
**MaineDOT Locally
Coordinated Transit Plan
Region 7**

**Lewiston-Auburn Transit
Committee (LATC)
Citylink**

FY 2013 - 2017

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LEWISTON – AUBURN TRANSIT COMMITTEE CITYLINK

Description

Transit provider

Provider: Lewiston-Auburn Transit Committee - LATC
Contact Person: Marsha C. Bennett, Transit Coordinator
Address: 125 Manly Road, Auburn, Maine 04210
Telephone: 207-783-9186
Email: mbennett@avcog.org
Website: www.purplebus.org

Service

Service area: Lewiston and Auburn
Type of service: Fixed Route; ADA complementary paratransit provided by WMTS

Geographic area

The Lewiston-Auburn Transit Committee (LATC) provides public fixed route transit service (citylink) within the greater Lewiston-Auburn urbanized area.

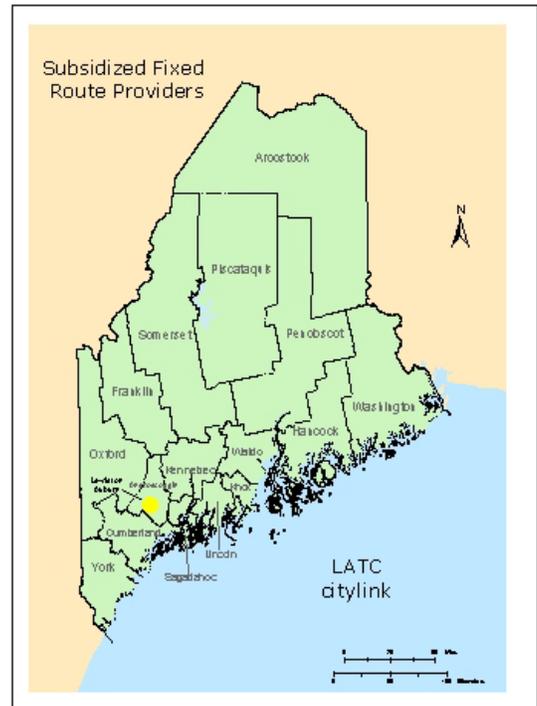
LATC overview

The LATC is a quasi-municipal agency that was established in 1976 by an interlocal agreement between the City of Lewiston and the City of Auburn. Since its inception, LATC has been responsible for ensuring the provision of public bus transportation in Lewiston and Auburn.

How tickets and passes are sold and documented

People riding the citylink buses pay for their rides by providing the driver with cash or a pass (about 50/50 proportionately). Drivers keep track by recording money collected and passes punched. Passes can be purchased at Shaw's, the Lewiston City Hall, the Greyhound Station, and at Hannaford's. Community Concepts buys bus passes for some of its clients.

The cash fares are as follows: \$1.50 regular fare; \$1.25 for students; \$0.75 for seniors and ADA passengers. Children under age five can ride free. LATC also offers ticket/punch card packages as follows: six regular-fare tickets for \$7.50 and eleven senior/ADA tickets for \$7.50. Monthly passes



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are also available at: \$36.00 regular fare; \$18.00 student fare; and \$18.00 senior/ADA fare. The cash fare for ADA paratransit is \$3.00.

Financial support

Financial support for LATC comes from the cities of Lewiston and Auburn, the Federal Transit Administration, advertising, rent income from Greyhound, bus passes purchased by third parties (Community Concepts, USM), and fares.

LATC passengers

Most of the people who ride citylink are members of the general public. There are very few MaineCare riders, although people who use passes purchased by Community Concepts may be 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.

Citylink operates Monday through Friday along nine routes originating from a two-hub system that is connected by a downtown shuttle route. Saturday service is offered on several of the routes. The nine routes include:

Main Street (Lewiston): The route begins at the Oak Street Bus Station and includes stops at River Valley Village, Mardens, Market Place Mall, Spare-Time, Montello School, Maine Motel, and Geiger School. Weekdays, the buses run from 6:00 a.m. until 6:05 p.m., and Saturdays, from 10:15 a.m. to 5:05 p.m.

Sabattus Street (Lewiston): The route begins at the Oak Street Bus Station and includes stops at St. Mary's Hospital, Hannaford, Grove Street, and Pond Road, Hillview Apartments, and Hillview Recreation Center. Weekdays, the buses run from 6:05 a.m. to 6:05 p.m., and on Saturdays from 9:15 a.m. to 4:05 p.m.

Lisbon Street (Lewiston): The route begins at the Oak Street Bus Station and includes stops at the B Street Center, Staples, Shaw's, the Lewiston Mall, South Avenue, and the Lewiston-Auburn campus of the University of Southern Maine. Weekdays, the buses run from 6:02 a.m. to 6:05 p.m., and on Saturdays from 10:15 a.m. to 5:05 p.m.

New Auburn (Lewiston and Auburn): The route begins at the Oak Street Bus Station and includes stops at Great Falls, Spring Street, Barker Arms, the Walton School, the Franco American

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Center, and the Roak Block. Weekdays, the buses run from 6:45 a.m. to 6:47 p.m., and on Saturdays from 9:15 a.m. to 4:05 p.m.

Minot Avenue (Auburn): The route begins at the Hannaford Transfer Hub and includes stops at Great Falls, Spring Street, Western Avenue, and Court Street, Tim Hortons, Health South, Minot Avenue, and Poland Road. The buses run on weekdays from 7:15 a.m. to 5:40 p.m.

College Street (Lewiston and Auburn): The route begins at the Oak Street Bus Station and includes stops at Bates College, Walmart, Auburn Mall, Shaw's K-Mart, Auburn Plaza, and the Central Maine Medical Center (CMMC). Weekdays, the buses run from 6:15 a.m. to 6:05 p.m., and on Saturdays from 9:15 a.m. to 4:05 p.m.

Auburn Malls (Auburn): The route begins at the Hannaford Transfer Hub and includes stops at Great Falls, Spring Street, the Webster School, Towne House Apartments, Walmart, Auburn Mall, Shaw's, K-Mart, Auburn Plaza, the Central Maine Community College, and the Auburn Mall Apartments. Weekdays, the buses run from 7:45 a.m. to 5:45 p.m., and on Saturdays from 9:15 a.m. to 4:05 p.m.

Mall Shuttle (Auburn): The route begins at Walmart and includes stops at Auburn Mall, Shaw's, K-Mart, the Auburn Plaza, and CMMC; and then returning to Walmart. Weekdays, the buses run from 7:30 a.m. to 5:55 p.m., and on Saturdays from 9:30 a.m. to 4:25 p.m.

Downtown Shuttle (Lewiston and Auburn): The route begins at the Hannaford Transfer Hub and includes stops at Great Falls, Spring Street, the Roak Block, CMMC, and the Oak Street Bus Station. The buses run on weekdays from 7:45 a.m. to 5:10 p.m.

Importance of citylink 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. Transit also serves commuters accessing places of employment or educational establishments.

The citylink service provides opportunities for riders to access medical services, shopping, education, and employment including the following:

- **Medical services**
 - Central Maine Medical Center
 - St. Mary's Hospital
 - Physicians
 - Mental health facilities

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- Dental services
- Pharmacies

- **Merchants and other vendors**
 - Supermarkets
 - Downtown Lewiston businesses
 - Downtown Auburn businesses
 - Auburn Plaza and other business along the routes
 - Neighborhood retail services

- **Education**
 - Central Maine Community College
 - Lewiston-Auburn campus of the University of Southern Maine
 - Bates College
 - Kaplan University
 - Elementary schools in both Lewiston and Auburn
 - The middle school and high school in Auburn

- **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. Examples of these employers include:
 - Irving
 - Tim Hortons
 - McDonalds
 - Walmart
 - Kohl's
 - Mardens
 - Shaw's
 - Hannaford

- **Veterans**
 - Regional VA Clinic
 - Maine Veterans' Services Office

Accomplishments

Operations

- Purchased three new Gillig buses.
- Secured capital reserve funding from the cities of Lewiston and Auburn to meet local match requirements.
- Expanded services, as follows:
 - Expanded service to several housing complexes.
 - Expanded service to the new Veterans Administration facility.
 - Implemented free downtown and mall shuttle services.
 - Provided summer service to Auburn's Lake Auburn Municipal Outlet Beach in 2012.
 - Initiated Saturday service on a test basis to gauge public support for this service.
- Obtained capital funding for the Spring Street Hannaford bus station.

Improved efficiencies

- Implemented many route-design study recommendations for more efficient and improved service, such as adjustment of headways to expand service and improve timeliness of buses.
- Increased ridership significantly from 285,000 riders in FY 2011 to 345,000 in FY 2012 as a direct result of improving the serviceability of the system.
- Creating a WEB Google map with a GIS layer showing bus routes and bus stops.

Service gaps

- **Geographic coverage**
 - There is a growing, perceived need to extend service to Exit 75, where there are a number of businesses as well as the Auburn-Lewiston Municipal Airport.
 - Plans have been prepared for locating an intermodal facility at the airport, which would provide links to a number of long distance transportation carriers.
 - There are several condominium complexes, particularly in more remote, rural areas that are not near any of the bus routes.
- **Time of day/weekends**
 - There is no evening service (the last run of the day is 5:15 p.m.). This does not allow transportation-dependent people the opportunity to get to after-hour services such as shopping, recreation and employment.
 - Saturday service was initiated within the past two years on a limited, test basis. There is growing support for expanding Saturday service to an additional three routes (Lisbon, Main, and Sabattus Streets), and to extend hours of operation. (NOTE: Saturday service

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was expanded October 2011 to include those additional routes. We need to expand service into Saturday evening.)

- ADA complementary paratransit service is limited on Saturdays.
- **Clients.** There are no known gaps. All of the buses have bike racks and are low floor/ramp buses for wheelchair access or for those who have difficulty climbing steps.
- **Service quality**
 - There are no service quality gaps associated with the quality of fixed route services in terms of safety, ride comfort, and timeliness.
 - There is a need for a passenger bus station in Auburn (there are plan for a curbside facility at Hannaford's on Spring Street in Auburn).
 - Citylink does not have a bus wash facility for keeping buses clean, and removing salt and other chemicals from the undercarriages of its buses.
 - There have been issues with the emission systems on the Gillig buses, and the Bluebird buses have not been as reliable as some of the other buses.

Future Priorities and Projects

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

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

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NUMERICAL RATING OF PRIORITIES AND PROJECTS
Lewiston-Auburn Transit Committee/Citylink

Future Priorities and Potential Projects	Very Important	Somewhat Important	Little Importance	No Opinion
A. Direct FTA recipient - Successfully transitioning to become a direct FTA recipient.	9	5	0	5
B. MaineDOT link - Establishing better links to MaineDOT's planning and procurement processes.	8	6	0	5
C. Bus stop signs - Installation of bus stop signs at appropriate locations and addressing safety issues related to the location of these signs.	10	5	0	4
D. Passenger bus station - Construction of the passenger bus station at Hannaford's on Spring Street in Auburn.	10	6	2	1
E. Saturday service. Expansion of Saturday service.	11	1	3	4
F. Evening service - Expansion of service during evening hours.	9	5	1	4
G. Downtown and Minot Avenue - More frequent service on the downtown shuttle and Minot Avenue service with an additional bus to allow for half-hour headways on both routes.	8	2	5	4
H. Airport service - Service to the Airport when the intermodal facility is up and running.	9	4	3	3
I. Route design study - Updating the route design study, including a passenger survey in FY2014.	10	5	1	3
J. Expansion of service area. Increased routes	9	3	1	6
K. Develop evening service - Provide access to restaurants.	4	4	4	7

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Future Priorities and Potential Projects	Very Important	Somewhat Important	Little Importance	No Opinion
L. Increase awareness - Let more people know about citylink.	9	0	1	9
M. Increased service – Sundays.	5	5	3	6
N. Transit oriented development.	6	6	1	6
O. Replace equipment.	12	2	0	5

PERCENTAGE RATING OF PRIORITIES AND PROJECTS
Lewiston-Auburn Transit Committee/Citylink

Future Priorities and Potential Projects	Very Important to Somewhat Important	Little Importance to No Opinion
D. Passenger bus station - Construction of the passenger bus station at Hannaford's on Spring Street in Auburn.	84%	16%
C. Bus stop signs - Installation of bus stop signs at appropriate locations and addressing safety issues related to the location of these signs.	79%	21%
I. Route design study - Updating the route design study, including a passenger survey in FY2014.	79%	21%
A. Direct FTA recipient - Successfully transitioning to become a direct FTA recipient.	74%	26%
B. MaineDOT link - Establishing better links to MaineDOT's planning and procurement processes.	74%	26%
F. Evening service - Expansion of service during evening hours.	74%	26%
O. Replace equipment.	74%	26%
H. Airport service - Service to the Airport when the intermodal facility is up and running.	68%	32%
E. Saturday service - Expansion of Saturday service.	63%	37%
J. Expansion of service area - Increased routes.	63%	37%
N. Transit oriented development.	63%	37%

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Future Priorities and Potential Projects	Very Important to Somewhat Important	Little Importance to No Opinion
G. Downtown and Minot Avenue - More frequent service on the downtown shuttle and Minot Avenue service with an additional bus to allow for half-hour headways on both routes.	53%	47%
M. Sunday service.	53%	47%
L. Increase awareness - Let more people know about citylink.	47%	53%
K. Develop evening service - Provide access to restaurants.	42%	58%

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LEWISTON-AUBURN TRANSIT COMMITTEE		
Annual Report – Past Two Years		
	FY 2011	FY 2012
Volunteer Resources		
Volunteer Drivers	--	--
Personal Vehicles in Service	--	--
Vehicles		
Number of Active Vehicles in Fleet	10	10
Number of Inactive Vehicles in Fleet	0	0
Number of Spare Vehicles in Fleet	3	3
Number of Vehicles Disposed	0	0
Number of Vehicles Sold	0	0
Number of ADA Accessible Vehicles	10	10
Annual Operating Expenses		
Annual Transit Operating Expenses (Fixed Route)*	\$1,233,727	\$1,289,586
Annual Transit Operating Expenses (ADA)	\$140,012	\$142,800
Annual Social Services Operating Expenses	-	-
Annual Administrative Expenses		
Annual Transit Administrative Expenses	\$22,039	\$24,928
Annual Social Services Administrative Expenses	-	-
Annual Operating Revenues		
Fare Revenues – Fixed Route	\$139,809	\$182,335
Fare Revenues – ADA	\$27,599	\$29,418
Transit Contract Revenues	-	-
Social Service Contract Revenues	-	-
FTA-Federal Operating Assistance	\$739,264	\$785,010
MaineDOT – State Operating Assistance	\$50,517	\$48,026
Local Operating Funds	\$352,724	\$415,558
Advertising	\$12,668	\$15,121
Other – Interest & Misc. (rent & vending)	\$16,469	\$14,805
Total Annual Operating Revenues	\$1,339,050	\$1,490,273
FTA-Sources of Capital Funds		
FTA-Federal Capital Assistance	\$20,198	\$47,205
MaineDOT-State Capital Assistance	-	-
Local Capital Funds	\$5,050	\$11,801
Total Capital Funds	\$25,248	\$59,006

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Annual Miles		FY 2011	FY 2012
Annual Transit Miles (vehicle miles)		216,238	223,559
Annual Social Service Miles (passenger miles)		-	-
Annual Vehicle Hours		17,765	17,765
Annual Passenger Trips			
Annual Transit Passenger Trips		285,209	350,604
Annual Social Services Passenger Trips		-	-
Safety			
Fatalities		0	0
Major Incidents		1	0
Major Injuries		0	0

* Transit Operating Expenses include fixed route contract, fuel and bus station

Lewiston-Auburn Transit Committee Capital Plan						
Federal Fiscal Year (October to September)	2013	2014	2015	2016	2017	Future
Buses						
(Based upon FTA - Useful Life)						
2002 (12 year bus) 0201		2014*				
2002 (12 year bus) 0202		2014*				
2006 (12 year bus)						2018
2006 (12 year bus)						2018
2006 (12 year bus)						2018
2006 (12 year bus)						2018
2008 (7 year bus) Purchase with WMTS capital grant		2014				
2011 (12 year bus)						2022
2011 (12 year bus)						2022
2011 (12 year bus)						2022
Bus Station (Auburn) @ \$310,000 (FTA and match)		2014				
Bus Stop Signs/Posts @ \$5,000	2013					
* Mid-life overhaul of Bluebirds at an estimated cost of \$100,000 per bus.						
Source: LATC, 2013						

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Trips, Vehicle Miles Past Two Fiscal Years				
ROUTE	One-Way Trips		Vehicle Miles	
	FY 2011	FY 2012	FY 2011	FY 2012
Main Street	23,819	37,316	35,891	35,451
Sabattus Street	32,490	43,590	27,663	27,411
Lisbon Street	40,597	50,738	28,561	33,185
New Auburn	21,455	28,191	29,726	31,048
Minot Avenue	3,723	4,366	18,436	17,371
College Street	62,686	71,371	20,790	21,213
Auburn Malls	27,045	32,039	16,774	16,217
Mall Shuttle	47,940	53,776	29,769	31,179
Downtown Shuttle	25,454	29,217	8,628	10,484
TOTAL	285,209	350,604	216,238	223,559

Revenues By Passenger Fare Category Past Two Fiscal Years		
Category	FY 2011	FY 2012
Full Fare (Regular)	\$80,592	\$104,577
Elderly/Disabled	\$47,133	\$63,161
Student	\$7,240	\$10,255
Passes		
Bus N Buy	\$4,844	\$4,342
Other		
TOTAL	\$139,809	\$182,335

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LEWISTON-AUBURN TRANSIT COMMITTEE		
Revenues and Expenses – Past Two Years		
	FY 2011	FY 2012
REVENUES		
State (non-capital, administered by MaineDOT)	\$50,517	\$48,026
Other State (e.g. Maine Department of Labor)	-	-
FTA:		
5307 (small urban area systems)	\$739,264	\$785,010
5307 (capital assistance – equipment)	\$20,198	\$47,205
5310 (elderly, disabled)	-	-
5311 (rural area systems)	-	-
5316 (job access, reverse commute)	-	-
5317 (new freedom)	-	-
Passes	-	-
Fares	\$139,809	\$182,335
Advertising	\$12,668	\$15,121
Contract Revenue	-	-
Community Support (Municipal)	\$352,724	\$415,558
Other	-	-
Interest & Miscellaneous (rent & vending)	\$16,469	\$14,805
MaineCare	-	-
TOTAL	\$1,331,649	\$1,508,060
EXPENSES		
Fixed Route (Contract)	\$1,050,052	\$1,073,661
Fuel	\$154,613	\$191,126
Bus Station	\$29,062	\$27,410
Administration	\$22,039	\$24,928
TOTAL	\$1,255,766	\$1,317,125

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LEWISTON-AUBURN TRANSIT COMMITTEE		
ADA Complementary Paratransit		
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)	\$89,930	\$90,706
5309 (capital assistance)	-	-
5310 (elderly, disabled)	-	-
5311 (rural area systems)	-	-
5316 (job access, reverse commute)	-	-
5317 (new freedom)	-	-
Passes	-	-
Fares	\$27,599	\$29,418
Advertising	-	-
Contract Revenue	-	-
Community Support (Municipal)	\$22,483	\$22,676
Other	-	-
MaineCare	-	-
TOTAL	\$140,012	\$142,800
EXPENSES		
ADA (Contract)	\$140,012	\$142,800
TOTAL	\$140,012	\$142,800

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LEWISTON-AUBURN TRANSIT COMMITTEE		
Budgets for FY 2013 and FY 2014		
	2013 Approved	2014 Proposed
EXPENSES		
Contract	\$1,142,900	\$1,177,187
Fuel*	\$217,500	\$217,500
TOTAL	\$1,360,400	\$1,394,687
REVENUES		
Federal	\$688,120	\$700,689
State	\$49,419	\$49,419
Local	\$439,861	\$452,430
Fare Box	\$183,000	\$192,150
TOTAL	\$1,360,400	\$1,394,688
ADA Complementary Paratransit		
EXPENSES		
Contract	\$146,400	\$150,792
REVENUES		
Federal	\$95,520	\$99,034
State	-	-
Local	\$23,880	\$24,758
Fare Box	\$27,000	\$27,000
TOTAL	\$146,400	\$150,792
Local Subsidy: Bus Station/LATC Operating		
EXPENSES		
Bus Station/LATC Operating	\$3,500	\$3,500
Fixed Route	\$439,861	\$452,430
ADA Comp. Paratransit	\$23,880	\$24,758
TOTAL	\$467,241	\$480,688
REVENUES		
Surplus/ Deficit	-\$3,855	
Auburn	\$235,548	\$240,344
Lewiston	\$235,548	\$240,344
TOTAL	\$467,241.00	\$480,688.00
* FY 2013 fuel projected is based on \$3.75/gallon, 58,000 gallons; FY 2014 fuel projected is based on \$3.75/gallon, 58,000 gallons		

MaineDOT Locally Coordinated Transit Plan - LATC

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013

AGENCY: LATC

1	VIN	5DF232DA62JA30587	5DF232DA42JA30586	1BAGJBPA16W100340	1BAGJBPA16W100341	1BAGJBPA26W100347
2	Fleet # and Status*	0201 S	0202 S	0601 A	0602 A	0603 A
3	Vehicle Type **	MHDB	MHDB	MHDB	MHDB	MHDB
4	Make, Model	THOMAS SLF	THOMAS SLF	BLUEBIRD LF	BLUEBIRD LF	BLUEBIRD LF
5	Year	2002	2002	2006	2006	2006
6	Fuel Type	Diesel	Diesel	Diesel	Diesel	Diesel
7	Fuel Use – 12 months	1,930.8	1,471.1	5,101	4,892.7	5,011.8
8	Mileage (LM = Life mileage)	33,334 (LM=196,455)	10,070 (LM=201,355)	184,198	175,308	126,705
9	12-month Mileage	8,306	6,952	22,538	23,921	24,060
10	Repair Cost - 12 months	\$18,317.72	\$21,238.69	\$15,993.51	\$27,527.10	\$25,793.88
11	Repair frequency - 12 months***	1 -3, 2-4, 3-7	1-2, 2-1, 3-3	1-3, 2-71, 3-2	1-5, 2-10, 3-52	1-7, 2-0, 3-9
12	Vehicle appearance - interior	Good	Good	Good	Good	Good
	Vehicle appearance - exterior	Good	Good	Good	Good	Good
13	ADA Accessibility:					
	Equipped/Working	Yes	Yes	Yes	Yes	Yes
	Tie Down	Yes	Yes	Yes	Yes	Yes
	Announcement System	Yes	Yes	Yes	Yes	Yes
	Signage and Stops	Yes	Yes	Yes	Yes	Yes
14	Passenger Amenities					
	Air Conditioning	Yes	Yes	Yes	Yes	Yes
	Working Heater	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	Manual Farebox	Manual Farebox	Manual Farebox	Manual Farebox	Manual Farebox
16	Date of Inspection	09/28/2012	09/28/2012	09/28/2012	09/28/2012	09/28/2012
17	Inspector's Name:	Laskey	Laskey	Laskey	Laskey	Laskey

* A (Active); I (Inactive); S (Spare); or D (Disposed).

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

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

MaineDOT Locally Coordinated Transit Plan - LATC

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013

AGENCY: LATC

1	VIN	1BAGJBPA16W100369	1GBJ5V1958F409706	15GGB2710B1178614		
2	Fleet # and Status*	0604 A	0802 A	1101 A	1102 A	1103 A
3	Vehicle Type **	MHDB	MHDB	HDB	HDB	HDB
4	Make, Model	BLUEBIRD L4RE	CHEVY ELDORADO	GILLIG G27B102N4	GILLIG G27B102N4	GILLIG G27B102N4
5	Year	2006	2008	2011	2011	2011
6	Fuel Type	Diesel	Diesel	Diesel	Diesel	Diesel
7	Fuel Use – 12 months	6,326.1	4,510.9	8,993	7,853.4	8,903.3
8	Mileage	177,919	94,087	52,723	45,748	57,299
9	12-month Mileage	33,125	27,998	37,918	31,217	40,619
10	Repair Cost - 12 months	\$42,134.82	\$21,949.29	\$4,300.20	\$12,678.03	\$72,08.54
11	Repair frequency - 12 months***	1-6, 2-7, 3-4	1-6, 2-7, 3-2	1-6, 2-4, 3-1	1-7, 2-6, 3-3	1-8, 2-5, 3-1
12	Vehicle appearance - interior	Good	Good	Good	Good	Good
	Vehicle appearance - exterior	Good	Good	Good	Good	Good
13	ADA Accessibility:					
	Equipped/Working	Yes	Yes	Yes	Yes	Yes
	Tie Down	Yes	Yes	Yes	Yes	Yes
	Announcement System	Yes	Yes	Yes	Yes	Yes
	Signage and Stops	Yes	Yes	Yes	Yes	Yes
14	Passenger Amenities					
	Air Conditioning	Yes	Yes	Yes	Yes	Yes
	Working Heater	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	Manual Farebox	Manual Farebox	Manual Farebox	Manual Farebox	Manual Farebox
16	Date of Inspection	09/28/2012	09/28/2012	09/28/2012	09/28/2012	09/28/2012
17	Inspector's Name:	Laskey	Laskey	Laskey	Laskey	Laskey

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

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

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