

---

**MaineDOT Locally  
Coordinated Transit Plan  
Region 3**

---

**Community Connector**

---

**FY 2013 - 2017**

---

## Table of Contents

<b>Description .....</b>	<b>1</b>
Transit provider .....	1
Service ... ..	1
Geographic area .....	1
Community Connector overview.....	1
How tickets and passes are sold and documented .....	2
Financial support .....	2
Community Connector passengers .....	2
<b>Service by Route .....</b>	<b>3</b>
1. Capehart.....	3
2. Mall Hopper.....	3
3. Center Street .....	3
4. Hammond Street .....	3
5. Stillwater Avenue .....	3
6. Mount Hope.....	3
7. Brewer North .....	3
8. Brewer South .....	3
9. Hampden.....	3
10. Old Town.....	4
11. Black Bear Orono Express.....	4
<b>Importance of Community Connector to the Region and its Economy .....</b>	<b>4</b>
Medical providers.....	4
Merchants and other vendors .....	4
Education.....	4
Employment .....	5
<b>Accomplishments .....</b>	<b>5</b>
Operations.....	5
Improved efficiencies .....	5
<b>Service Gaps .....</b>	<b>5</b>
Geographic coverage .....	6
Time of day/weekends .....	6
Clients .....	6
Service quality .....	6

MaineDOT Transit Management Plan - Community Connector

<b>Future Priorities, Potential Projects .....</b>	<b>7</b>
Numeric Rating of Priorities and Projects .....	8
Percentage Rating of Priorities and Projects .....	9
<b>Tables .....</b>	<b>10</b>
Annual Report – Past Two Years .....	10
Capital Plan .....	11
Trips, Vehicle Miles, Past Two Fiscal Years .....	12
Revenues by Passenger Fare Category .....	12
Revenues and Expenses – Past Two Years .....	13
Budget for FY 2013, 2014 .....	14
PTMS Vehicle Evaluation Summary Form FY 2013 .....	15

## COMMUNITY CONNECTOR BANGOR

### Description

#### Transit Provider

Provider: Community Connector, City of Bangor  
Contact Person: Laurie Linscott, Acting Manager  
Address: 481 Maine Avenue, Bangor, Maine 04401  
Telephone: 207-992-4670  
Email: [bat@bangormaine.gov](mailto:bat@bangormaine.gov)  
Website: [www.bangormaine.gov](http://www.bangormaine.gov)

#### Service

Service Area: Penobscot County, multi-town  
Type of Service: Fixed Route; Paratransit provided by Penquis

#### Geographic Area

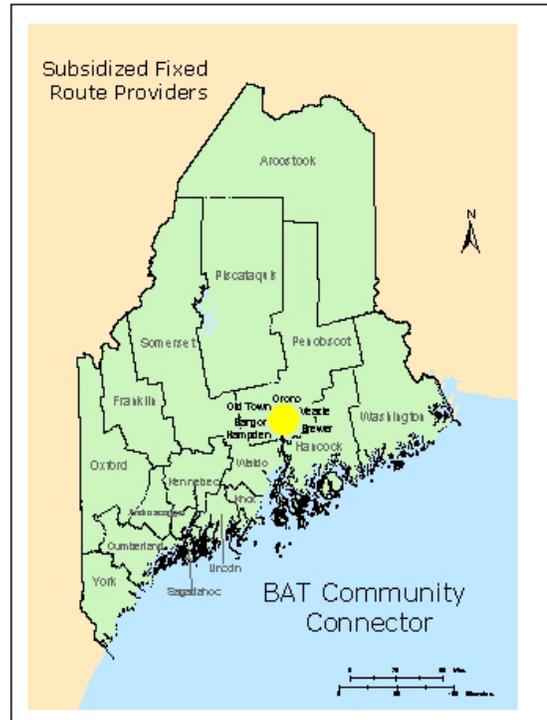
Community Connector provides public fixed route transit service within the urbanized areas of Bangor, Brewer, Hampden, Veazie, Old Town, and Orono.

#### Community Connector Overview

The City of Bangor owns and operates the public transportation system, commonly known as Community Connector. 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. Policy structure is established by the Bangor Area Comprehensive Transportation Study (BACTS) Policy Committee whose members serve the elected officials of the participating communities.

Community Connector operates within and serves the urbanized area of the six communities which had a 2010 population of 69,899. The routes are within walking distance of 95 percent of the population of the six communities.

Community Connector provides service system-wide Monday through Friday. Saturday service is



## MaineDOT Transit Management Plan - Community Connector

offered for all routes except Hampden. There is no Sunday service. The basic hours of operation are from 6:15 a.m. to 6:15 p.m.

Except for the Mall Hopper and the Black Bear Orono express, all buses offer service to and from a central terminal (Bangor Depot) located at Pickering Square in downtown Bangor. Most buses are scheduled to depart from the downtown terminal at either 15 minutes before or after the hour. Schedules are designed to allow quick and easy transfers between buses at Pickering Square.

### **How tickets and passes are sold and documented**

Riders pay for their rides by providing the driver with cash (exact change, only), a bus pass or a student ID. The student ID allows University of Maine, Eastern Maine Community College, Husson University, and New England School of Communications College students to ride free. Drivers issue passes for free transfers. Drivers keep track of the types of rides using mechanical denominators, and then cash and tickets are reconciled at the end of the day. Bus passes include monthly passes and student monthly passes which can be purchased from the drivers and at the Community Connector Office. Seniors and those with disabilities can purchase half-fare passes from city and town offices.

The fare system includes a single, integrated ticket that is good on all routes. All transfers for connecting trips are free. Ticket costs include:

- Single ticket \$1.25
- Book of 5-ride tickets \$5.00
- Monthly pass \$45.00
- High school monthly pass \$20.00

### **Financial support**

Financial support for the Community Connector comes from the communities of Bangor, Brewer, Veazie, Old Town, and Hampden, the Federal Transit Administration, MaineDOT, fares, and advertising.

### **Community Connector passengers**

Community Connector provided over a million rides in 2011/12, over twice the number of rides provided in 1997. The Connector serves a large cross-section of the population including seniors, young people, students, low income people without transportation, and other members of the general public. The Connector's routes connect areas with likely ridership populations, including those at senior and low income housing developments and colleges, to services such as health care and banking, retail establishments such as malls, downtown businesses and food and clothing stores, and employment locations. The system provides affordable transportation for dependent populations, decreases traffic congestion and costs associated with providing parking, particularly for new businesses. Transit dependent riders are estimated to be about 85% of the ridership. The Connector sells about 432,000 monthly passes per year for MaineCare riders.

## 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 routes include the following. Each route serves numerous businesses as well as agencies and institutions.

1. **Capehart** – three buses are used to provide service every 30m minutes during the week and on Saturday. Buses leave Bangor Depot along Ohio Street. The Capehart route connects with the Mall Hopper at the Airport Mall.
2. **Mall Hopper** – this route provides a direct link between the Bangor Mall, the Airport Mall, and the Broadway Shopping Center. Service begins and ends at the Airport Mall but does not directly link to the downtown terminal. There are three routes that connect with the Mall Hopper at various locations: the Capehart route at Airport Mall, the Center Street route at Broadway Shopping Center, and the Stillwater Route at the Bangor Mall.
3. **Center Street** - One bus is used to provide half-hour service (one hour on Saturday) on the Center Street route which runs between Bangor Depot along Center Street to the Broadway Shopping Center, where it connects with the Mall Hopper.
4. **Hammond Street** – One bus is used to provide 30-minute service to the Hammond Street route (one hour service on Saturday).
5. **Stillwater Avenue** – this route offers a direct link from downtown Bangor to the Bangor Mall. After stopping at the Bangor Mall, the route continues to Ridgewood before returning to the Mall via Wal-Mart and downtown.
6. **Mount Hope** – a single bus serves the Mount Hope route with a one-hour headway.
7. **Brewer North** – a single bus serves this route. The route begins at the Bangor Depot, travels north on Main Street in Brewer, then serves neighborhoods north of Wilson Street before arriving at Wilson Street and traveling east to Walmart.
8. **Brewer South** – this route is served by a single bus that leaves Bangor Depot and travels through the southern part of Brewer along South Main Street, Elm Street, Parkway South, and outer Wilson Street.
9. **Hampden** – this route connects the town of Hampden with downtown Bangor on an hourly basis.

**10. Old Town** – this route provides hourly service (two hours on Saturday) to Veazie, Orono, and Old Town. The route begins at the Bangor Depot and includes State Street in Bangor, Route 2 in Veazie, Orono, and Old Town, and Main Street, Stillwater Avenue, College Avenue, and the University of Maine complex in Orono.

**11. Black Bear Orono Express** – this route serves the University of Maine, operating during the school year (September through May). The hours of operation are from 6:55 a.m. to 9:55 p.m. Monday through Friday, and 11:55 a.m. to 9:55 p.m. on Saturday.

## Importance of Community Connector 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 City of Bangor’s Community Connector is a fixed route system that serves the urbanized areas of its six member communities: Bangor, Brewer, Veazie, Old Town, Hampden, and Orono, including the University of Maine. The Connector’s routes are within walking distance of 98-100% of the population of the urbanized area of these communities.

Community Connector provides opportunities for riders to access medical services, employment, education, shopping, and recreation facilities including the following:

- **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 routes
  - Neighborhood retail services
- **Education**
  - University of Maine
  - New England School of Communication

## MaineDOT Transit Management Plan - Community Connector

- Husson College
  - Eastern Maine Community College
  - Beal College
  - Most of the elementary, junior high and high schools within the service area.
- **Employment.** Commuters rely on the service to get them to and from jobs. Some, such as those working at lower paying jobs, rely heavily on this service. Many employers rely on workers being able to use the bus system to get to their jobs. Job seekers can also use the Connector to access employment services, such as the Penobscot Job Corps, and the Maine Department of Human Services Aspire office.

### Accomplishments

#### Operations

The Community Connector's most important accomplishments over the past two years include:

- Ridership peaked at over a million riders in 2011/12, up 5% over last year
- Implemented the new Odlin Road Route
- Expanded half-fare service for seniors from just a few hours in the morning to all day.
- Established contractual service to Husson, NESCOM, and Eastern Maine Community College
- Obtained five used Orion buses to replace older buses
- Changed name of the service to "Community Connector"

#### Efficiencies

- Continued to improve schedule. Community Connector continues to improve its routes, including the efficient use of buses and scheduling to provide service where it is needed most. The agency also works to maintain an up-to-date fleet, and recently replaced a number of its older buses with newer more efficient used buses.
- The agency has enhanced training to improve driver sensitivity for passengers with special needs. This improves both service and efficiency in addressing passenger needs.

The agency continues to take advantage of technology, including WEB site improvements, use of twitter, and a QR code for smart phones on schedules and bus stop signs. Currently, QR technology allows the user to check bus schedules, routes, and timing of stops.

#### Service Gaps

The Community Connector serves most areas that need bus service. The system has been modified over the years to address needs as they have arisen, such as the recent addition of the Odlin Road Route.

## MaineDOT Transit Management Plan - Community Connector

- **Geographic coverage.** Areas that may have service gaps include outer Essex Street, outer Broadway, and outer Mount Hope, where there have been occasional requests for service. Some of these areas are outside ADA paratransit service areas as well. There are several large mobile home parks along these routes, which suggest there may be potential ridership. Additional buses would be needed to serve these areas, and it is not clear whether there is enough demand at this time. The Community Connector also no longer connects with Greyhound, which relocated to Hermon outside the Community Connector's service area.
- **Time of day/weekends.** With the exception of the Black Bear Express (UMO service that ends around 9:30 p.m. to 10 p.m., and only during the school year), there is no evening service on the Community Connector's regular routes where runs generally end sometime between 6 p.m. and 7 p.m. This gap in service does not allow transportation-dependent people the opportunity to get to and/or from after-hour employment or activities such as shopping, recreation and socializing. There is also no Sunday service, which presents similar constraints.
- **Clients.** Gaps in services to specific transit dependent client groups include: (1) workers at low income jobs who need evening or Sunday transportation; (2) dialysis, emergency room, and other medical patients needing transportation on Sundays or during the evening; and (3) service to populations traveling to or from the outside the service area, such as those mentioned under gaps in geographic coverage.
- **Service Quality.** Generally, the quality of fixed route services in terms of safety, ride comfort and timeliness is good, although a number of buses have been taken out of service because of extensive corrosion damage. There are no gaps in terms of accessibility of buses. Community Connector buses have bike racks and are wheelchair accessible. There are also wheelchair tie-downs on the buses.

Two gaps in service quality include the lack of video cameras on older buses and the need for having more clustered bus stops instead of buses stopping at every intersection. In most cases new signage is needed.

The offices and bus facility for the Community Connector are located at the City of Bangor Motor Pool, where buses can be serviced and cleaned. While the Connector's office complex is small and somewhat outdated, the City of Bangor charges very low rent.

## **Future Priorities and Projects**

The future priorities and projects shown below reflect future investments that were first identified by The Community Connector 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 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.

MaineDOT Transit Management Plan - Community Connector

**NUMERICAL RATING OF PRIORITIES AND PROJECTS**  
**Community Connector**

<b>Future Priorities and Potential Projects</b>	<b>Very Important</b>	<b>Somewhat Important</b>	<b>Little Importance</b>	<b>No Opinion</b>
<b>A. New buses</b> – new buses and driver recruitment	5	5	0	1
<b>B. Evening service</b> – until 9 PM	10	1	0	0
<b>C. Downtown jitney</b> – with service to waterfront development	2	4	3	2
<b>D. Veterans Home</b> – better service to Veterans Home and Clinic on Hogan Road	6	1	2	2
<b>E. Pickering Square study</b> – Complete Pickering Square study and follow-up route design study if needed	6	5	0	0
<b>F. Bus storage building</b> – expand bus storage building so that all buses can be stored inside	2	5	2	2
<b>G. Bus stop signs</b> – replace bus stop signs and reconfigure bus stop locations to address efficiency and safety issues	7	4	0	0
<b>H. Set established stops</b> —(eliminate non-established stops) for safety and efficiency	1	3	0	7
<b>I. Audible stop signals</b> —at bus stops.	1	3	0	7
<b>J. Continued community involvement</b> —for transit	0	2	0	9

**PERCENTAGE RATING OF PRIORITIES AND PROJECTS  
Community Connector**

<b>Future Priorities and Potential Projects</b>	<b>Very Important to Somewhat Important</b>	<b>Little Importance to No Opinion</b>
<b>B. Evening service</b> – until 9 PM	100%	--
<b>E. Pickering Square study</b> – Complete Pickering Square study and follow-up route design study if needed	100%	--
<b>G. Bus stop signs</b> – replace bus stop signs and reconfigure bus stop locations to address efficiency and safety issues	100%	--
<b>A. New buses</b> – new buses and driver recruitment	91%	9%
<b>D. Veterans Home</b> – better service to Veterans Home and Clinic on Hogan Road	64%	36%
<b>F. Bus storage building</b> – expand bus storage building so that all buses can be stored inside	64%	36%
<b>C. Downtown jitney</b> – with service to waterfront development	55%	45%
<b>H. Set established stops</b> —(eliminate non-established stops) for safety and efficiency	36%	64%
<b>I. Audible stop signals</b> —at bus stops.	36%	64%
<b>J. Continued community involvement</b> —for transit	18%	82%

MaineDOT Transit Management Plan - Community Connector

<b>COMMUNITY CONNECTOR</b>		
<b>Annual Report – Past Two Years</b>		
	<b>FY 2011</b>	<b>FY 2012</b>
<b>Volunteer Resources</b>		
Volunteer Drivers		
<b>Vehicles</b>		
Number of Active Vehicles in Fleet	22	23
Number of Inactive Vehicles in Fleet	2	7
Number of Spare Vehicles in Fleet	6	10
Number of Vehicles Disposed	-	-
Number of Vehicles Sold	-	-
Number of ADA Accessible Vehicles	24	30
<b>Annual Operating Expenses</b>		
Annual Transit Operating Expenses	\$2,106,918	\$2,278,989
Annual Social Services Operating Expenses	-	-
<b>Annual Administrative Expenses</b>		
Annual Transit Administrative Expenses	\$92,147	\$90,983
Annual Social Services Administrative Expenses	-	
<b>Annual Operating Revenues</b>		
Fare Revenues	\$798,401	\$867,181
Transit Contract Revenues (Advertising)	\$82,659	\$71,783
Social Service Contract Revenues	0	0
FTA-Federal Operating Assistance	\$747,023	\$754,783
MaineDOT – State Operating Assistance	\$45,358	\$44,858
Local Operating Funds	\$601,490	\$629,935
Total Annual Operating Revenues	\$2,274,931	\$2,368,540
<b>FTA-Sources of Capital Funds</b>		
FTA-Federal Capital Assistance	-	-
MaineDOT-State Capital Assistance	-	-
Local Capital Funds	-	-
Total Capital Funds	-	-
<b>Annual Miles</b>		
Annual Transit Miles (vehicle miles)	597,558	\$611,417
Annual Social Service Miles (passenger miles)	-	-

MaineDOT Transit Management Plan - Community Connector

		<b>FY 2011</b>	<b>FY 2012</b>
<b>Annual Vehicle Hours</b>		46,690	47,692
<b>Annual Passenger Trips</b>			
Annual Transit Passenger Trips		875,467	1,010,319
Annual Social Services Passenger Trips		0	0
<b>Safety</b>			
Fatalities		0	0
Major Incidents		0	0
Major Injuries		0	0

<b>Community Connector Capital Plan</b>					
<b>Vehicle</b>	<b>Type</b>	<b>Fleet #</b>	<b>Year</b>	<b>Replace Year</b>	<b>Replace Cost</b>
Thomas	MHDB	011	1999	2009	
Thomas	MHDB	012	1999	2009	
Thomas	MHDB	013	1999	2009	
Thomas	MHDB	0314	2003	2015	375000
Bluebird	MHDB	0924	2006	2014	375000
Chevy Goshen	SMDB	0924	2009	2016	190000
Thomas	MHDB	0315	2003	2015	275000
Thomas	MHDB	0316	2003	2015	275,000
Thomas	MHDB	0317	2003	2015	275,000
Thomas	MHDB	0318	2003	2015	275,000
Thomas	MHDB	0319	2003	2015	275,000
Thomas	MHDB	0120	2001	2015	275,000
Orion	MHDB	043	1996	2008	
Orion	MHDB	044	1996	2008	
Orion	MHDB	045	1996	2008	
Champion Int	SMDB	0722	2007	2014	170,000
Champion Int	SMDB	0723	2007	2014	170,000
Eldora Int	SMDB	0725	2007	2016	170,000
Eldora Int	SMDB	0726	2007	2016	170,000
Gillig	SHDB	1046	2011	2023	375,000
Gillig	SHDB	1047	2011	2023	375,000
Gillig	SHDB	1048	2011	2023	375,000
Gillig	SHDB	1049	2011	2023	375,000
Gillig	SHDB	1050	2011	2023	375,000
Orion	SHDB	0202	2002	2012	

MaineDOT Transit Management Plan - Community Connector

Vehicle	Type	Fleet #	Year	Replace Year	Replace Cost
Orion	SHDB	0203	2002	2012	
Orion	SHDB	0207	2002	2012	
Orion	SHDB	0209	2002	2012	
Orion	SHDB	0210	2002	2012	
New Flyer	SHDB	0027	2000	2012	
New Flyer	SHDB	0028	2000	2012	
New Flyer	SHDB	0029	2000	2012	
<b>Total</b>					\$5,145,000.00

Source: telecommunications with Community Connector on 2/25/14 and 2/26/14.

<b>Community Connector Trips, Vehicle Miles Past Two Fiscal Years</b>				
<b>ROUTE</b>	<b>One-Way Trips</b>		<b>Vehicle Miles</b>	
	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2011</b>	<b>FY 2012</b>
Bangor	560,875	641,622	300,020	305,518
Brewer	108,189	125,566	91,476	92,070
Hampden	35,657	43,761	56,034	61,380
VOOT	129,666	150,015	123,538	123,765
Black Bear Orono Express	41,080	49,355	26,490	28,684
<b>Total</b>	<b>875,467</b>	<b>1,010,319</b>	<b>597,558</b>	<b>611,417</b>

<b>Community Connector Revenues By Passenger Fare Category Past Two Fiscal Years</b>		
<b>Category</b>	<b>FY 2011</b>	<b>FY 2012</b>
Full Fare	\$283,798	\$302,938
Elderly/disabled	\$2,143	
Student	\$3,198	
Elderly/disabled/student		\$6,087
Passes		
Student	\$1,740	\$1,960
Monthly	\$75,485	\$76,030
College IDs	\$43,000	\$43,000
ADA Retained fares	\$31,438	\$31,915
<b>Total</b>	<b>\$440,802</b>	<b>\$461,930</b>

MaineDOT Transit Management Plan - Community Connector

<b>Community Connector Revenues And Expenses – Past Two Years</b>		
	<b>FY 2011</b>	<b>FY 2012</b>
<b>REVENUES</b>		
State (non-capital, administered by MaineDOT)	\$45,358	\$44,858
Other State MDOT Bond for Used Bus Purchase	-	
FTA:		
5307 (small urban area systems)	\$715,017	\$720,858
5309 (capital assistance) State of Good Repair	-	
5310 (elderly, disabled)	-	
5311 (rural area systems)	-	
5316 (job access, reverse commute)	\$32,006	\$33,925
5317 (new freedom)	-	
Passes		
Fares	\$798,401	\$867,181
Advertising	\$82,659	\$71,783
Contract Revenue		
Community Support	\$579,623	\$628,503
Other		
MaineCare – Monthly Pass		
<b>TOTAL</b>	<b>\$2,253,065</b>	<b>\$2,369,972</b>
<b>EXPENSES</b>		
Salaries and Fringe	\$1,176,339	\$1,211,190
Supplies	\$13,854	\$12,119
Contractual Services	\$221,544	\$262,751
Interfund Transfers and charges	\$801,372	\$827,120
Other	\$39,956	\$56,793
<b>TOTAL</b>	<b>\$2,253,065</b>	<b>\$2,369,972</b>

MaineDOT Transit Management Plan - Community Connector

<b>Community Connector Budget FY 2013 and FY 2014</b>		
	<b>FY 2013</b>	<b>FY 2014</b>
<b>REVENUES</b>		
State (non-capital, administered by MaineDOT)	\$44,858	\$44,857
Other State MDOT Bond for Used Bus Purchase	-	
FTA:		
5307 (small urban area systems)	\$655,346	\$815,008
5309 (capital assistance) State of Good Repair		
5310 (elderly, disabled)		
5311 (rural area systems)		
5316 (job access, reverse commute)	\$34,000	
5317 (new freedom)		
Passes		
Fares	\$789,121	\$791,000
ADA	\$84,367	\$114,730
Advertising	\$88,164	\$88,900
Contract Revenue		
Community Support	\$441,468	\$461,934
Other		
MaineCare – Monthly Pass		
<b>TOTAL</b>	<b>\$2,137,324</b>	<b>\$2,316,429</b>
<b>EXPENSES</b>		
Salaries and Fringe	\$1,380,648	\$1,431,125
Supplies	\$9,600	\$9,600
Contractual Services	\$225,706	\$250,385
Interfund Charges and Transfers	\$892,213	\$990,150
Debt Service	\$52,238	\$53,821
<b>TOTAL</b>	<b>\$2,560,405</b>	<b>\$2,735,081</b>

MaineDOT Transit Management Plan - Community Connector

**2012 PTMS VEHICLE EVALUATION SUMMARY FORM**

**AGENCY: Community Connector**

1	VIN	1T7KL2B26X1068501	1T7KL2B21X1068499	1T7KL2B24X106850	5DF232DA82JA27447	1BAGJBPA36W1000339	1GBG5V1929F402014
2	Fleet # and Status*	11-I	12-I	13-I	B0314-I	B0621-A	B0924-A
3	Vehicle Type **	MHDB	MHDB	MHDB	MHDB	MHDB	SMDB
4	Make, Model	THOMAS	THOMAS	THOMAS	THOMAS	BLUEBIRD	CHEVY GOSHEN
5	Year	1999	1999	1999	2003	2006	2009
6	Fuel Type	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL
7	Fuel Use	2489.10	0	1271.9	1957	5823	5903
8	Mileage					187088 new od 4926	128832
9	12-month Mileage	SOLD	SOLD	SOLD	OCT 2011	22626	39584
10	Repair Cost - 12 months	RETIRED MAR 2012	RETIRED MAY 2012	RETIRED MAR 2012	OUT OF SERVICE	\$49,328	\$12,410
11	Repair frequency - 12 months***	106		132	80	286	158
12	Vehicle appearance - interior	POOR	POOR	POOR	POOR	GOOD	GOOD
	Vehicle appearance - exterior	POOR	POOR	POOR	POOR	GOOD	GOOD
13	ADA Accessibility:						
	Equipped/Working	YES	YES	YES	YES	YES	YES
	Tie Down	YES	YES	YES	YES	YES	YES
	Announcement System	YES	YES	YES	YES	YES	YES
	Signage	YES	YES	YES	YES	YES	YES
14	Passenger Amenities						
	Air Conditioning				YES	YES	YES
	Working Heater	YES	YES	YES	YES	YES	YES
	Tinted Windows	YES	YES	YES	YES	YES	YES
	Padded Seats	NO	NO	NO	NO	NO	YES
15	Type of fare collection system	Demonator	Demonator	Demonator	Demonator	Demonator	Demonator
Inspector's Name, Date of Inspection Laurie Linscott JAN 2013							

\* 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 Transit Management Plan - Community Connector

2012 PTMS VEHICLE EVALUATION SUMMARY FORM							
AGENCY: Community Connector							
1	VIN	5DF232DA32JA2 8067	5DF232DA52JA280 68	5DF232DA32JA30 353	5DF232DA52JA30 354	5DF232DA72JA30 355	SFD182AL7XGW1 3786
2	Fleet # and Status*	B0315-I	B0316-I	B0317-I	B0318-I	B0319-I	B0120-I
3	Vehicle Type **	MHDB	MHDB	MHDB	MHDB	MHDB	MHDB
4	Make, Model	THOMAS	THOMAS	THOMAS	THOMAS	THOMAS	THOMAS
5	Year	2003	2003	2003	2003	2003	2001
6	Fuel Type	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL
7	Fuel Use	2462.80	0	1543.0	0	1443.50	1447.10
8	Mileage						
9	12-month Mileage	DEC 2011	MAY 2011	OCT 2011	APRIL 2010	NOV 2011	FEB 2012
10	Repair Cost - 12 months	OUT OF SERVICE					
11	Repair frequency - 12 months***	102		66		79	125
12	Vehicle appearance - interior	POOR	POOR	POOR	POOR	POOR	POOR
	Vehicle appearance - exterior	POOR	POOR	POOR	POOR	POOR	POOR
13	ADA Accessibility:						
	Equipped/Working	YES	YES	YES	YES	YES	YES
	Tie Down	YES	YES	YES	YES	YES	YES
	Announcement System	YES	YES	YES	YES	YES	YES
	Signage	YES	YES	YES	YES	YES	YES
14	Passenger Amenities						
	Air Conditioning	YES	YES	YES	YES	YES	YES
	Working Heater	YES	YES	YES	YES	YES	YES
	Tinted Windows	YES	YES	YES	YES	YES	YES
	Padded Seats	NO	NO	NO	NO	NO	YES
15	Type of fare collection system	Demonator	Demonator	Demonator	Demonator	Demonator	Demonator
Inspector's Name, Date of Inspection Laurie Linscott, JAN 2013							

\* 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 Transit Management Plan - Community Connector

**2012 PTMS VEHICLE EVALUATION SUMMARY FORM**

**AGENCY: Community Connector**

1	VIN	2B1519P74T60321 88	2B1510P72T60321 90	2B1519P76T60321 92	1HVBTAAL97H47 1780	1HVBTAAL07H47 1781	1HVBTAFM77H52 2890
2	Fleet # and Status*	43-A	44-A	45-A	B0722-A	B0723-A	B0725-A
3	Vehicle Type **	MHDB	MHDB	MHDB	SMDB	SMDB	SMDB
4	Make, Model	ORION	ORION	ORION	CHAMPION INT	CHAMPION INT	ELDORA INTL
5	Year	1996	1996	1996	2007	2007	2007
6	Fuel Type	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL
7	Fuel Use	5109.10	4300.00	5943.70	5566.10	6787.40	475.50
8	Mileage	706403	553362	677680	188105	273003	66907
9	12-month Mileage	23854	21072	29469	33939	51882	21552
10	Repair Cost - 12 months	\$18,820	\$18,805	\$16,865	\$18,134	\$21,775	\$8,555
11	Repair frequency - 12 months***	220	196	178	194	208	75
12	Vehicle appearance - interior	FAIR	FAIR	FAIR	GOOD	GOOD	GOOD
	Vehicle appearance - exterior	FAIR	FAIR	FAIR	GOOD	GOOD	GOOD
13	ADA Accessibility:						
	Equipped/Working	YES	YES	YES	YES	YES	YES
	Tie Down	YES	YES	YES	YES	YES	YES
	Announcement System	YES	YES	YES	YES	YES	YES
	Signage	YES	YES	YES	YES	YES	YES
14	Passenger Amenities						
	Air Conditioning				YES	YES	YES
	Working Heater	YES	YES	YES	YES	YES	YES
	Tinted Windows	YES	YES	YES	YES	YES	YES
	Padded Seats	NO	NO	NO	NO	NO	NO
15	Type of fare collection system	Demonator	Demonator	Demonator	Demonator	Demonator	Demonator

Inspector's Name, Date of Inspection Laurie Linscott, JAN 2013

\* 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 Transit Management Plan - Community Connector

**2012 PTMS VEHICLE EVALUATION SUMMARY FORM**

**AGENCY: Community Connector**

1	VIN	1HVBTAFM07H50 6740	15GGB2716B11786 20	15GGB2718B11786 21	15GGB271XB1178 622	15GGB2711B11786 23	15GGB2713B11786 24
2	Fleet # and Status*	B0726-A	B1046-A	B1047-A	B1048-A	B1049-A	B1050-A
3	Vehicle Type **	SMDB	SHDB	SHDB	SHDB	SHDB	SHDB
4	Make, Model	ELDORA INTL	GILLIG	GILLIG	GILLIG	GILLIG	GILLIG
5	Year	2007	2011	2011	2011	2011	2011
6	Fuel Type	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL
7	Fuel Use	362.80	11619.80	11771.50	10480.20	10735.60	9408.50
8	Mileage	47784	71713	69420	46184	51133	40580
9	12-month Mileage	14555	60613	58807	38163	42097	32963
10	Repair Cost - 12 months	\$3880.82	\$10,613	\$8,714	\$7,293	\$8,424	\$6,370
11	Repair frequency - 12 months***	41	125	126	107	123	107
12	Vehicle appearance - interior	GOOD	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT
	Vehicle appearance - exterior	GOOD	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT
13	ADA Accessibility:						
	Equipped/Working	YES	YES	YES	YES	YES	YES
	Tie Down	YES	YES	YES	YES	YES	YES
	Announcement System	YES	YES	YES	YES	YES	YES
	Signage	YES	YES	YES	YES	YES	YES
14	Passenger Amenities						
	Air Conditioning	YES	YES	YES	YES	YES	YES
	Working Heater	YES	YES	YES	YES	YES	YES
	Tinted Windows	YES	YES	YES	YES	YES	YES
	Padded Seats	YES	NO	NO	NO	NO	NO
15	Type of fare collection system	Demonator	Demonator	Demonator	Demonator	Demonator	Demonator
Inspector's Name, Date of Inspection Laurie Linscott, JAN 2013							

\* 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 Transit Management Plan - Community Connector

**2012 PTMS VEHICLE EVALUATION SUMMARY FORM**

**AGENCY: Community Connector**

1	VIN	1VHAC3M282650 1912	1VHAC3M2X265 01913	1VHAC3M2X265 01919	1VHAC3M292650 1921	1VHAC3M202650 1922	5FYD2TP06YU02 0681
2	Fleet # and Status*	B0202-A	B0203-A	B0207-A	B0209-A	B0210-A	B0027-A
3	Vehicle Type **	SHDB	SHDB	SHDB	SHDB	SHDB	SHDB
4	Make, Model	ORION	ORION	ORION	ORION	ORION	NEW FLYER
5	Year	2002	2002	2002	2002	2002	2000
6	Fuel Type	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL
7	Fuel Use	2486.50	1873.10	3022.80	1369.80	2323.40	0
8	Mileage	292740	274478	222518	180011	189608	July2012
9	12-month Mileage Feb-Jun 2012	10641	7780	14150	5762	9916	0
10	Repair Cost - 12 months	\$7,236	\$3,106	\$7,282	\$9,612	\$6,556	0
11	Repair frequency - 12 months***	66	41	76	47	52	0
12	Vehicle appearance - interior	GOOD	GOOD	GOOD	GOOD	GOOD	FAIR
	Vehicle appearance - exterior	GOOD	GOOD	GOOD	GOOD	GOOD	FAIR
13	ADA Accessibility:						
	Equipped/Working	YES	YES	YES	YES	YES	YES
	Tie Down	YES	YES	YES	YES	YES	YES
	Announcement System	YES	YES	YES	YES	YES	YES
	Signage	YES	YES	YES	YES	YES	YES
14	Passenger Amenities						
	Air Conditioning	YES	YES	YES	YES	YES	YES
	Working Heater	YES	YES	YES	YES	YES	YES
	Tinted Windows	YES	YES	YES	YES	YES	YES
	Padded Seats	NO	NO	NO	NO	NO	NO
15	Type of fare collection system	Demonator	Demonator	Demonator	Demonator	Demonator	Demonator

Inspector's Name, Date of Inspection Laurie Linscott, JAN 2013

\* 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 Transit Management Plan - Community Connector

**2012 PTMS VEHICLE EVALUATION SUMMARY FORM**

**AGENCY: Community Connector**

1	VIN	5FYD2TP06YU02 0682	5FYD2TP08YU02 0683				
2	Fleet # and Status*	B0028-I	B0029-I				
3	Vehicle Type **	SHDB	SHDB				
4	Make, Model	NEW FLYER	NEW FLYER				
5	Year	2000	2000				
6	Fuel Type	DIESEL	DIESEL				
7	Fuel Use						
8	Mileage	July2012	July2012				
9	12-month Mileage						
10	Repair Cost - 12 months						
11	Repair frequency - 12 months***						
12	Vehicle appearance - interior	FAIR	FAIR				
	Vehicle appearance - exterior	FAIR	FAIR				
13	ADA Accessibility:						
	Equipped/Working	YES	YES				
	Tie Down	YES	YES				
	Announcement System	YES	YES				
	Signage	YES	YES				
14	Passenger Amenities						
	Air Conditioning	YES	YES				
	Working Heater	YES	YES				
	Tinted Windows	YES	YES				
	Padded Seats	NO	NO				
15	Type of fare collection system	Demonator	Demonator				
Inspector's Name, Date of Inspection Laurie Linscott, JAN 2013							

\* 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).

## MaineDOT Transit Management Plan - Community Connector

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