
**MaineDOT Locally
Coordinated Transit Plan
Region 3**

Cyr Bus Line

FY 2013 - 2017

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PTMS Vehicle Evaluation Summary Form FY 201310

JOHN T. CYR & SONS, INC
CYR BUS LINE

Description

Transit provider

Provider: John T. Cyr & Sons, Inc.
Contact person: Rebecca Cyr Whitmore
Address: 153 Gilman Falls Avenue, Old Town, Maine 04468
Telephone: 207-827-2335
Email: becky@cyrbustours.com
Website: www.cyrbustours.com

Service

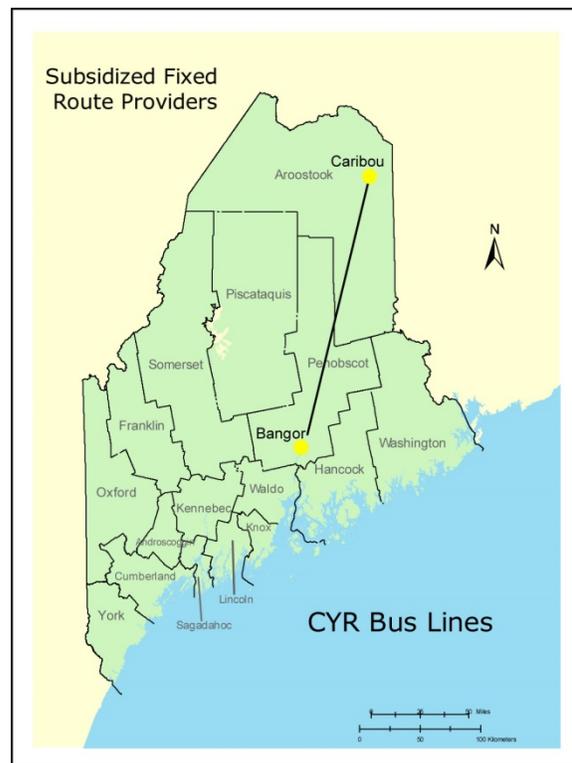
Service area: Penobscot and Aroostook Counties
Type of service: Intercity

Geographic area

The Cyr Bus Line operates an intercity transit service between Bangor in Penobscot County, and Caribou in Aroostook County.

Cyr Bus overview

The Cyr Bus Line, owned by John T. Cyr & Sons, Inc., is a privately owned bus company headquartered on Gilman Falls Avenue in Old Town. The company provides a range of services throughout the northern part of the State, including the intercity service that operates between Bangor and Caribou. The Bangor-Caribou route includes one round trip daily between the two communities, 365 days per year. The Bangor to Caribou route provides connections to Greyhound at Dysart's in Hermon and Concord Coach in Bangor.



How tickets and passes are sold and documented

People riding the Bangor-Caribou service can purchase tickets from the driver, from one of the ticket agencies at the various bus stops or over the phone by credit card. The driver uses a tally sheet to keep track of the number of passengers. Ticket agencies receive a 10% commission.

Financial support

Financial support for the Bangor-Caribou route comes from the Federal Transit Administration, MaineDOT, fares and freight.

CYR Bus passengers

Most of the people who ride the Bangor-Caribou route are students and older people travelling between Northern Maine and the Bangor area. Cyr Bus does not keep a tally of the types of people riding the bus.

Service by Route

The importance of transit services cannot be measured simply by the number of trips. Transit dependent individuals (including those with disabilities) require access to basic services in addition to all of the benefits their communities offer.

The Bangor-Caribou route is the only route operated by Cyr Bus Line which receives a Section 5311 subsidy. The bus stops on this route include:

- Caribou, Fosters
- Presque Isle, On the Run
- Mars Hill, APEX
- Houlton, Circle K Big Stop
- Oakfield, Circle K
- Sherman, Circle K
- Medway, Irving
- Howland, The 95er
- Bangor, Concord Tailways
- Bangor, Greyhound
- Old Town, Cyr Bus Terminal

Importance of Cyr Bus Line Bangor-Caribou Route to the Region and its Economy

Public transit does more than ensure transit dependent individuals can move around their communities, and provide a safe alternative to using an automobile. The economy benefits on a variety of levels through residents and people visiting the community accessing local supermarkets, shopping centers, healthcare services and local neighborhood businesses.

The Bangor-Caribou route provides a vital economic link between Northern Maine and the Bangor area. Students attending the Job Corps Center in Limestone are an important beneficiary of the service, but so are people travelling from Aroostook County for medical and/or shopping services in the Bangor area.

- **Medical providers**

- Eastern Maine Healthcare, Lafayette Family Cancer Center, St. Joseph's Hospital, the Maine Veteran's Hospital, Bangor Health, and Community Services
- Physicians
- Mental health facilities
- Dental services
- Pharmacies

- **Merchants and other vendors**

- The Bangor Mall, Airport Mall, Brewer Shopping Plaza, Parkade Mall
- Supermarkets
- Downtown Bangor businesses
- Other business along the Bangor-Caribou route

- **Education**

- Loring Job Corps Center
- University of Maine
- New England School of Communication
- Husson College
- Eastern Maine Community College
- Beal College

Accomplishments

Operations

- Added Dysart's as a ticket agent, bus stop, and connection to Greyhound
- CYR now has better equipment for serving people with disabilities
- Buses are washed every day

Improved efficiencies

- Newer, more efficient buses are used on the Bangor-Caribou route
- Cameras are installed on the buses

Service gaps

- **Geographic coverage.** There are no known gaps in geographical coverage.
- **Time of day/weekends.** Cyr Bus can make one round trip per day. There is no time, and ridership numbers are not high enough, to provide a second run.
- **Clients.** There are no known gaps.
- **Service quality.** There are no known service quality issues.

Future Priorities and Projects

The future priorities and projects shown below reflect future investments that were first identified by Cyr Bus Line and subsequently modified and prioritized by the public at a MaineDOT-sponsored Regional Transit Summit that was held at the Bangor Parks and Recreation Center in Bangor on November 12, 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 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

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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
Cyr Bus Line

Future Priorities and Potential Projects	Very Important	Somewhat Important	Little Importance	No Opinion
A. Continue intercity service – between Northern Maine and Bangor area.	8	2	0	0
B. Bus replacement – Replace buses about every two years	5	4	0	1

PRIORITY RATING OF PRIORITIES AND PROJECTS
Cyr Bus Line

Future Priorities and Potential Projects	Very Important to Somewhat Important	Little Importance to No Opinion
A. Continue intercity service – between Northern Maine and Bangor area.	100%	--
B. Bus replacement – Replace buses about every two years	90%	10%

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JOHN T. CYR & SONS, INC		
Annual Report – Past Two Years		
	FY 2011	FY 2012
Volunteer Resources		
Volunteer Drivers		
Vehicles		
Number of Active Vehicles in Fleet	1	1
Number of Inactive Vehicles in Fleet		
Number of Spare Vehicles in Fleet	1	1
Number of Vehicles Disposed		
Number of Vehicles Sold		
Number of ADA Accessible Vehicles	2	2
Annual Operating Expenses		
Annual Transit Operating Expenses	\$419,880	\$430,732
Annual Social Services Operating Expenses		
Annual Administrative Expenses		
Annual Transit Administrative Expenses	Included above	Included above
Annual Social Services Administrative Expenses		
Annual Operating Revenues		
Fare Revenues	\$299,088	\$320,519
Transit Contract Revenues		
Social Service Contract Revenues		
FTA-Federal Operating Assistance	\$75,000	\$75,000
MaineDOT – State Operating Assistance		
Local Operating Funds		
Total Annual Operating Revenues	\$374,088	\$395,519
FTA-Sources of Capital Funds		
FTA-Federal Capital Assistance		
MaineDOT-State Capital Assistance		
Local Capital Funds		
Total Capital Funds		
Annual Miles		
Annual Transit Miles (vehicle miles)	146,000	146,000
Annual Social Service Miles (passenger miles)		

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		FY 2011	FY 2012
Annual Vehicle Hours			
Annual Passenger Trips			
	Annual Transit Passenger Trips	16,650	17,034
	Annual Social Services Passenger Trips	0	0
Safety			
	Fatalities	0	0
	Major Incidents	0	0
	Major Injuries	0	0

JOHN T. CYR & SONS, INC Capital Plan		
Year	Project	Amount
2013	Make "E-Line Run" tickets available on the website	\$500
2015	Have Wi-fi available on line run bus	\$1,500

JOHN T. CYR & SONS, INC. Trips, Vehicle Miles Past Two Fiscal Years				
ROUTE	One-Way Trips		Vehicle Miles	
	FY 2011	FY 2012	FY 2011	FY 2012
Bangor-Caribou	16,465	17,034	147,460	147,460
Total	16,465	17,034	147,460	147,460

JOHN T. CYR & SONS, INC. Revenues By Passenger Fare Category Past Two Fiscal Years		
Category	FY 2011	FY 2012
Full Fare	\$299,088	\$320,519

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Total	\$299,088	\$320,519
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JOHN T. CYR & SONS, INC.		
Revenues And Expenses – Past Two Years		
	FY 2011	FY 2012
REVENUES		
State (non-capital, administered by MaineDOT)		
Other State (e.g. Maine Department of Labor)		
FTA:		
5307 (small urban area systems)		
5309 (capital assistance)		
5310 (elderly, disabled)		
5311 (rural area systems)	\$75,000	\$75,000
5316 (job access, reverse commute)		
5317 (new freedom)		
Passes		
Fares	\$299,088	\$320,519
Advertising		
Contract Revenue		
Community Support		
Other		
MaineCare		
TOTAL	\$374,088	\$395,519
EXPENSES		
Utilities	\$2,645	\$15,737
Insurance	10,650	11,100
Accounting, Auditing, Legal	47,250	45,000
Vehicle, Fuel And Oil	106,675	112,625
Parts And Tools	5,375	6,185
Salaries And Fringe Benefits	98,300	94,000
Rent	3,600	3,600
Advertising	5,465	6,225
Vehicle Maintenance	20,840	25,200
Taxes And Registration	8,250	9,000
Supplies	1,500	1,500
Other (Dep. Rooms, Meals)	99,330	100,560
TOTAL	\$419,880	\$430,732

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JOHN T. CYR & SONS, INC.		
Budget FY 2013 and FY 2014		
	FY 2013	FY 2014
REVENUES		
FTA (non-capital, administered by MaineDOT)	\$75,000	\$75,000
Fares	\$327,000	\$335,000
TOTAL	\$402,000	\$410,000
EXPENSES		
Utilities	\$16,000	\$16,500
Insurance	\$11,700	\$12,500
Accounting, Auditing, Legal	\$38,000	\$40,000
Vehicle, Fuel And Oil	\$118,000	\$121,000
Parts And Tools	\$7,000	\$7,500
Salaries (Drivers)	\$102,000	\$108,000
Salaries (Office)	\$9,500	\$10,000
Rent	\$3,600	\$3,600
Advertising	\$6,500	\$7,000
Vehicle Maintenance	\$30,000	\$35,000
Taxes And Registration	\$9,750	\$10,500
Supplies	\$1,500	\$1,500
Other (Dep. Rooms, Meals)	\$102,000	\$105,000
TOTAL	\$455,550	\$478,100

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**PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013
JOHN T. CYR & SONS, INC.**

1	VIN	3CET2M62XA51	2M93JMHA58W				
2	Fleet # and Status*	#1040 A	#930 SP				
3	Vehicle Type **	SHDB	SHDB				
4	Make, Model	VOLVO 9700	MCI 54				
5	Year	2010	2008				
6	Fuel Type	DIESEL	DIESEL				
7	Fuel Use – 12 months	48065	77023				
8	Mileage	288387	462136				
9	12-month Mileage	104064	43396				
10	Repair Cost - 12 months	17500	7700				
11	Repair frequency - 12 months***	3	2				
12	Vehicle appearance - interior	GOOD	GOOD				
	Vehicle appearance - exterior	GOOD	GOOD				
13	ADA Accessibility:	YES	YES				
	Equipped/Working	YES	YES				
	Tie Down	YES	YES				
	Announcement System	YES	YES				
	Signage and Stops	NO	NO				
14	Passenger Amenities						
	Air Conditioning	YES	YES				
	Working Heater	YES	YES				
	Tinted Windows	YES	YES				
	Padded Seats	YES	YES				
15	Type of fare collection system	PRE-PAID	PRE-PAID				
16	Date of Inspection	8/12/12	1/13/12				
17	Inspector's Name:	STEVE MILES	STEVE MILES				

* 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