capital Assistance	\$0	\$0	\$13,924	\$5,026	\$21,321	\$10,633	\$29,700	\$0	\$0	\$40,391	\$14,456	\$5,018
Local Capital Funds	\$10,390	\$10,390	\$13,924	\$5,026	\$21,321	\$10,633	\$30,000	\$40,600	\$0	\$40,391	\$3,856	\$11,902
Total Capital Funds	\$10,390	\$10,390	\$139,234	\$50,260	\$213,210	\$106,326	\$1,077,353	\$245,955	\$0	\$403,914	\$88,859	\$68,124
<b>Annual Vehicle Miles</b>												
Annual Transit Miles	455,505	343,700	94,087	83,156	217,228	212,708	854,760	861,444	26,103	26,769	40,800	40,800
Annual Social Services Miles	0	0	462,000	415,848	0	0	0	0	7,293,531	9,466,194	233,856	227,056
Annual Vehicle Hours	31,136	37,714	7,456	7,194	15,748	15,810	68,875	69,925	15,767	16,434	0	0
<b>Annual Passenger Trips</b>												
Annual Transit Passenger Trips	395,577	465,157	38,200	36,082	200,925	230,929	1,429,809	1,501,242	2,831	3,780	0	0
Annual Social Services Passenger Trips	0	0	307,459	345,311	12,039	8,149	0	0	249,307	359,745	29,209	29,266
<b>Safety</b>												
Fatalities	0	0	0	0	0	0	0	0	0	0	0	0
Major Incidents	0	0	0	0	1	0	0	0	0	0	0	0
Major Injuries	0	0	0	0	2	0	0	0	0	0	0	0

## Maine Transit Providers Annual Report, FY 2007 and FY 2008

<b>Rural Transit Provider:</b>	<b>RTP URBAN</b>	<b>RTP URBAN</b>	<b>SHUTTLEBUS</b>	<b>SHUTTLEBUS</b>	<b>SPBS</b>	<b>SPBS</b>	<b>WCAP</b>	<b>WCAP</b>	<b>WEST'S FIXED</b>	<b>WEST'S FIXED</b>
Number of Counties with service	1	1	2	2	1	1	1	1	2	2
<b>Type of Service Operated</b>										
Fixed Route	X	X	X	X	X	X			X	X
Deviated Fixed Route			X	X			X	X		
Demand Response	X	X					X	X		
Subscription										
Vanpool										
Other										
<b>Service Area</b>										
Municipal			X	X	X	X				
County	X	X					X	X		
Multi-County									X	X
	<b>2007</b>	<b>2008</b>	<b>2007</b>	<b>2008</b>	<b>2007</b>	<b>2008</b>	<b>2007</b>	<b>2008</b>	<b>2007</b>	<b>2008</b>
<b>Volunteer Resources</b>										
Volunteer Drivers	16	15	0	0	0	0	32	17	0	0
Personal Vehicles in Service	0	0	0	0	0	0	32	17	0	0
<b>Vehicles</b>										
Number of Active Vehicles in Fleet	21	21	14	14	7	7	11	12	34	34
Number of Inactive Vehicles in Fleet	0	0	0	0	0	0	0	0	2	2
Number of ADA Accessible Vehicles	21	21	10	10	7	6	11	11	7	7
<b>Annual Operating Expenses</b>										
Annual Transit Operating Expenses	\$163,509	\$157,155	\$806,000	\$1,104,164	\$912,514	\$1,036,995	\$160,614	\$169,307	\$39,062	\$41,346
Annual Social Svs. Operating Exps.	\$520,621	\$535,762	\$0	\$0	\$0	\$0	\$1,002,851	\$1,178,118	\$0	\$0
<b>Annual Admin. Expenses</b>										
Annual Transit Administrative Expenses	\$163,509	\$157,155	\$479,344	\$585,508	\$90,560	\$90,202	\$51,565	\$63,009	\$26,795	\$28,895
Annual Social Services Admin. Exps.	\$519,157	\$535,762	\$0	\$0	\$0	\$0	\$340,019	\$348,142	\$0	\$0
<b>Annual Operating Revenues</b>										
Fare Revenues	\$38,306	\$35,207	\$206,816	\$276,183	\$175,579	\$191,999	\$11,215	\$14,770	\$6,737	\$4,608
Transit Contract Revenues	\$222,209	\$196,930	\$123,798	\$201,547	\$0	\$0	\$0	\$0	\$0	\$0
Social Service Contract Revenues	\$781,090	\$767,589	\$0	\$0	\$0	\$0	\$949,319	\$1,069,423	\$0	\$0
FTA- Federal Operating Assistance	\$143,569	\$148,178	\$358,632	\$460,734	\$109,796	\$157,476	\$49,150	\$52,340	\$32,656	\$36,244
MDOT- State Operating Assistance	\$11,742	\$12,694	\$19,941	\$20,407	\$9,200	\$10,274	\$9,299	\$7,424	\$5,588	\$4,905
Local Operating Funds	\$0	\$0	\$365,905	\$490,713	\$698,799	\$755,633	\$144,482	\$203,467	\$20,769	\$20,508
Total Annual Operating Revenues	\$1,196,916	\$1,160,598	\$1,075,092	\$1,449,584	\$1,003,074	\$1,127,197	\$1,163,465	\$1,347,425	\$65,750	\$66,265
<b>FTA-Sources of Capital Funds</b>										
FTA-Federal Capital Assistance	\$70,547	\$51,204	\$32,290	\$7,710	\$30,000	\$30,644	\$63,555	\$83,800	\$0	\$45,373
MDOT- State Capital Assistance	\$14,456	\$5,018	\$0	\$0	\$0	\$0	\$7,944	\$10,037	\$0	\$5,422
Local Capital Funds	\$3,856	\$11,902	\$8,072	\$2,048	\$7,500	\$7,661	\$7,945	\$6,537	\$0	\$5,421
Total Capital Funds	\$88,859	\$68,124	\$40,362	\$9,758	\$37,500	\$38,305	\$79,444	\$100,374	\$0	\$56,216
<b>Annual Vehicle Miles</b>										
Annual Transit Miles	87,985	86,816	340,694	376,010	215,310	214,326	299,020	426,596	42,231	42,914
Annual Social Services Miles	341,600	332,137	0	0	0	0	1,722,999	1,695,973	0	0
Annual Vehicle Hours	0	0	15,742	20,251	14,716	14,716	22,880	24,960	0	0
<b>Annual Passenger Trips</b>										
Annual Transit Passenger Trips	24,829	23,864	150,713	180,212	183,224	203,204	7,217	7,254	3,640	3,548
Annual Social Services Passenger Trips	92,012	93,205	0	0	0	0	63,419	73,748	0	0
<b>Safety</b>										
Fatalities	0	0	0	0	0	0	1	0	0	0
Major Incidents	0	0	0	0	0	0	0	0	0	0
Major Injuries	0	0	0	0	0	0	1	0	0	0

## Maine Transit Providers Annual Report, FY 2007 and FY 2008

<b>Rural Transit Provider:</b>	<b>WEST'S INTERCITY</b>	<b>WEST'S INTERCITY</b>		<b>WHCA</b>	<b>WHCA</b>	<b>WMTS</b>	<b>WMTS</b>		<b>YCCAC</b>	<b>YCCAC</b>	<b>GRAND TOTALS</b>	<b>GRAND TOTALS</b>
Number of Counties with service	3	3		2	2	3	3		1	1		
<b>Type of Service Operated</b>												
Fixed Route	X	X				X	X					
Deviated Fixed Route				X	X	X	X		X	X		
Demand Response				X	X	X	X		X	X		
Subscription												
Vanpool												
Other									X	X		
<b>Service Area</b>												
Municipal												
County									X	X		
Multi-County	X	X		X	X	X	X					
	<b>2007</b>	<b>2008</b>	<b>#</b>	<b>2007</b>	<b>2008</b>	<b>2007</b>	<b>2008</b>	<b>#</b>	<b>2007</b>	<b>2008</b>	<b>2007</b>	<b>2008</b>
<b>Volunteer Resources</b>												
Volunteer Drivers	0	0	#	25	29	78	82	#	89	103	474	519
Personal Vehicles in Service	0	0	#	25	29	78	82	#	89	103	447	494
<b>Vehicles</b>												
Number of Active Vehicles in Fleet	4	3	#	14	14	33	43	#	47	47	393	409
Number of Inactive Vehicles in Fleet	1	2	#	0	0	0	0	#	8	8	16	21
Number of ADA Accessible Vehicles	5	5	#	10	10	12	12	#	32	32	297	302
<b>Annual Operating Expenses</b>												
Annual Transit Operating Expenses	\$108,383	\$164,692	#	\$61,228	\$15,761	\$726,154	\$920,922	#	\$440,510	\$445,006	\$15,591,676	\$17,767,357
Annual Social Svs. Operating Exps.	\$0	\$0	#	\$1,787,964	\$2,227,995	\$1,301,872	\$1,588,939	#	\$3,016,236	\$4,198,523	\$15,492,538	\$19,268,524
<b>Annual Admin. Expenses</b>												
Annual Transit Administrative Expenses	\$18,728	\$0	#	\$15,662	\$14,566	\$519,713	\$546,309	#	\$179,927	\$148,335	\$4,780,435	\$4,723,225
Annual Social Services Admin. Exps.	\$0	\$0	#	\$604,035	\$705,020	\$53,690	\$66,534	#	\$1,237,202	\$1,426,907	\$8,373,743	\$9,908,972
<b>Annual Operating Revenues</b>												
Fare Revenues	\$43,111	\$50,877	#	\$633	\$387	\$49,044	\$38,655	#	\$55,786	\$45,258	\$4,847,116	\$5,465,315
Transit Contract Revenues	\$0	\$0	#	\$7,200	\$7,200	\$0	\$0	#	\$0	\$0	\$731,853	\$777,790
Social Service Contract Revenues	\$0	\$0	#	\$2,291,249	\$2,807,209	\$2,426,649	\$3,478,968	#	\$3,755,462	\$4,572,686	\$22,594,990	\$28,655,962
FTA- Federal Operating Assistance	\$39,198	\$48,000	#	\$60,084	\$72,702	\$568,529	\$557,151	#	\$755,693	\$1,199,165	\$6,641,946	\$7,372,637
MDOT- State Operating Assistance	\$0	\$0	#	\$9,933	\$10,156	\$39,857	\$39,758	#	\$6,071	\$8,846	\$865,157	\$837,355
Local Operating Funds	\$44,802	\$65,815	#	\$124,539	\$21,851	\$84,776	\$74,000	#	\$300,863	\$392,816	\$8,250,217	\$9,031,413
Total Annual Operating Revenues	\$127,111	\$164,692	#	\$2,493,638	\$2,919,505	\$3,168,855	\$4,188,532	#	\$4,873,875	\$6,218,771	\$43,982,302	\$52,224,644
<b>FTA-Sources of Capital Funds</b>												
FTA-Federal Capital Assistance	\$45,373	\$0	#	\$15,416	\$0	\$42,478	\$43,025	#	\$314,493	\$26,142	\$2,785,559	\$1,354,139
MDOT- State Capital Assistance	\$5,422	\$0	#	\$0	\$0	\$0	\$0	#	\$55,611	\$1,580	\$535,662	\$310,425
Local Capital Funds	\$5,421	\$0	#	\$13,399	\$0	\$10,620	\$10,756	#	\$24,062	\$0	\$226,681	\$237,833
Total Capital Funds	\$56,216	\$0	#	\$28,815	\$0	\$53,098	\$53,781	#	\$394,166	\$27,722	\$3,389,281	\$1,727,597
<b>Annual Vehicle Miles</b>												
Annual Transit Miles	124,999	125,419	#	41,333	30,807	1,334,214	1,474,496	#	206,963	236,630	5,299,337	5,299,337
Annual Social Services Miles	0	0	#	5,747,309	6,775,867	3,947,240	4,739,971	#	4,433,240	4,913,707	26,750,527	26,750,527
Annual Vehicle Hours	0	0	#	9,353	10,662	0	0	#	53,755	56,965	365,475	365,475
<b>Annual Passenger Trips</b>												
Annual Transit Passenger Trips	3,619	3,641	#	4,163	7,556	284,166	358,159	#	79,893	80,865	4,517,109	4,517,109
Annual Social Services Passenger Trips	0	0	#	156,758	177,022	209,681	276,418	#	208,341	240,450	1,506,832	1,506,832
<b>Safety</b>												
Fatalities	0	0	#	0	0	0	0	#	0	0	3	1
Major Incidents	0	0	#	0	0	0	0	#	0	0	1	1
Major Injuries	0	0	#	0	0	0	0	#	0	0	3	0