

MDOT REGION 1

BIENNIAL OPERATIONS PLAN

FY 2007 and FY 2008

A LOCALLY COORDINATED PLAN

**AROOSTOOK REGIONAL TRANSPORTATION
SYSTEM, INC.**

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BIENNIAL OPERATIONS PLAN

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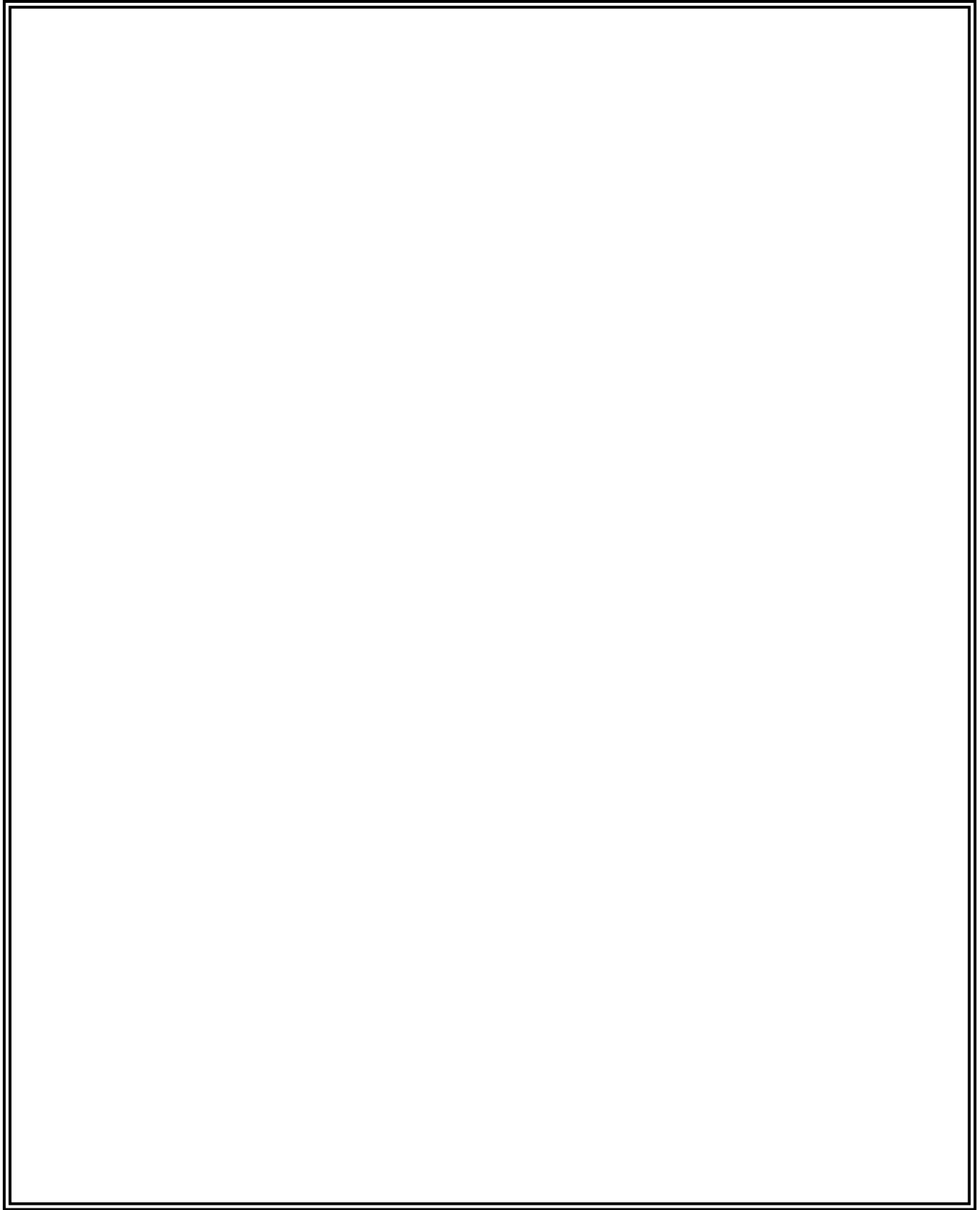
FY 2007 and FY 2008

Prepared by

Rothe Associates

Acknowledgement: This Plan has been prepared in cooperation with the State of Maine, Department of Transportation and the U.S. Department of Transportation, Federal Transit Administration.

Disclaimer: The contents of this Plan reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the State of Maine, Department of Transportation or the U.S. Department of Transportation, Federal Transit Administration.



REGIONAL OVERVIEW

MDOT REGION 1
REGIONAL OVERVIEW
TABLE OF CONTENTS

LOCATON OF REGION 1	1
POPULATION OF REGION 1	1
REGIONAL PUBLIC AND PRIVATE PROVIDERS	3
A. TRANSPORTATION PROVIDERS	3
B. PROVIDERS SEEKING SECTION 5311 ASSISTANCE	4
C. DEVELOPMENT OF THE LOCALLY COORDINATED PLAN	4
D. PERIODIC REVIEW OF SERVICES.....	12
AMERICANS WITH DISABILITIES ACT PLANS	13

MDOT REGION 1 BIENNIAL OPERATIONS PLAN

REGIONAL OVERVIEW

LOCATION OF REGION 1

Region 1 encompasses 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). As shown on the map below, Aroostook County is Maine's northernmost county. It is also the largest county east of the Mississippi River. The Aroostook Regional Transportation System, Inc. (ARTS), the County's only regional provider, is headquartered in Presque Isle, which is shown on the map.



POPULATION OF REGION 1

As shown in the table on the next page, Aroostook County had a year 2000 population of 73,938, not including Danforth or Patten. Unlike most areas of Maine, Aroostook County lost about 15% of its population between 1990 and the year 2000. In fact, the County has been losing population since at least 1960. The overall population decline between 1960 and 2000 was 30%.

POPULATION OF AROOSTOOK COUNTY AND MAINE		
Year	Aroostook County	Maine
1960	106,064	970,689
1970	92,463	992,048
1980	91,331	1,124,660
1990	86,936	1,227,928
2000	73,938	1,274,923
1970-80 change	-1%	13%
1980-90 change	-5%	9%
1990-00 change	-15%	4%
1960-00 change	-30%	29%

Source: US Census

As shown in the following table, Aroostook County's median household income in the year 2000 (\$28,837) was substantially below State and Federal figures. The percentage of people living below the poverty level (14.3%) was higher than at State and Federal levels, as was the percentage of people aged 65 and over (17.0%). One of the major transportation challenges facing Aroostook County is that the overall population density of the County is 11.1 persons per square mile – substantially below figures at the State and Federal levels.

AROOSTOOK COUNTY POPULATION PROFILE – 2000			
Measure	Aroostook County 2000	Maine 2000	USA 2000
Total Population	73,938	1,274,923	281,421,906
Total Households	30,356	518,200	105,480,101
Average Household Size	2.36	2.39	2.59
Median Household Income	\$28,837	\$37,240	\$41,994
Persons below Poverty	14.3%	10.9%	12.4%
65 Years and Over	17.0%	14.4%	12.4%
Persons Per Square Mile	11.1	41.3	79.6

Source: 2000 U.S. Census

REGIONAL PUBLIC AND PRIVATE PROVIDERS

Aroostook Regional Transportation System, Inc. (ARTS) is a non-profit organization which provides demand response transportation services on a scheduled basis throughout Region 1.

A. TRANSPORTATION PROVIDERS

Transportation providers in Region 1 include the following:

Agencies:

Aroostook Regional Transportation System, Inc: A private non-profit agency providing transportation services to the general public, handicapped, and elderly in Aroostook County, Danforth in Washington County and Patten in Penobscot County.

St. John Valley Association, Inc: A private non-profit organization providing service exclusively for those attending handicapped programs.

Southern Aroostook Association for Retarded Citizens: A private non-profit organization providing service exclusively for those attending handicapped programs.

Aroostook County Action Program HEADSTART: A private non-profit organization providing service exclusively for those attending HEADSTART.

Green Valley Association: A private non-profit organization providing service exclusively to mentally retarded adults who are clients of the organization.

Aroostook MicMac Band of Indians: An Indian tribe providing service exclusively for children attending its head start program.

Valley EMS, Inc: A private agency providing paramedic inter-facility transport services between medical facilities within the St. John Valley, and providing wheelchair van services (customers must be medically stable and not need an attendant).

Aroostook Area Agency on Aging: A non-profit agency providing volunteer transportation services to seniors in various communities throughout Aroostook County.

Child Development Services: A non-profit agency providing non-MaineCare transportation services for their clients.

Bus Companies

John T. Cyr Bus Line: Headquartered in Old Town (827-2335) is a private inter-city bus and charter coach service. It provides daily service between Bangor and Limestone.

Taxi Cab Companies

Aroostook Cab Company: 4 Mecon Street, Caribou, 496-3227; and Presque Isle, 764-1600.

Burke's Riverside Taxi: 506 Main Street, Van Buren, 868-5131

Houlton Cab: 20 North Street, Houlton, 532-6116.

Shiretown Taxi, Houlton, 532-7173.

Town Taxi, 7 Northern Avenue, Caribou, 496-3146, and Washburn Road, Presque Isle, 764-3200.

B. PROVIDERS SEEKING SECTION 5311 ASSISTANCE

The only provider seeking Section 5311 funding and/or State assistance is Aroostook Regional Transportation System, Inc.

C. DEVELOPMENT OF THE LOCALLY COORDINATED PLAN

Solicitation of Input/Formation of Regional Plan Advisory Committees

This Biennial Operations Plan meets the new requirements under the Federal SAFETEA-LU legislation for the development of Locally Coordinated Plans for transit services. The Maine Department of Transportation and the Aroostook Regional Transportation System, Inc. went to great lengths to solicit widespread input in the development of the locally coordinated plan. The response from social service agencies, providers of various services and the general public was excellent.

The Maine Department of Transportation and the Aroostook Regional Transportation System 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 ARTS, 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 group would be called the Regional Plan Advisory Committee (RPAC) for Region 1.

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 first forum would be primarily a listening session. Moreover, ARTS 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.

First RPAC Meeting

The first RPAC meeting was held on November 21, 2006, at the Presque Isle Inn and Convention Center in Presque Isle, from 11:00 a.m. to 2:00 p.m. The meeting included:

- Welcome and introduction
- A review of federal and state initiatives including
 - The Olmstead decision
 - Maine's Olmstead Response Plan on Transportation
 - United We Ride Initiatives including the Framework for Action
 - The Governor's Executive Order
 - Maine's Coordinating Council and Action Plan
- Maine's Regional Transportation System
- A Summary of ARTS' Services including existing coordination efforts
- An around-the-table summary of issues, concerns and opportunities. This was the major focus of the meeting; MDOT staff and consultants used flip charts to record all comments.
- A review of next steps in the coordination process

Second RPAC Meeting

- MaineDOT sent a second invitation letter to everyone on the initial mailing list, as well as anyone who attended the first RPAC meeting but was not on the initial mailing list. The letter explained that the purpose of the meeting would be to review the summary of comments from the first meeting, to formulate responses to the issues/problems using a matrix of suggested actions, and to rate the importance of the issues/problems. Again, in order to assure maximum attendance, the invitation stated that ARTS would provide a ride to the forum free of charge to anyone needing one.

The second RPAC meeting was held on January 18, 2007, at the Presque Isle Inn and Convention Center in Presque Isle, from 11:00 a.m. to 2:00 p.m. The meeting included:

- A review of the comments document;
- A review of, and changes to, the action matrix; and
- A rating by the RPAC of the importance of each of the issues/problems identified at the first RPAC forum.

Existing Coordination Efforts

Coordination of transit services is not a new concept in Aroostook County. To the contrary, ARTS has worked closely for many years with social service agencies, service providers and

others to ensure that its limited resources are used as efficiently as possible. The following paragraphs contain a brief summary of those coordination efforts.

ARTS' Board of Directors is composed of representatives of the various agencies that receive transit services from ARTS. This helps ensure ongoing coordination between ARTS' staff and key representatives of the agencies that it serves. At the same time, the representatives of these agencies understand how ARTS delivers its services, as well as the many challenges that ARTS faces in meeting the County's transportation needs.

ARTS has established a continuous working relationship with community representatives and area social service agencies to adequately address the transportation needs of Aroostook County and those portions of Washington and Penobscot Counties that are within the ARTS service delivery area. ARTS maintains an ongoing relationship with various social service agencies in an effort to continuously evaluate and respond to identified transportation needs. ARTS works with organizations to determine the most effective means of providing transportation for their respective clients. Meetings are held with community groups throughout the year in an effort to improve coordination and efficiency of transportation services. Coordination is considered such an important part of the overall mission of ARTS that provisional language is included in the bylaws.

Since the inception of the Aroostook Regional Transportation System, the major thrust of provision of service has been to coordinate services to the elderly, handicapped, low income, and the general public. The population of the County is aging, and ARTS expects that more of its services will be oriented to the elderly and disabled. The original organizations involved with coordinated services were the Aroostook Area Agency on Aging, the Aroostook County Action Program, the Central Aroostook Association for Retarded Citizens, and the Aroostook Mental Health Center. Government departments involved with the coordinated provision of services include the Department of Health and Human Services.

Aroostook Regional Transportation System, Inc. also has a Special Services Contract with the Department of Health and Human Services to provide services to children and adults in State protection. These services are provided by private cars and ARTS unmarked vehicles and are not open to the general public. ARTS also provides regular bus service for DHHS-referred clients.

MaineCare clients continue to rely on transportation services provided by the buses of ARTS. Direct payment is made to MaineCare clients going to out-of-county or out-of-state MaineCare approved services. In-County services are also supported by direct payment to clients not able to use the bus system because of their medical condition or the bus schedule. ARTS may also purchase tickets on Cyr Bus Line or may purchase tickets on locally based airlines for MaineCare clients. Only MaineCare eligible clients receive direct payments and they must be going to a MaineCare approved facility. ARTS frequently uses taxi-cabs for certain people (e.g., for a patient requiring dialysis three times per week). Guidelines for MaineCare transportation are available through the Bureau of Medical Services in Augusta. Excluding the Special Services contract and the MaineCare services, all other systems are available to members of the general public with the fare structure.

Additional discussion of ARTS' coordination can be found in the next section of this Biennial Operations Plan.

Results of RPAC Planning Process

The overall consensus of the RPAC is that ARTS has been very effective in coordinating the delivery of its services. A number of documents were generated by the RPAC and are on file with MaineDOT and ARTS including:

- Summary of Comments from the first RPAC meeting
- A matrix of Issues, Comments and Responses from the first RPAC meeting
- A revised matrix of Issues, Comments and Responses from the second RPAC meeting
- A Ranking of Issues document that identifies the top 10 issues/problems
- A matrix summarizing the top 10 issues/problems and the RPAC's responses

The last item is reproduced on the following pages:

RPAC REGION 1
Aroostook County
Summary of Most Important Issues/Problems And Responses in Priority Order

RPAC Issue/Problem	Additional Information	Recommended Actions/(Responsible Party)
<p>1. <u>Coordination and Planning</u> - Coordination with Medical Community. More coordination between provider and medical providers (several comments)</p> <ul style="list-style-type: none"> • Better fit between medical appointments and bus schedules • More creative services 	<p>ARTS currently brokers trips to County Ride volunteers (County Ride is an agency that serves mental health customers). ARTS also has a ticket program.</p>	<p>A. Continuation of existing efforts. Continue existing coordination efforts including contacts with agencies (ARTS)</p> <p>B. Outreach. Meet with funding agencies, the medical community and other agencies and providers at least once/year to explain available services (ARTS)</p> <p>C. Creative solutions. Explore creative solutions for additional service such as:</p> <ul style="list-style-type: none"> • Private funding sources • Shared use of vehicles • Additional coordination between providers • Additional volunteer efforts – through churches and other organizations • Accessible taxis • GoMaine commuter vans • Continue discussions on use of biodiesel fuel <p>(ARTS, Governor’s Coordinating Committee, Department of Education)</p>
<p>2. <u>Cost Effectiveness</u> - Chaircar Van Service. Eliminate unnecessary ambulance use.</p> <p><i>Note: Issue # 2 and Issue # 3 were given the same ranking by the RPAC</i></p>	<p>ARTS comment: Valley EMS accepts MaineCare clients. Other ambulance companies do not have adequate staffing to provide this service.</p>	<p>A. Chaircar coordination. Provide better coordination with wheelchair providers to provide cost effective service (ARTS)</p>

RPAC Issue/Problem	Additional Information	Recommended Actions/(Responsible Party)
<p>3. <u>Funding</u> - More Money for Vehicles. More buses are needed as roads in some areas, and distance traveled, prohibit use of automobiles for some people.</p> <p><i>Note: Issue # 2 and Issue # 3 were given the same ranking by the RPAC</i></p>		<p>A. Referral. Refer to Governor’s Coordinating Committee (MDOT)</p>
<p>4. <u>Community Education</u> - Public Information. Better information for riders, the general public, the disability community, social service agencies, and medical professionals on:</p> <ul style="list-style-type: none"> • How to use the bus system • The “ticket program” • The range of available services <p><i>Note: Issue # 4 and Issue # 5 were given the same ranking by the RPAC</i></p>		<p>A. Outreach. Meet with funding agencies, the medical community and other agencies and providers at least once/year to explain available services (ARTS)</p> <p>B. Training program. Develop a customer service training program specific to the transit industry in Maine (MDOT)</p> <p>C. More training. Increase the frequency of training for dispatchers and provider staff (ARTS)</p> <p>D. Web site. Improve the web site and printed materials, and improve ADA accessibility of the web site (MDOT)</p> <p>E. Directory. Create a comprehensive, clear method for accessing information on transportation services (ARTS, MDOT)</p>
<p>5. <u>Provider Policy Barriers</u> - Volunteers. Greater use of volunteers for transportation of adults.</p> <p><i>Note: Issue # 4 and Issue # 5 were given the same ranking by the RPAC</i></p>	<p>ARTS comment: With funding to support hiring a volunteer coordinator and corresponding expenses, ARTS could provide adults with volunteer service.</p>	<p>A. Recruitment. Recruit volunteers for a greater range of services (ARTS)</p> <p>B. Insurance. Refer issue of affordable insurance for volunteers to Governor’s Coordinating Committee (MDOT)</p> <p>C. Creative solutions. Explore creative solutions using volunteers (see 1C)</p>

RPAC Issue/Problem	Additional Information	Recommended Actions/(Responsible Party)
		<p>D. County Ride. Continue working with County Ride to improve access to their volunteers (ARTS)</p>
<p>6. Provider Education - Regional Provider Staff Education. Training of provider staff on how to better communicate information about all available services in the region along with limitations.</p> <ul style="list-style-type: none"> • General: all available services within the region, and be willing to ask more questions of a caller before referring them to another agency • Specialty needs: the needs of seniors, autistic people; ADA access to information, and service needs of ambulatory people who may need some assistance 	<p>There is an MDOT website (www.exploremaine.org) that lists fixed route and regional providers. It does not currently list non-MDOT supported transportation services.</p> <p>The Governor’s Coordinating Committee is currently developing a customer training program for providers.</p>	<p>See 1B through 1E, above</p>
<p>7. Additional Services – Out-of-Region Medical Specialist Services - Services should be broadened for those who need to travel outside the region to a medical provider</p>	<p>General public transportation is available through ARTS, but on a very limited basis. Additional transit for the general public would require substantially more funding.</p> <p>Funding is a major challenge for new services. Most of the funding for ARTS is for specific client groups and/or those who qualify for MaineCare.</p> <p>It is unlikely there will ever be enough public funding to meet all these needs.</p>	<p>A. Continuation of service. Continue to provide general public transportation within the limits of available funding (ARTS).</p> <p>B. Public information. Provide more information on public transportation (ARTS and MDOT)</p> <p>C. Creative solutions (See 1C, above)</p>

RPAC Issue/Problem	Additional Information	Recommended Actions/(Responsible Party)
<p>8. <u>Additional Services</u> – Education/Skills Classes – Services should be enhanced for people with disabilities and the elderly so they can attend education/skills classes</p> <p><i>Note: Issue # 8, Issue # 9 and issue #10 were given the same ranking by the RPAC</i></p>	<p>See additional information under # 7, above</p>	<p>See actions under # 7, above</p>
<p>9. <u>Policy Barriers</u> - Greater Flexibility. More flexibility in policies (several comments)</p> <ul style="list-style-type: none"> • Serve MaineCare families with children (scheduling appointments sometimes conflict with schedules), children miss too much school due to long waits or ride times • Schedules don't fit chemotherapy and dialysis patient need <p><i>Note: Issue # 8, Issue # 9 and issue #10 were given the same ranking by the RPAC</i></p>		<p>A. Schedule review. Review the schedule and routes to see where changes could be made to better meet riders' needs.</p> <p>B. Creative solutions. Consider creative solutions in meeting these needs (see 1C).</p> <p>C. Coordination with schools. Coordinate with local schools to address the trips that don't fit the normal schedule (ARTS)</p>
<p>10. <u>Documentation</u> - Documentation of Unmet Need. Better data is needed on when a provider is not able to provide service.</p>	<p>Better data on unmet needs will help build the case for more services</p>	<p>A. Tracking system. Establish a uniform tracking system for documenting ride denials (MDOT)</p> <p>B. Documentation. Use tracking system to document ride denials (ARTS)</p>

D. PERIODIC REVIEW OF SERVICE

Last Review. ARTS has no formal methodology for periodically reviewing service, as private operators have not come forward to express interest in participating in the Section 5311 program. In order to meet the obligation of promised weekly service to every town, there is little opportunity to make adjustments to services as they currently exist. Changes are made as service statistics demand. The preparation of the Biennial Operations Plan provides an opportunity for such participation through the public notice process. To date, there has been no expression of interest in such participation.

Because of the large expanse of land in Region 1 and the sparse population, no single route can be self sufficient for general public transportation. Aroostook Regional Transportation System, Inc., provides one day a week service to each town in Region 1 and coordinates services to the general public, the handicapped and the elderly. Additional financial support is provided by Aroostook Community Action Program and the Area Agency on Aging representing the elderly and handicapped so that transportation services are available county-wide. Non participation by private operators could be caused by the need for area-wide service, the special needs of client groups, and the large geographical area to be served.

Locally Established Criteria. Aroostook Regional Transportation System, Inc., does not have a formal process for reviewing its operations, but periodically looks at ridership and the region to ensure that the widest possible range of transportation services is provided in Region 1, particularly for those persons who are low income, disabled or elderly.

At the regional level, no other organizations have stepped forward offering to provide services. ARTS was created a number of years ago to coordinate the transportation services being provided individually by a number of social service agencies. At that time, it was determined that ARTS could provide those services in a more cost effective manner. ARTS anticipates that in the future, the major criteria to be employed in making a public versus private service decision would be 1) contract cost on a per mile basis and 2) demonstrated ability of the operator to provide high quality, well-maintained service.

Methodology for True Cost Comparisons. In the event that a private operator presents a proposal for delivering transportation services in the region, a cost comparison analysis will be conducted for the purpose of determining the most cost effective method of service delivery. The cost comparison will include an analysis of all services and costs. The private operator will be allowed to build in a 10% profit margin. The cost analysis will be reviewed by the Executive Director and presented to the ARTS Board for formulation of a recommendation to MDOT.

Complaints from Private Operators. There have been no complaints from private operators.

AMERICANS WITH DISABILITIES ACT PLANS

Aroostook Regional Transportation System's ADA plan is included in the paragraphs below.

A. ADA REVIEW

Aroostook Regional Transportation System, Inc. is in compliance with the "Non Discrimination on the Basis of Handicap" in Financial Assistance Programs in accordance with CFR Parts 27 and 609, Federal Register, May 23, 1986. Aroostook Regional Transportation System, Inc. ensures access to transportation services by elderly persons and persons with disabilities.

B. ADA PLAN

Aroostook Regional Transportation System's Plan to fully comply with the Americans with Disabilities Act of 1991 includes the following:

Explanation of the Americans with Disabilities Act (ADA)

In September of 1991, Civil Rights legislation known as the Americans with Disabilities Act (ADA) was enacted. This legislation enhanced existing 504 Civil Rights legislation by establishing specific standards for accessibility to elderly persons and persons with disabilities in public accommodations, workplaces and public transportation.

Policy Regarding Accessibility in Transportation

All general use vehicles operated by Aroostook Regional Transportation System, Inc. (ARTS) are wheelchair accessible. The facility occupied by Aroostook Transportation System, Inc. is appropriately designed for accessibility to the handicapped. TDD's (Telecommunications Devices for the Deaf) are installed at the central office. It has been the policy of Aroostook Regional Transportation System, Inc. since its inception in 1979 to support the rights of elderly persons and persons with disabilities by meeting or exceeding all past requirements of Section 504, and it is the continued policy of Aroostook Regional Transportation System, Inc. to meet or exceed all requirements of the ADA.

ADA Compliance Plan

The ADA legislation has established new standards for Public Transportation Systems in the areas of vehicle specifications, driver training and complementary para-transit services. ARTS has developed the following general guidelines for meeting the requirements of the ADA:

1. Vehicle Procurement

All general use buses obtained by ARTS will meet the ADA specifications for handicapped accessibility. These specifications will include wheelchair lift designs as outlined in ADA, forward facing wheelchair tie-down positions with appropriate securing devices.

2. Access to Services

- (a) The dispatch site will continue to have TDD (Telecommunication Devices for the Deaf) available.
- (b) All elderly and disabled persons will continue to travel at half fare.
- (c) All escorts of disabled persons will continue to ride free.
- (d) Service animals are allowed on ARTS' vehicles.
- (e) Central office and garage area is handicapped accessible.
- (f) Boarding chairs and chair transfer devices are available.
- (g) All notices of public meetings will include the opportunity for hearing impaired individuals to have the meeting "signed," or other special needs for other disabilities.

3. Driver Training

ARTS shall continue to train all drivers in the following areas:

- (a) Passenger Assistance Techniques (PAT): A comprehensive program detailing the characteristics of, and proper assistance methods for passengers with functional deficits; wheelchair management techniques; sensitivity training; transfer techniques; and proper use of vehicle lift and tie-down equipment. ARTS' Operations Manager and Dispatcher are certified Passenger Assistance and Safety Trainers (PASS). This is an updated version of the P.A.T. program and is certified by the Community Transportation Association of America.
- (b) CPR-First Aid: Yearly updates for certification in CPR and First Aid are provided to current employees, and new employees are required to complete training within three months.
- (c) Defensive Driving: Sponsored and approved by the Agency's vehicle insurance carrier, One Beacon.
- (d) Pre-trip Inspections: Proper pre-trip inspection of Agency vehicles to insure the safety of driver and passengers has been expanded to include wheelchair lift inspections.
- (e) Various ongoing training segments including emergency procedures, blood-born pathogens, use of fire extinguishers and other related issues.
- (f) ARTS has a driver's handbook which describes procedures for dealing with persons with wheelchairs and other disabilities.

- (g) All drivers and other personnel receive a minimum of one hour training annually in Drug and Alcohol Use as required by the Federal Transit Administration.

Complementary Paratransit Service

Since ARTS provides door to door services for all clients, it is exempt from providing Complementary Paratransit Services as detailed in existing ADA legislation. Complementary Paratransit requires that alternative accessible transportation is made available to qualified elderly or disabled individuals who live within a 1-1/2 mile wide corridor surrounding existing Transit routes who cannot use existing Transit services. ARTS has continually endeavored to make all transportation services available to disabled individuals equal to the transportation services available to non disabled people.

Conclusion

Aroostook Regional Transportation System, Inc. recognizes that availability of public transportation is a fundamental right for all citizens regardless of an individual's disability. ARTS has been and will continue to remain committed to the provisions of accessible transportation.

**AROOSTOOK REGIONAL TRANSPORTATION
SYSTEM, INC.**

AROOSTOOK TRANSPORTATION SYSTEM, INC

TABLE OF CONTENTS

PROJECT DESCRIPTION	1
A. RURAL TRANSIT PROVIDER.....	1
B. SERVICE.....	1
C. GEOGRAPHIC AREA.....	1
D. SERVICE DESCRIPTION.....	1
E. FARE STRUCTURE.....	2
F. PROPOSED CUTBACKS, EXPANSIONS.....	2
G. CHARTER SERVICE.....	2
H. COMPETITION WITH NON-SUBSIDIZED SERVICE.....	3
PROJECT COORDINATION	3
A. SOCIAL SERVICE AGENCY COORDINATION.....	3
B. SOCIAL SERVICE CONTRACT SUMMARY	4
C. COORDINATION WITH OTHER PROVIDERS.....	4
DISCRIMINATION	5
DISADVANTAGED/WOMEN OWNED BUSINESS ENTERPRISES	5
A. POTENTIAL DBE/WBE ENTERPRISES	5
B. MONETARY GOALS	5
C. ADVERTISING	5
CAPITAL	6
A. MAINTENANCE OF FLEET VEHICLES.....	6
B. CAPITAL ACQUISITIONS	7
C. CAPITAL RESERVE ACCOUNT	9

GOALS AND OBJECTIVES	9
BENCHMARKS	9
SERVICE DATA	10
A. ANNUAL REPORT	10
B. REVENUES, COSTS, TRIPS, PASSENGER MILES	11
C. PASSENGER INFORMATION – PAST THREE YEARS.....	14
D. PROJECTED REVENUES, COSTS, TRIPS, PASSENGER MILES	14
E. BUDGET	16
FLEET CONDITION.....	16
PTMS FORMS	17
 APPENDIX	
SCHEDULES	A - 1
EXCERPTS FROM DHHS CONTRACTS	A - 11
PREVENTIVE MAINTENANCE PLAN.....	A - 18
ROLLING STOCK REPLACEMENT PLAN	A - 23
LEGAL ADS, CAPITAL ASSISTANCE GRANT	A - 26

MDOT REGION 1 BIENNIAL OPERATIONS PLAN

AROOSTOOK REGIONAL TRANSPORTATION SYSTEM, INC.

PROJECT DESCRIPTION

A. RURAL TRANSIT PROVIDER

Provider: Aroostook Regional Transportation System, Inc.
Contact Person: Alton Gustin, Jr.
Address: PO Box 552, 24 Houlton Road, Presque Isle, Maine 04769
Telephone: 207-764-1290

B. SERVICE

No. of Counties: Three
Type of Service: Demand Response
Service Area: Aroostook County, Danforth in Washington County and Patten in Penobscot County

C. GEOGRAPHIC AREA

Aroostook Regional Transportation System, Inc. 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).

D. SERVICE DESCRIPTION

Formal services and routes are set forth in brochures printed by ARTS (see Appendix), and are summarized below. The formal schedule does not include special runs or the driving that is undertaken to transport clients at times other than those specified in the brochures. Areas served by ARTS include the following:

- 1. The Caribou Area bus schedule** serves in-town Caribou locations five days per week. Less frequent service is provided between Caribou and the following locations: Fort Fairfield, Limestone, Colby Siding, New Sweden, Stockholm, Washburn, Wade, Perham, Crouseville, Woodland, Caswell, Westmanland, Jemtland and Presque Isle.
- 2. The Fort Kent Area bus schedule** runs five days per week and serves in-town Fort Kent Mondays, Tuesdays, Thursdays and Fridays. Less frequent service is provided between Fort Kent and the following locations: Allagash, St. John, St. Francis, Quimby, Winterville, Eagle Lake, Plaisted, Wallagrass, Guerette, Daigle, Soldier Pond, Sinclair, St. Agatha, Frenchville, Madawaska, Presque Isle, and Caribou.
- 3. The Houlton Area bus schedule** runs five days per week and serves in-town Houlton five days per week (except on the 1st and third Mondays). Less frequent service is

provided between Houlton and the following locations: Oakfield, Dyer Brook, Cary, Smyrna Mills, Ludlow, Danforth, Hodgdon, Weston, Amity, Littleton, Monticello, Bridgewater, Mars Hill, Presque Isle, Patten, Island Falls, Linneus, Sherman Orient, Haynesville, Wytovitlock, Bancroft, Macwahoc, Molunkus, Mt. Chase, and Benedicta.

4. **The Madawaska Area bus schedule** runs five days per week and serves in-town Madawaska on Mondays and Thursdays. Less frequent service is provided between Madawaska and the following locations: Van Buren, Grand Isle, Frenchville, Lille, Fort Kent, Presque Isle and Caribou.
5. **The Presque Isle bus schedule** runs five days per week and serves in-town Presque Isle for all five days. Less frequent service is provided between Presque Isle and the following locations: Fort Fairfield, Mapleton, Ashland, Portage, Sheridan, Caribou, Mars Hill, Westfield, Bridgewater, Easton, Masardis, Robinson, Oxbow and E Plantation.

In addition to the above public schedules, there are special runs for the Central Aroostook ARC, and Adult Multiple Alternative Center. Areas served include the following:

- Run #1 Caribou, Limestone, Presque Isle
- Run #2 Fort Fairfield, Easton, Presque Isle
- Run #3 Presque Isle and Caribou
- Run #4 Presque Isle and Caribou
- Run #5 Washburn, Woodland, Perham, Mapleton and Presque Isle

ARTS also provides Alzheimer's transportation two days per week to Caribou and two days per week to Presque Isle.

E. FARE STRUCTURE

Fares generally range between \$1.00 and \$5.00 plus, depending upon clientele and length of trip.

F. PROPOSED CUTBACKS, EXPANSIONS

ARTS has no plans for any expansions or cutbacks.

G. CHARTER SERVICE

No charter service is offered or planned. ARTS does provide community service/special service transportation with a spare bus and a spare driver to nursing homes, by taking nursing home residents for an hour ride including stops for ice cream or soda. ARTS charges the nursing home \$60 per hour (fares) and the nursing home provides a medically trained escort. No other transportation agency is available in Aroostook County to provide this community relations activity. In no case would charter service be provided outside the service area of Aroostook Regional Transportation System, Inc.

H. COMPETITION WITH NON-SUBSIDIZED SERVICE

This project is not in competition with or supplemental to a non-subsidized transportation service. Non-subsidized transportation providers have expressed no interest in providing this service. The only opportunities for direct conflicts are in those areas where taxi service is provided, particularly in Caribou and Presque Isle. ARTS follows a general policy of not competing with taxicab companies. ARTS has agreements with local cab companies to provide non-scheduled transportation services on weekends and nights for certain eligible clients.

PROJECT COORDINATION

A. SOCIAL SERVICE AGENCY COORDINATION

Open to Public. In an effort to provide coordinated transportation service throughout Region 1, all buses and routes are open to the general public and schedules and routes are developed to provide for special needs of the elderly and handicapped as well as general needs of the people of Aroostook County.

DHHS Contract. Aroostook Regional Transportation System, Inc. has a contract with the Department of Health and Human Services, Bureau of Child and Family Services in addition to transportation services under MaineCare of the Bureau of Medical Services. ARTS has been named the MaineCare transportation provider for the same geographic area as designated Region 1 by the Maine Department of Transportation. All individuals qualifying under MaineCare guidelines are provided transportation within the ARTS bus system at no charge to the individual going to a MaineCare approved facility. For those MaineCare clients needing to go out of county or out of state, or for those medically unable to use the bus, or because of the bus schedule, payment is made to the individual at a current rate of \$.22 per mile per MDOT map mileage. Other plans arranged by ARTS may be purchase of bus tickets or airline tickets. Each individual service is billed to MaineCare by ARTS. This service and its controls are established by the Bureau of Medical Services.

The contract with the Bureau of Child and Family Services calls for specific services to children and adults under State of Maine protection. These individuals are provided one-on-one service by four private drivers using their own vehicles or by ARTS personnel using unmarked mini-vans. ARTS coordinates service requests by the DHHS case worker and the drivers using their own vehicles or ARTS mini-vans. This contract was for \$211,549, and an addition \$30,719 for FY 2006. All service under this contract requires a DHHS caseworker referral and is not open to the general public.

ARTS' contract includes assisting elderly, handicapped, low income clients for education purposes, and specified individuals needing assistance to receive medical services and not qualifying under MaineCare. Because the funds available through DHHS are not sufficient to meet the needs of special client groups, ARTS has established agreements with local service agencies to provide funds in support of their interest group. This allows for ARTS to provide services throughout Region 1 to meet specific needs of the client groups as well as to provide general public transportation. These agreements with local agencies also provide local funds for match for vehicle purchases or other grants that may be available.

B. SOCIAL SERVICE CONTRACT SUMMARY

Agreements are on file with the following local agencies and are available if needed for review at the ARTS facility. A listing of amounts and services provided follows:

Agency	Client Group	\$ Support	General Services
Aroostook Area Agency on Aging	Elderly	\$12,000	Availability of service one day a week to every town in Region 1; no cost to individual going to meal sites, or RSVP work sites. All other elderly pay half fare for services to shopping, visiting, beauty shops, etc.
Central Aroostook ARC	Mentally Retarded Adults/Children	\$87,000	Individuals attending the Child Development Center, Work Activities Center, Work Opportunity Center, in Presque Isle: clients from Mapleton, Chapman, Woodland, Perham, Caribou, Presque Isle, Washburn, Easton, Westfield, Fort Fairfield, and Limestone.
Aroostook County Action Program	Low Income	\$3,000	Availability of service county-wide for low income individuals.

C. COORDINATION WITH OTHER PROVIDERS

ARTS Board of Directors is comprised of individuals representing a variety of interests throughout Aroostook County. An example of this diverse representation follows: Aroostook Area Agency on Aging (seniors); Aroostook Community Action Program (low-income); Central Aroostook ARC (mental health); and (2) members from Department of Health and Human Services (child protective and mental health). The board focuses on the needs of the target population, while encouraging and supporting coordination between agencies.

ARTS has been involved with discussions with Maine Department of Transportation as to the feasibility of providing a feeder service from Ft. Kent to Limestone which will connect with Cyr Bus Lines.

ARTS is the only transportation provider in Region 1. For MaineCare clients unable to use an ARTS bus, payment is made to the individual. Other plans arranged by ARTS may include purchase of bus tickets or airline tickets for individuals needing to go out of the county or out of state.

ARTS has an informal, working relationship with Penquis CAP and Washington-Hancock Community Agency, under which citizens living near the borders of the various regions may be served by the provider that can most cost-effectively provide the service.

DISCRIMINATION

No lawsuits or complaints alleging discrimination on any basis have been registered against ARTS during the past two years.

DISADVANTAGED/WOMEN OWNED BUSINESS ENTERPRISES

A. POTENTIAL DBE/WBE ENTERPRISES

ARTS will endeavor to involve Disadvantaged and Women-owned Business Enterprises in the procurement of outside goods and services with a goal of 1.08% participation in both FY 2006 and FY 2007. ARTS will utilize MDOT's list of DBE/WBE in procuring bids, as well as qualified firms that have responded to MDOT's public notice regarding DBE/WBE participation. Potential DBE/WBE enterprises include Charlie's Carpets, Presque Isle, and Designs by the Stitch, Monticello.

B. MONETARY GOALS

ARTS' FY 2007 budget contains \$48,000 in contractible services (\$7,000 for consultants; \$5,000 for training/employee expense; \$36,000 for materials/supplies). MaineDOT/FTA funds (\$228,976) account for 11% of the total budget (\$2,172,591). Therefore, the federal/state share of contractible services is \$5,280 (11% of \$48,000), and the 0.6% monetary goal is \$32 (0.6% of \$5,280).

ARTS' FY 2008 budget contains \$48,000 in contractible services (\$7,000 for consultants; \$5,000 for training/employee expense; \$36,000 for materials/supplies). MaineDOT/FTA funds (\$228,976) account for 11% of the total budget (\$2,172,591). Therefore, the federal/state share of contractible services is \$5,280 (11% of \$48,000). If the federal DBE/WBE rate remains at 0.6%, then the DBE/WBE monetary goal would be \$32 (0.6% of \$5,280).

C. ADVERTISING

The Maine Transit Association has published an ad on behalf of all transportation providers which appeared in the Central Maine Newspapers on October 5, 6 and 7, 2006.



Legal Advertisement

Seeking Disadvantaged/Minority/Women Owned Business Enterprises
 The Maine Transit Association (MTA) is looking to identify disadvantaged, minority and women owned business enterprises (DBEs) supplying parts, supplies and/or services to the transit (bus, van, ferry) industry.

These may include fuel, maintenance supplies and services, office supplies, marketing or planning assistance and other related services. Interested businesses that are currently certified, or are willing to become certified, should submit a brochure, summary of services, catalog and/or a letter stating the firm's services and areas of expertise.

Maine transit operators and planners who receive Federal Transit Administration assistance and are soliciting the services of certified DBEs are:
 Transit Providers:
 Ardoostook Regional Transportation (Presque Isle); City of Bath; the BAT

Community Connector (Bangor); Casco Bay Island Transit District (Portland); Coastal Trans (Bath/Rockland); Downeast Transportation (Ellsworth); METRO (Portland); Penquis CAP (Bangor), KVCA (Augusta/Waterville); Regional Transportation Program (Portland); ShuttleBus (Biddeford); S. Portland Bus Service (S. Portland); Waldo County Action Partners (Belfast); Western Maine Transportation Services (Mexico); Washington-Hancock Community Agency (Ellsworth); West's Transportation, Inc.; York County Community Action (Sanford)

Planning Organizations:
 Androscoggin Valley Council of Governments (Auburn); Bangor Area Comprehensive Transportation Study (Bangor); Greater Portland Council of Governments (Portland); Southern Maine Regional Planning Commission (Sanford)

If you are a Disadvantaged, Woman or Minority Business Enterprise (DBE) and are interested in getting your business certified in order to bid work as a Disadvantaged, Woman or Minority Business Enterprise (DBE), you may learn more about the certification process by contacting the Maine Department of

Transportation.
 Jackie LaPerriere, DBE Coordinator, Office of Civil Rights, Maine Department of Transportation, 16 State House Station, Augusta, ME 04333-0016, (207) 624-3066

CAPITAL

A. MAINTENANCE OF FLEET VEHICLES

1. ARTS follows a written preventive maintenance schedule which includes the use of a checklist to ensure that all work is undertaken according to the maintenance service intervals. (See Appendix.)
2. ARTS maintains a file of accidents and accident reports which are compiled by the Safety Committee for each accident.
3. Fuel is not maintained on the premises but is purchased by agreement (at lower prices) from service stations primarily in Houlton, Fort Kent and Presque Isle.
4. ARTS has its own maintenance facility which is located at and is a part of its headquarters building in Presque Isle. This facility handles all maintenance except the rebuilding of transmissions, major engine work and body work including painting. The majority of ARTS' vehicles are garaged.
5. ARTS does not have a formal road call system to review breakdowns, but does check the cause of the breakdown against its written maintenance records.
6. ARTS maintains a complete vehicle history through record keeping.
7. ARTS has implemented a comprehensive drug and alcohol testing program in compliance with Federal requirements.

B. CAPITAL ACQUISITIONS

ARTS anticipates the replacement of six (6) public buses during FY 2007 and FY 2008 covered by this Biennial Operations Plan depending upon the availability of State financial assistance. In addition, at some point, ARTS will have to replace two (2) minivans. ARTS will utilize State assistance wherever possible.

The general theory behind bus replacements is that the spare buses are the ones that will be traded in, returned to the State and placed at State auction, or sold by bid. As the new buses come in and the spare buses are retired, one of the buses currently on the road becomes the spare. ARTS needs, at a minimum, five (5) spare buses, three (3) general public buses and two (2) school buses.

Generally, from the time ARTS places an order for a bus, it takes 10 or 12 months before ARTS actually takes delivery. The school buses generally are driven about 30,000 to 35,000 miles per year. The general public buses, on average, are driven about 25,000 to 30,000 miles per year. Mileage alone is not the only indicator for replacement. Stop/start and loading idle time are also considered. A recent decline in the number of vehicle replacement grants means that ARTS may have to find additional sources of funding.

ARTS' 5-year rolling stock replacement schedule is shown below. At present, ARTS has six school buses. Four are run daily, with two serving as spares. ARTS runs nine general public buses a day. On occasion, ARTS uses an additional bus to cover the volume of people. ARTS also has four local mini-vans, one of which will have to be replaced during the biennium. The full text of the vehicle replacement plan is contained in the Appendix.

ROLLING STOCK REPLACEMENT SCHEDULE SCHOOL BUSES					
Year	Bus to be Disposed	Grant Source	Anticipated Federal \$	Anticipated Local Share	Total
2005-06	No Replacement				
2006-07	98 International	5310-0031	\$73,721	\$16,279	\$90,000
2007-08	00 Freight Liner	5310-0032	\$73,721	\$18,279	\$92,000
2008-09	No Replacement				
2009-10	02 Freight Liner	5310-0034	\$80,000	\$16,800	\$96,800

**ROLLING STOCK REPLACEMENT SCHEDULE
GENERAL PUBLIC BUSES**

Year	Bus to be Disposed	Grant Source	Anticipated Federal \$	Anticipated Local Share	Total
2005-06	94 Ford/Thomas	5310-0039 5310-0047	\$48,600 \$11,340	\$6,800 \$1,260	\$68,000
2005-06	98 Ford Goshen	5310-0039 5310-0047	\$48,600 \$11,340	\$6,800 \$1,260	\$68,000
2005-06	98 Ford Goshen	5310-0029 5310-0030	\$2,838 \$62,325	\$5,897 \$6,925	\$77,985
2006-07	98 Ford Goshen	5310	\$62,640	\$6,960	\$69,600
2006-07	99 Ford Goshen	5310	\$62,640	\$6,960	\$69,600
2006-07	01 Ford Goshen	5310	\$62,640	\$6,960	\$69,600
2007-08	02 Ford Goshen	5310-0030*	(\$8,900)	(\$1,085)	(\$9,985)
		5310-47*	(\$4,320)	(\$480)	(\$4,800)
				\$55,215**	\$70,000
2008-09	02 Ford Goshen	None Known		\$70,000	\$70,000
2009-10	03 Ford Goshen	None Known		\$70,000	\$70,000
2009-10	03 Ford Goshen	None Known		\$70,000	\$70,000
2009-10	03 Ford Goshen	None Known		\$70,000	\$70,000
REPLACEMENT SCHEDULE FOR MINIVANS					
2007-10	04 Dodge Carav			\$27,000	\$27,000
2007-10	05 Dodge Carav			\$27,000	\$27,000
2007-10	02 Mercury Vill			\$27,000	\$27,000
2007-10	95 Ford Aerostar			\$27,000	\$27,000

*remaining funds from grant source

**additional local funds needed

Three of the four minivans listed will need to be replaced within this time period for a total cost of \$81,000 from local funds.

Summary of expenditures needed from local match:

School bus	\$51,358
General Public	\$385,037
Mini Vans	\$81,000

Three of the four minivans listed will need to be replaced within this time period for a total cost of \$81,000 from local funds.

Summary of expenditures needed from local match:

School bus	\$51,358
General Public	\$385,037
Mini Vans	\$81,000

The total unfunded need is \$517,395. The ads for Section 5310 vehicle purchases are included in the Appendix.

C. CAPITAL RESERVE ACCOUNT

As of September 30, 2006, ARTS had \$142,851 in its Cash Vehicle Match and Replacement Escrow account. The ARTS Board of Directors approves transfer of any excess revenues at the end of the fiscal year to the Capital Reserve Account if funds are available.

GOALS AND OBJECTIVES

A. STATUS REPORT ON EXISTING GOALS AND OBJECTIVES

1. Continue to provide transportation for a population which is becoming increasingly older and more disabled.

ARTS has maintained service levels except in the St John Valley where two additional days of service have been provided to elderly and disabled individuals.

2. Do as much as possible for as many people as possible for as low a cost as possible.

Due to increased costs associated with maintenance, fuel and insurance, ARTS has been restricted in its' efforts to provide additional opportunities for expansion.

B. NEW GOALS

1. Increase ridership by 2% in 2007 for the elderly, disabled community and general public.
2. Reduce operating and maintenance costs by 2% through fleet upgrade.
3. Enhance coordination efforts that will improve access and increased efficiency of transportation.

BENCHMARKS

FY 2006 trip and cost data will be used as benchmarks which will allow ARTS to measure and report on the new goals.

SERVICE DATA

A. ANNUAL REPORT

The following table contains service data compiled by Aroostook Regional Transportation System, Inc. for the past three fiscal years. ARTS' fiscal year begins October 1.

Aroostook Regional Transportation System Annual Report – Last Three Years			
	FY 2004	FY 2005	FY 2006
Volunteer Resources			
Volunteer Drivers	0	0	0
Personal Vehicles in Service	0	0	0
Vehicles			
Number of Active Vehicles in Fleet	22	22	22
Number of Inactive Vehicles in Fleet	0	0	0
Number of ADA Accessible Vehicles	18	18	20
Annual Operating Expenses			
Annual Transit Operating Expenses	0	0	0
Annual Social Services Operating Expenses	\$1,402,620	\$1,438,507	\$1,746,148
Annual Administrative Expenses			
Annual Transit Administrative Expenses	0	0	0
Annual Social Services Administrative Expenses	\$376,815	\$381,604	\$411,500
Annual Operating Revenues			
Fare Revenues	\$33,115	\$29,985	\$33,906
Transit Contract Revenues	0	0	0
Social Service Contract Revenues	\$733,942	\$731,129	\$908,723
FTA-Federal Operating Assistance	\$159,827	\$167,819	\$175,615
MDOT – State Operating Assistance	\$30,686	\$30,578	\$32,045
Local Operating Funds	\$73,459	\$132,923	\$132,552
Total Annual Operating Revenues	\$1,031,029	\$1,092,443	\$1,282,841
FTA – Annual Capital Costs	\$236,944	\$32,848	\$71,891
FTA-Sources of Capital Funds			
FTA-Federal Capital Assistance	\$134,371	\$4,940	\$57,513
MDOT-State Capital Assistance	\$7,885	0	\$7,189
Local Capital Funds	\$94,688	\$27,908	\$7,189
Total Capital Funds	\$236,944	\$32,848	\$71,891

	FY 2004	FY 2005	FY 2006
Annual Vehicle Miles (passenger miles)			
Annual Transit Miles	0	0	0
Annual Social Service Miles	565,367	559,338	579,654
Annual Vehicle Hours	20,644	20,066	19,092
Annual Passenger Trips			
Annual Transit Passenger Trips	0	0	0
Annual Social Services Passenger Trips	101,310	98,944	99,348
Safety			
Fatalities	0	0	0
Major Incidents	0	0	0
Major Injuries	0	0	0

Source: Aroostook Regional Transportation System, Inc

B. REVENUES, COSTS, TRIPS, PASSENGER MILES

See revenues and costs table for overall costs; costs are not broken down by program or mode. FY 2004 covers the period 10/1/04 through 9/30/05; FY 2005 covers the period 10/1/04 through 9/30/05; FY 2006 covers the period 10/1/05 through 9/39/06.

REVENUES AND COSTS BY AGENCY PAST THREE YEARS						
SOCIAL SERVICE AGENCY/PROGRAM	REVENUES			COSTS		
	FY 2004	FY 2005	FY 2006	FY 2004	FY 2005	FY 2006
General Public	\$225,378	\$230,132	\$241,566	Not available. See detailed breakdown of revenues and costs on page 13.		
MaineCare	\$1,263,205	\$1,216,301	\$1,585,182			
DHHS Regular	\$30,718	\$30,719	\$30,719			
DHHS Special	\$190,060	\$204,531	\$269,861			
Other	\$196,185	\$215,004	\$270,214			
Total	\$1,905,546	\$1,896,687	\$2,397,542	\$1,884,276	\$1,879,434	\$2,333,483

**TRIPS AND PASSENGER MILES BY AGENCY
PAST THREE YEARS**

SOCIAL SERVICE AGENCY/PROGRAM	TRIPS			PASSENGER MILES		
	FY 2004	FY 2005	FY 2006	FY 2004	FY 2005	FY 2006
General Public	47,894	47,494	50,029	347,553	325,203	321,886
MaineCare	90,011	91,410	104,339	2,955,713	3,101,169	3,701,132
DHHS Regular	976	1,208	996	3,828	6,029	6,926
DHHS Special	2,832	3,190	4,333	161,043	169,489	216,537
Other	21,929	23,354	22,384	222,195	224,916	252,508
Total	163,642	166,656	182,081	3,690,332	3,826,806	4,498,989

**REVENUES AND COSTS BY MODE
PAST THREE YEARS**

MODE	REVENUES			COSTS		
	FY 2004	FY 2005	FY 2006	FY 2004	FY 2005	FY 2006
Agency Vehicles	\$632,565	\$629,773	\$579,087	Not available. See detailed breakdown of revenues and costs on page 13.		
Volunteers	0	0	0			
Friends and Family	\$728,389	\$763,560	\$1,173,060			
Subcontracted Providers	0	0	0			
Other-DHHS Special	\$190,060	\$204,531	\$269,861			
Total	\$1,551,014	\$1,597,864	\$2,022,008	\$1,551,014	\$1,597,864	\$2,022,008

**TRIPS AND PASSENGER MILES BY MODE
PAST THREE YEARS**

MODE	TRIPS			PASSENGER MILES		
	FY 2004	FY 2005	FY 2006	FY 2004	FY 2005	FY 2006
Agency Vehicles	97,865	96,709	97,748	826,081	786,392	772,239
Volunteers	0	0	0	0	0	0
Friends & Family	62,945	66,757	80,000	2,703,208	2,870,925	3,510,213
Subcontracted Providers	0	0	0	0	0	0
Other-DHHS Special	2,832	3,190	4,333	161,043	169,489	216,537
Total	163,642	166,656	182,081	3,690,332	3,826,806	4,498,989

**TRANSPORTATION REVENUES
PAST THREE YEARS**

REVENUES	FY 2004	FY 2005	FY 2006
MaineCare/FSD	\$1,263,205	\$1,216,300	\$1,585,182
DHHS	220,778	235,250	300,580
Section 5311/Ops/Ad/Tmg	192,263	200,147	207,660
URIP	12,875	16,774	30,552
AAAA	12,000	12,000	12,000
ACAP	3,000	3,000	3,000
CAARC	84,240	87,000	87,000
COL	24,000	33,905	0
Fares	33,115	29,985	33,906
Sub-totals	1,845,476	1,834,361	2,259,880
Miscellaneous Income	0	0	72,960
Vehicle Section 5310	60,070	62,325	64,702
Totals	\$1,905,546	\$1,896,686	\$2,397,542

**TRANSPORTATION EXPENSES
PAST THREE YEARS**

EXPENSES	FY 2004	FY 2005	FY 2006
Salaries/Fringe	\$761,434	\$783,709	\$775,841
Training/Employee Expense	5,729	6,319	5,513
Consultant	8,790	7,106	5,342
Miscellaneous	3,761	1,850	2,425
Staff Travel	2,586	2,406	2,753
Telephone/Radios	15,714	14,877	14,225
Computer	10,608	9,392	2,179
Materials/Supplies/Postage	30,768	21,181	39,198
Insurance/Bonding	52,038	60,366	63,453
Utilities	15,138	16,733	19,382
Ads	2,309	794	3,426
Gas/Vehicle Maintenance	129,494	175,291	178,275
SS Mileage/Insurance	36,113	34,792	43,146
Direct Pay DHHS Elderly	7,623	8,686	13,937
Direct Pay MaineCare	687,944	655,851	974,171
Office/Garage/Equipment	32,539	10,831	14,381
Vehicle Purchase	61,673	69,250	95,891
Office Renovations	8,615	0	0
Computer Software	11,400	0	0
DHHS/MaineCare/Fed Tax	0	0	79,944
Totals	\$1,884,276	\$1,879,434	\$2,333,483

C. PASSENGER INFORMATION – PAST THREE YEARS

The following table contains a summary of the number of general public, elderly and disabled passengers for each of the past three years. See page 12 for a breakdown of one-way trips by social service program.

ARTS has not conducted any on/off studies or passenger surveys during the past three years to determine gender, age cohorts, income, access to a car, trip frequency, trip purpose, etc.

NUMBER OF GENERAL PUBLIC, ELDERLY AND DISABLED PASSENGER			
	FY 2004	FY 2005	FY 2006
# General Public Passengers	47,894	47,494	50,029
# Elderly Passengers	52,464	53,750	57,923
# Disabled Passengers	49,587	50,509	52,689
Total	149,945	151,753	160,641

D. PROJECTED REVENUES, COSTS, TRIPS, PASSENGER MILES

NOTE: See proposed budget for breakdown of anticipated revenues and costs.

PROJECTED REVENUES, COSTS, TRIPS, PASSENGER MILES BY AGENCY NEXT TWO YEARS								
Social Service Agency/Program	Revenues		Costs		One-Way Trips		Passenger Miles	
	FY 2007	FY 2008	FY 2007	FY 2008	FY 2007	FY 2008	FY 2007	FY 2008
General Public	\$266,976	\$266,976	Not available. See detailed breakdown of revenues and expenses in proposed budget on pages 15 and 16.		49,976	49,976	319,972	319,972
MaineCare	\$1,458,000	\$1,458,000			102,192	102,192	3,710,817	3,710,817
DHHS Regular	\$30,719	\$30,179			1,071	1,071	6,921	6,921
DHHS Special	\$211,549	\$211,549			4,592	4,592	221,955	221,955
Other	\$205,347	\$205,347			22,643	22,643	244,579	244,579
Total	\$2,172,591	\$2,172,591	\$2,172,591	\$2,172,591	180,474	180,474	4,504,244	4,504,244

**PROJECTED REVENUES, COSTS, TRIPS, PASSENGER MILES
BY MODE
NEXT TWO YEARS**

Mode	Revenues		Costs		One-Way Trips		Passenger Miles	
	FY 2007	FY 2008	FY 2007	FY 2008	FY 2007	FY 2008	FY 2007	FY 2008
Agency Vehicles	\$612,697	\$612,697	Not available. See detailed breakdown of revenues and expenses in proposed budget on pages 15 and 16.		97,813	97,813	762,461	762,461
Volunteers	0	0			0	0	0	0
Friends & Family	1,053,807	1,053,807			78,069	78,069	3,519,828	3,519,828
Subcontracted Providers	0	0			0	0	0	0
DHHS Special	211,549	211,549			4,592	4,592	221,955	221,955
Total	\$1,878,503	\$1,878,503	\$2,172,591	\$2,172,591	180,474	180,474	4,504,244	4,504,244

E. BUDGET

ARTS' proposed budget for the next two years is shown in the table below.

AROOSTOOK REGIONAL TRANSPORTATION SYSTEM, INC. PROPOSED BUDGET		
ANTICIPATED REVENUES	FY 2007	FY 2008
MaineCare &FSD	\$1,458,000	\$1,458,000
DHHS – SS	211,549	211,549
DHHS – XX	30,719	30,719
Section 18	225,876	225,876
RTAP	3,100	3,100
Section 5310	73,719	73,719
Special Municipal Transit \$	25,628	25,628
AAAA	12,000	12,000
ACAP	3,000	3,000
CAARC	91,000	91,000
Fares	38,000	38,000
Total	\$2,172,591	\$2,172,591

ANTICIPATED EXPENSES	FY 2007	FY 2008
Salaries	\$598,000	\$598,000
Fringe	208,500	208,500
Training/Employee Expense	5,000	5,000
Consultant	7,000	7,000
Misc.	3,481	3,481
Staff Travel	4,200	4,200
Telephone/Radios	13,000	13,000
Computer	7,000	7,000
Materials/Supplies/Postage	36,000	36,000
Insurance/Bonding	66,000	66,000
Utilities	20,500	20,500
Ads	3,000	3,000
Gas/Vehicle Maintenance	211,800	211,800
SS Mileage Insurance	40,000	40,000
Direct Pay DHHS/Elderly	10,000	10,000
Direct Pay MaineCare	843,200	843,200
Office/Garage Equipment	10,000	10,000
5310	73,719	73,719
Vehicle Local Match	8,191	8,191
Local Equipment	4,000	4,000
Total	\$2,172,591	\$2,172,591

FLEET CONDITION

ARTS operates 16 vehicles, all ADA accessible, which were purchased through FTA/MDOT grants. In addition to these vehicles, ARTS operates two ADA vehicles and four mini-vans which were purchased with local funds. ARTS also has a 1985 wrecker/plow purchased under an FTA/MDOT grant. The condition of the subsidized vehicles (exclusive of the wrecker) is summarized on the following pages.

2007 PTMS VEHICLE EVALUATION SUMMARY FORM

AGENCY: ARTS

1	VIN	1FDWE45FX3 HA68498	1FDWE45F43H A68500	1FDWE45F63H A68501	1FDXE40F6W HA64044	1FDXE45 B40621
2	Fleet #	2	4	5	7	9
3	Vehicle Type *	LDB	LDB	LDB	LDB	LDB
4	Make, Model	Ford Starcraft	Ford Starcraft	Ford Starcraft	Ford Goshen	Ford Goshen
5	Year	2003	2003	2003	1998	2002
6	Fuel Type	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL
7	Fuel Use – 12 months	2,911.2	2,472.8	2,871.1	1,441.2	2,385.0
8	Mileage	91,566	73,510	100,059	215,533	108,600
9	12-month Mileage	27,304	24,135	28,070	13,997	24,641
10	Repair Cost - 12 months	\$5,793.66	\$2,723.48	\$3,470.97	\$4,861.05	\$2,007.35
11	Repair frequency - 12 months**	A-4,B-3,C-5	A-4,B-2,C-2	A-5,B-5,C-4	A-4,B-4,C-12	A-4,B-63,
12	Vehicle appearance - interior	FAIR	FAIR	POOR	POOR	FAIR
	Vehicle appearance - exterior	FAIR	FAIR	FAIR	POOR	FAIR
13	ADA Accessibility:					
	Equipped/Working	YES	YES	YES	YES	YES
	Tie Down	YES	YES	YES	YES	YES
	Announcement System					
	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	Manual	Manual	Manual	Manual

Inspector's Name, Date of Inspection Alton Gustin, Jr 08/21/06

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

** Repair Frequency: A-Routine Preventive Maintenance; B-Minor Repairs (vehicle not taken out of service); C-Major Repairs

2007 PTMS VEHICLE EVALUATION SUMMARY FORM

AGENCY: ARTS

1	VIN	1T88H2C16411 44825	1FDXE40F5W HC13107	1FDXE45F02H B13872	1FDXE45F21H A12248	1FDXE40 A36753
2	Fleet #	11	12	14	16	19
3	Vehicle Type *	MHDB	LDB	LDB	LDB	LDB
4	Make, Model	Thomas	Ford Goshen	Ford Thomas CL100	Ford Goshen	Ford Goshen
5	Year	2004	1998	2002	2001	1999
6	Fuel Type	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL
7	Fuel Use – 12 months	2,977.2	1,713.7	3,402.7	2,426.3	2,683.2

8	Mileage	48,772	175,412	106,623	162,076	179,060
9	12-month Mileage	21,510	16,289	29,596	21,924	24,881
10	Repair Cost - 12 months	\$2,961.92	\$2,419.98	\$3,097.73	\$6,276.78	\$1,493.65
11	Repair frequency - 12 months**	A-2,B-2,C-2	A-4,B-3,C-8	A-4,B-1,C-8	A-3,B-4,C-4	A-5,B-1,C
12	Vehicle appearance - interior	GOOD	POOR	FAIR	FAIR	POOR
	Vehicle appearance - exterior	GOOD	POOR	GOOD	POOR	POOR
13	ADA Accessibility:					
	Equipped/Working	YES	YES	YES	YES	YES
	Tie Down	YES	YES	YES	YES	YES
	Announcement System					
	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	Manual	Manual	Manual	Manual

Inspector's Name, Date of Inspection Alton Gustin, Jr 08/21/06

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

** Repair Frequency: A-Routine Preventive Maintenance; B-Minor Repairs (vehicle not taken out of service); C-Major Repairs

2007 PTMS VEHICLE EVALUATION SUMMARY FORM

AGENCY: ARTS

1	VIN	4UZAAWDC46 CV87296	1HVBDA BM9 WH608901	4UZAAWDC14 CM36719	4UZAAWAK4 1CH65652	4UZAAW 2CJ20531
2	Fleet #	1	3	8	15	17
3	Vehicle Type *	SMDB	SMBD	SMBD	SMBD	SMBD
4	Make, Model	International Thomas Vista	International Thomas Vista	Freightliner FS- 65	Freightliner	Freightline
5	Year	2006	1998	2004	2001	2002
6	Fuel Type	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL
7	Fuel Use – 12 months	2,415.8	323.2	3,508.3	1,294.1	2,870.8
8	Mileage	20,335	155,360	72,816	143,447	149,952
9	12-month Mileage	19,284	2,544	30,155	10,379	23,985
10	Repair Cost - 12 months	\$104.14	\$509.79	\$883.02	\$1,023.59	\$4,183.25
11	Repair frequency - 12 months**	A-1,B-2,C-0	A-0,B-3,C-1	A-3,B-5,C-3	A-1,B-4,C-3	A-2,B-5,C
12	Vehicle appearance - interior	GOOD	FAIR	GOOD	FAIR	FAIR
	Vehicle appearance - exterior	GOOD	FAIR	GOOD	FAIR	FAIR
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
	Padded Seats	YES	YES	YES	YES	YES
15	Type of fare collection system	Manual	Manual	Manual	Manual	Manual

Inspector's Name, Date of Inspection Alton Gustin, Jr 08/21/06

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

** Repair Frequency: A-Routine Preventive Maintenance; B-Minor Repairs (vehicle not taken out of service); C-Major Repairs

2007 PTMS VEHICLE EVALUATION SUMMARY FORM

AGENCY: ARTS

1	VIN	1D4GP24RX4B 565190	1D4GP25R45B 386885	4M2ZV11T720 DJ01887	1FMCA11U2S ZC08182	
2	Fleet #	31	32	33	34	
3	Vehicle Type *	MINIVAN	MINIVAN	MINIVAN	MINIVAN	
4	Make, Model	DODGE GRAND CARAVAN	DODGE CARAVAN	MERCURY VILLAGER	FORD AEROSTAR	
5	Year	2004	2005	2002	1995	
6	Fuel Type	GASOLINE	GASOLINE	GASOLINE	GASOLINE	
7	Fuel Use – 12 months	1,577.5	1,405.4	1,624.6	472.5	
8	Mileage	76,123	33,102	141,480	165,587	
9	12-month Mileage	32,768	30,698	35,899	9,203	
10	Repair Cost - 12 months	\$478.19	\$293.28	\$2,495.41	\$671.95	
11	Repair frequency - 12 months**	A-6,B-4,C-3	A-8,B-3,C-0	A-7,B-4,C-2	A-4,B-1,C-2	
12	Vehicle appearance - interior	GOOD	GOOD	GOOD	FAIR	
	Vehicle appearance - exterior	GOOD	GOOD	GOOD	POOR	
13	ADA Accessibility:					
	Equipped/Working	YES	YES			
	Tie Down					
	Announcement System					
	Signage and Stops					
14	Passenger Amenities					
	Air Conditioning	YES	YES	YES	YES	
	Working Heater	YES	YES	YES	YES	
	Tinted Windows	YES	YES	YES	YES	
	Padded Seats	YES	YES	YES	YES	
15	Type of fare collection system	Manual	Manual	Manual	Manual	

Inspector's Name, Date of Inspection Alton Gustin, Jr. 08/21/06

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

** Repair Frequency: A-Routine Preventive Maintenance; B-Minor Repairs (vehicle not taken out of service); C-Major Repairs

ARTS

APPENDIX

**AROOSTOOK REGIONAL
TRANSPORTATION SYSTEM, INC.**

**PRESQUE ISLE
AREA BUS SCHEDULE**

Service to: Fort Fairfield, Mapleton, Ashland, Portage, Sheridan, Caribou, Mars Hill, Westfield, Bridgewater, Easton, Mesardis, Robinson, Oxbow, and E Plantation.



**GENERAL PUBLIC
DESIGNATED STOPS**

NMCC Christie Bldg.	9:30	11:30	3:30
UMPI Campus Center	9:38	11:38	3:38
TAMC/Pinkham Entrance	9:44	11:44	3:44
Corner State and Main Street	9:48	11:48	3:48
North Street Plaza	9:51	11:51	3:51
Aroostook Centre Mall	9:56	11:56	3:56
Mardens/Graves	10:00	12:00	4:00
Wal-Mart	10:03	12:03	4:03
North Street Plaza	10:06	12:06	4:06
Aroostook Centre Mall	10:12	12:12	4:12
TAMC/Pinkham Entrance	10:21	12:21	4:21
UMPI Campus Center	10:28	12:28	4:28
Corner State and Main Street	10:31	12:31	4:31
NMCC Christie Bldg	10:36	12:36	4:36

Fare is .50 per pick up.

BUS COURTESY

In consideration of other riders, smoking, food, drinks, and pets are not allowed on the bus.

Bills over \$5.00 cannot be accepted.

Payment is expected at time of boarding the bus.

Restrictions apply for size and weight of packages. Please contact the office for more information.

Schedules are available from bus drivers or by calling ARTS at 1-800-442-3320 or 764-3384.

You may use our service to get to an outlying community on the day scheduled for that community.

Reservations must be made a day ahead. If you have any questions concerning service, call local dispatch site at 1-800-442-3320 or 764-3384.

Management reserves the right to deny service.

GENERAL PUBLIC TRANSPORTATION
Local Dispatch Telephone 764-3384
Dispatch hours 6:00 a.m. - 5:00 p.m.

Our Main Office is TTY/TDD Equipped
Buses Are Wheelchair-lift Equipped
Schedule and fares: Effective July 1, 2005

Safety Belts Do Make A Difference
Please Buckle Up

General Public Fare Information

In town service is available to all Presque Isle residents. The schedule with pick up and drop off times is located on the last page. Fare is \$.50 per stop. No route deviation allowed.

General public service to or from outlying towns is listed below. People leaving Presque Isle will be dropped off and picked up when the bus returns in the afternoon to return to Presque Isle. People going to Presque Isle will pay the listed fares, be picked up at home, have two stops in Presque Isle and return ride home for that fare. Children under 12 ride at 1/2 fare.

In town service to the elderly/disabled includes pick up at home, two stops and a return ride home. Additional stops are \$.50 if time allows.

Reservations Must Be Made A Day Ahead
Call 764-3384

PRESQUE ISLE AREA BUS SCHEDULE

MONDAY

8:30-3:00 Bus 1
In town Presque Isle
10:30 Bus 2
Pick up Presque Isle to Fort Fairfield
11:00-11:30 Bus 2
Pick up Fort Fairfield to Presque Isle
12:00-2:30
In town Presque Isle
Leave Presque Isle to Fort Fairfield and return to Presque Isle

Round Trip Fares to/from:	Elderly/ Disabled	General Public
Fort Fairfield	\$1.50	\$3.00
In town Presque Isle	\$1.00	See back

TUESDAY

8:30-2:30 Bus 1
In town Presque Isle
8:30 Bus 2
Pick up Presque Isle to Ashland, Sheridan, Portage, Mapleton, Oxbow, and Masardis
9:15-10:45 Bus 2
Pick up Ashland, Sheridan, Portage, Mapleton, Oxbow, and Masardis to Presque Isle
11:00-2:30
In town Presque Isle
2:30 Leave Presque Isle to return to above towns and return to Presque Isle

Round Trip Fares to/from:	Elderly/ Disabled	General Public
Ashland	\$1.85	\$3.70
Sheridan	\$2.00	\$4.00
Portage	\$2.15	\$4.30
Mapleton	\$1.35	\$2.70
Masardis	\$2.15	\$4.30
Oxbow	\$2.15	\$4.30
In town Presque Isle	\$1.00	See back

WEDNESDAY

8:30-2:30 Bus 1
In town Presque Isle
Bus 2
10:00-10:30 - 1st, 4th, & 5th week
Pick up Presque Isle to Caribou
9:30-10:30 - 2nd week
Pick up Presque Isle to Mars Hill, Bridgewater, Easton to Caribou
9:30-10:30 - 3rd week
Pick up Presque Isle to Mapleton to Caribou
11:30-2:30
In town Caribou
2:30 Leave Caribou to return to above towns and return to Presque Isle

Round Trip Fares to/from:	Elderly/ Disabled	General Public
Presque Isle	\$1.50	\$3.00
Mars Hill	\$2.00	\$4.00
Easton	\$2.00	\$4.00
Bridgewater	\$2.35	\$4.70
Mapleton	\$2.00	\$4.00
In town Caribou/Presque Isle	\$1.00	See back

THURSDAY

8:30-4:00
In town Presque Isle

Fares	Elderly/ Disabled	General Public
In town Presque Isle	\$1.00	See back

FRIDAY

8:30-2:30 Bus 1
In town Presque Isle
9:30 Bus 2
Pick up Presque Isle to Westfield, Mars Hill, Blaine, E Plantation, Bridgewater, and Easton
10:00-11:00 Bus 2
Pick up Westfield, Mars Hill, Blaine, E Plantation, Bridgewater, and Easton to Presque Isle

11:30-2:30
In town Presque Isle
2:30 Leave Presque Isle to return to above towns and return to Presque Isle

Round Trip Fares to/from:	Elderly/ Disabled	General Public
Westfield	\$1.50	\$3.00
Blaine	\$1.50	\$3.00
Mars Hill	\$1.50	\$3.00
E Plantation	\$1.50	\$3.00
Easton	\$1.50	\$3.00
Bridgewater	\$1.75	\$3.50
Robinson	\$2.00	\$4.00
In town Presque Isle	\$1.00	See back

**AROOSTOOK REGIONAL
TRANSPORTATION SYSTEM, INC.**

**CARIBOU
AREA BUS SCHEDULE**

Service to: Fort Fairfield, Limestone, Colby Sliding, New Sweden, Stockholm, Washburn, Wade, Perham, Crouseville, Woodland, Loring, Caswell, Westmanland, Jemtland and Presque Isle.



**GENERAL PUBLIC
DESIGNATED STOPS**

Cary Medical Center	9:30	12:30
Skyway Plaza	9:32	12:32
Miller's	9:35	12:35
Shop & Save	9:39	12:39
Family Dollar	9:44	12:44
Downtown Mall	9:48	12:48
Sleepers	9:51	12:51
Cary Medical Center	9:56	12:56
Skyway Plaza	9:59	12:59
Miller's	10:01	1:01
Shop & Save	10:05	1:05
Family Dollar	10:08	1:08
Downtown Mall	10:11	1:11
Sleepers	10:14	1:14

Fare is .50 per pick up.

BUS COURTESY

In consideration of other riders, smoking, food, drinks, and pets are not allowed on the bus.

Bills over \$5.00 cannot be accepted.

Payment is expected at time of boarding the bus.

Restrictions apply for size and weight of packages. Please contact the office for more information.

Schedules are available from bus drivers or by calling ARTS at 1-800-442-3320 or 764-3384.

You may use our service to get to an outlying community on the day scheduled for that community.

Reservations must be made a day ahead. If you have any questions concerning service, call local dispatch site at 1-800-442-3320 or 764-3384.

Management reserves the right to deny service.

THURSDAY

8:00	Pick up Presque Isle to Caribou	
9:00-2:30	In town Caribou	
9:15	Pick up Caribou to Stockholm, New Sweden, Westmanland, Jemtland and Colby	
9:30-10:00	Pick up Stockholm, New Sweden, Westmanland, Jemtland, and Colby to Caribou	
11:00-2:30	In town Caribou	
2:30	Leave Caribou to return to above towns and return to Presque Isle	
Round Trip Fares to/from Caribou:	Elderly/Disabled	General Public
Presque Isle	\$1.50	\$3.00
Stockholm/Jemtland	\$1.65	\$3.30
New Sweden/Westmanland/Colby	\$1.50	\$3.00
In town Caribou	\$1.00	See back

FRIDAY

8:00	Pick up Presque Isle to Caribou	
9:00-2:30	In town Caribou	
10:30	Leave Caribou to Fort Fairfield	
11:00-11:30	Pick up Fort Fairfield to Caribou	
12:00-2:30	In town Caribou	
2:30	Leave Caribou to return to above towns and return to Presque Isle	
Round Trip Fares to/from Caribou:	Elderly/Disabled	General Public
Presque Isle	\$1.50	\$3.00
Fort Fairfield	\$1.50	\$3.00
In town Caribou	\$1.00	See back

GENERAL PUBLIC TRANSPORTATION
Local Dispatch Telephone 764-3384
Toll Free 1-800-442-3320
Dispatch hours 6:00 a.m. - 5:00 p.m.

Our Main Office is TTY/TDD Equipped
Buses Are Wheelchair-lift Equipped
Schedule and fares:
Effective July 1, 2005

Safety Belts Do Make A Difference
Please Buckle Up

General Public Fare Information

In town service is available to all Caribou residents. The schedule with pick up and drop off times is located on the last page. Fare is \$.50 per stop. No route deviation allowed.

General public service to or from outlying towns is listed below. People leaving Caribou will be dropped off and picked up when the bus returns in the afternoon to return to Caribou. People going to Caribou will pay the listed fares, be picked up at home, have two stops in Caribou and return ride home for that fare. Children under 12 ride at 1/2 fare

In town service to the elderly/disabled includes pick up at home, two stops and a return ride home. Additional stops are \$.50 if time allows.

Reservations Must Be Made A Day Ahead
Call 764-3384 or 1-800-442-3020

CARIBOU AREA BUS SCHEDULE

MONDAY

8:00 Pick up Presque Isle to Caribou
9:00-2:30 In town Caribou
9:30 Pick up Caribou to Washburn, Crouseville, Perham, Wade, and Woodland
10:00-10:30 Pick up Washburn, Crouseville, Perham, Wade, and Woodland to Caribou
11:00-2:30 In town Caribou
Leave Caribou to return to above towns and return to Presque Isle

Round Trip Fares to/from Caribou:
Presque Isle \$1.50 General Public \$3.00
Washburn, Crouseville, Perham \$1.50
Wade/Woodland \$1.35
In town Caribou \$1.00 See back

TUESDAY

8:00 Pick up Presque Isle to Caribou
9:00-2:30 In town Caribou
9:30 Pick up Caribou to Limestone, Loring and Caswell
10:00-10:30 Pick up Limestone, Loring and Caswell to Caribou
11:00-2:30 In town Caribou
Leave Caribou to return to above towns and return to Presque Isle

Round Trip Fares to/from Caribou:
Presque Isle \$1.50 Elderly/Disabled \$3.00
Limestone/Loring/Caswell \$1.50 General Public \$3.00
In town Caribou \$1.00 See back

2nd WEDNESDAY

9:15-10:00 Pick up Caribou, Washburn, Crouseville, Woodland, Perham and Wade to Presque Isle
11:00-2:30 In Town Presque Isle
Leave Presque Isle to return to above towns and return to Presque Isle

3rd WEDNESDAY

9:15-10:00 Pick up Caribou, Limestone, Loring, and Caswell to Presque Isle
11:00-2:30 In Town Presque Isle
2:30 Leave Presque Isle to return to above towns and return to Presque Isle

EVERY WEDNESDAY

8:00 Pick up Presque Isle to Caribou
9:00-2:30 In Town Caribou
2:30 Leave Caribou to Presque Isle

1st and 5th WEDNESDAY

9:30-10:00 Pick up Caribou to Presque Isle
11:00-2:30 In Town Presque Isle
2:30 Leave Presque Isle to return to above towns and return to Presque Isle

4th WEDNESDAY

9:15-10:00 Pick up Caribou, Stockholm, New Sweden, Colby, Westmanland and Jemmland to Presque Isle
11:00-2:30 In Town Presque Isle
2:30 Leave Presque Isle to return to above towns and return to Presque Isle

Round Trip Fares to Presque Isle:
Caribou \$1.50 Elderly/Disabled \$3.00
Washburn/Crouseville/Wade \$1.50
Stockholm/New Sweden/Colby \$2.35
Westmanland/Jemmland \$2.35
Limestone/Loring/Caswell \$1.00
In town Caribou See back

**AROOSTOOK REGIONAL
TRANSPORTATION SYSTEM, INC.**

**HOULTON AREA
BUS SCHEDULE**

Service to: Oakfield, Dyer Brook, Cary, Smyrna Mills, Ludlow, Danforth, Hodgdon, Weston, Amity, Littleton, Monticello, Bridgewater, Mars Hill, Presque Isle, Patten, Island Falls, Linneus, Sherman, Orient, Haynesville, Wypitlock, Bancroft, Macwahoc, Molonus, Mt. Chase, and Benedicts.

**GENERAL PUBLIC
DESIGNATED STOPS**

Market Square 12:00
Wal-Mart 12:14
Shop & Save 12:19
Andy's IGA 12:27
Mardens 12:30
Houlton Regional Hospital 12:37
Market Square 12:44

Fare is .50 per pick up.

FRIDAY

8:00-8:30 Houlton
In town
8:30
Pick up Houlton to Monticello and
Littleton
9:00-9:45 Monticello and Littleton to
Pickup Houlton
9:45-1:15
In town Houlton
1:15
Leave Houlton to return to above towns
and return to Houlton
2:30-3:30
In town Houlton

Round Trip Fares to/from Houlton:
Littleton \$1.35
Monticello \$1.50
In town Houlton \$1.00 See back

Elderly/ General Disabled Public
\$1.35 \$2.70
\$1.50 \$3.00
\$1.00 See back

BUS COURTESY

In consideration of other riders, smoking, food, drinks and pets are not allowed on the bus.

Bills over \$5.00 cannot be accepted.

Payment is expected at time of boarding the bus.

Restrictions apply for size and weight of packages. Please contact the office for more information.

Schedules are available from bus drivers or by calling ARTS at 1-800-442-3320 or 764-3384.

You may use our service to get to an outlying community on the day scheduled for that community.

Reservations must be made a day ahead. If you have any questions concerning service, call local dispatch site at 1-800-442-3320 or 764-3384.

Management reserves the right to deny service.



GENERAL PUBLIC TRANSPORTATION

Dispatch Telephone 764-3384
Toll Free 1-800-442-3320
Dispatch Hours 6:00 a.m. to 5:00 p.m.

Our Main Office is TTY/TDD Equipped
Buses are Wheelchair-Alt Equipped
Schedule and Fares: Effective July 1, 2005

Safety Belts Do Make A Difference
Please Buckle Up

General Public Fare Information

In town service is available to all Houlton residents. The schedule with pickup and drop off times is located on the last page. Fare is \$5.00 per stop. No route deviation allowed.

General public service to or from outlying towns is listed below. People leaving Houlton will be dropped off and picked up when the bus returns in the afternoon to return to Houlton. People going to Houlton will pay the listed fares, be picked up at home, have two stops in Houlton and return ride home for that fare. Children under 12 ride at 1/2 fare.

In town service to the elderly/disabled includes pick up at home, two stops and a return ride home. Additional stops are \$.50 if time allows.

Reservations Must Be Made A Day Ahead
Call 764-3384 or 1-800-442-3320

HOULTON AREA BUS SCHEDULE

MONDAY

1st and 3rd Monday

8:15 Pick up **Hodgdon and Houlton to Littleton, Monticello, Bridgewater, Mars Hill, Westfield and Presque Isle**

10:00-1:00 In town **Presque Isle**

1:00 Leave **Presque Isle** to return to above towns and return to Houlton.

MONDAY

2nd, 4th, and 5th Monday

8:00-2:30 In town **Houlton**

Round Trip Fares to/from Presque Isle:	Elderly/ Disabled	General Public
Bridgewater	\$1.75	\$3.50
Mars Hill/Westfield	\$1.50	\$3.00
Monticello	\$2.40	\$4.80
Littleton	\$2.50	\$5.00
Houlton	\$2.65	\$5.30
In town Houlton	\$1.00	See Back

TUESDAY

8:00-8:30 In town **Houlton**

8:30 Pick up **Houlton to Oakfield, Dyer Brook, Smyrna Mills, Ludlow and New Limerick**

8:45-9:45 Pick up **Oakfield, Dyer Brook, Smyrna Mills, Ludlow and New Limerick to Houlton**

9:45-1:00 In town **Houlton**

1:00 Leave **Houlton** to return to above towns and return to **Houlton**

2:30 Arrive **Houlton**
2:30-3:30 In town **Houlton**

Round Trip Fares to/from Houlton:	Elderly/ Disabled	General Public
Ludlow	\$1.35	\$2.70
New Limerick/Dyer Brook/Oakfield	\$1.65	\$3.30
Smyrna Mills	\$1.00	See back
In town Houlton		

WEDNESDAY

8:00-8:30 In town **Houlton**

8:30 Pick up **Houlton to Danforth, Cary, Hodgdon, Weston, Amity, Linneus, Orient, Haynesville, Wytopitlock and Bancroft**

9:00-11:00 Pick up **Danforth, Cary, Hodgdon, Weston, Amity, Linneus, Orient, Haynesville, Wytopitlock and Bancroft to Houlton**

11:00-2:30 In town **Houlton**

2:30 Leave **Houlton** to return to above towns and return to **Houlton**

Round Trip Fares to/from Houlton:	Elderly/ Disabled	General Public
Hodgdon/Linneus	\$1.35	\$2.70
Weston/Orient/Haynesville	\$2.00	\$4.00
Amity/Cary/Danforth/Bancroft/Wytopitlock	\$2.35	\$4.70
In town Houlton	\$1.00	See back

THURSDAY

8:00-8:30 In town **Houlton**

8:30 Leave **Houlton to Sherman, Stacyville, Patten, Island Falls, Dyer Brook, Oakfield, Smyrna Mills, Ludlow, Macwahoc, Molunkus, Mt. Chase and Benedicta**

9:15-10:30 Pickup

Sherman, Stacyville, Patten, Island Falls, Dyer Brook, Oakfield, Smyrna Mills, Ludlow, Macwahoc, Molunkus, Mt. Chase and Benedicta to Houlton

10:30-2:30 In town **Houlton**

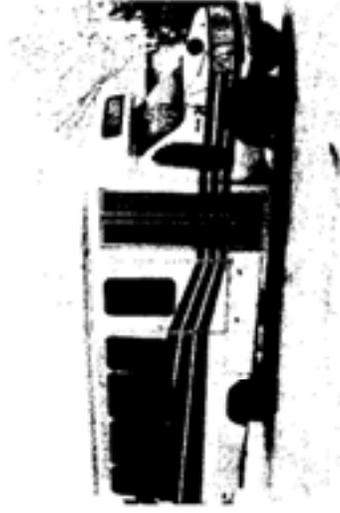
2:30 Leave **Houlton** to return to above towns and return to **Houlton**

Round Trip Fares to/from Houlton:	Elderly/ Disabled	General Public
Macwahoc/Molunkus/Benedicta/Sherman/Stacyville	\$2.20	\$4.40
Patten/Crystal	\$2.15	\$4.30
Island Falls	\$2.00	\$4.00
Oakfield/Dyer Brook	\$1.65	\$3.30
Smyrna/Ludlow	\$1.35	\$2.70
In town Houlton	\$1.00	See back

**AROOSTOOK REGIONAL
TRANSPORTATION SYSTEM, INC.**

**MADAWASKA
AREA BUS SCHEDULE**

Service to: Van Buren, Grand Isle, Frenchville, Lisle,
Keegan, Fort Kent, Presque Isle and Caribou.



BUS COURTESY

In consideration of other riders, smoking, food, drinks and pets are not allowed on the bus.

Schedules are available from bus drivers or by calling ARTS at 1-800-442-3320.

**You may use our service to get to an outlying community on the day scheduled for that community.

Reservations must be made a day ahead. If you have any questions concerning service, call local dispatch site at 1-800-442-3320.

GENERAL PUBLIC TRANSPORTATION

Toll Free 1-800-442-3320

Dispatch hours 6:00 a.m. - 5:00 p.m.

Our Main Office is TTY/TDD Equipped
Buses Are Wheelchair-lift Equipped

Schedule and fares: Effective Dec. 1, 2005

**Safety Belts Do Make A Difference
Please Buckle Up**

Fare Information

Fares include pick up at home, 2 stops and a return ride home. Additional stops are 50¢ per stop. Children under 12 ride for ½ fare.

Reservations Must Be Made A Day Ahead
Call 1-800-442-3320

MADAWASKA AREA BUS SCHEDULE

MONDAY

10:30-2:00

Service in town Madawaska

TUESDAY

Service to Caribou and Presque Isle from Madawaska, Lillie, Grand Isle and Van Buren area. Priority seating for residents of Madawaska, Grand Isle and Lillie.

8:00

Leave Madawaska for Caribou and Presque Isle

8:45

Pick up in Van Buren and leave for Caribou

9:45-10:00

Arrive in Caribou and drop off passengers. (Caribou bus is available to move passengers locally).

10:00

Leave Caribou for Presque Isle

10:15

Arrive in Presque Isle

10:15-2:00

In town Presque Isle

2:00

Leave Presque Isle for Caribou

2:20

Arrive Caribou and pick up for return trip to above towns.

3:00

Leave Caribou for return to Madawaska area

3:45

Arrive Van Buren and drop off passengers

4:30

Arrive Madawaska drop off passengers

Service finished for the day.

Round Trip Fares:

Madawaska to Van Buren

Grand Isle/Lillie to Van Buren

Round Trip to Presque Isle/Caribou

Madawaska

Lillie/Grand Isle

Van Buren/Keegan

Conner

In town Madawaska

Elderly/
Disabled

\$1.65

\$1.35

\$2.35

\$2.00

\$1.65

\$1.35

\$1.00

\$2.00

General

Public

\$3.30

\$2.70

\$4.70

\$4.00

\$3.30

\$2.70

\$2.00

FRIDAY

Service to Caribou and Presque Isle from Van Buren and Keegan area. Serviced from Presque Isle.

8:45

Pick up in Van Buren and Keegan and leave for Caribou and Presque Isle

9:45-10:00

Arrive in Caribou and drop off passengers

10:00

Leave Caribou for Presque Isle

10:15

Arrive Presque Isle

10:15-2:00

In town Presque Isle

2:00

Leave Presque Isle for Caribou

2:20

Arrive Caribou and pick up for return to above towns

3:00

Leave Caribou for return to Van Buren area

3:45

Arrive Van Buren and drop off passengers

Round Trip to

Presque Isle/Caribou:

Van Buren/Keegan

Conner

Elderly/
Disabled

\$1.65

\$1.35

\$2.70

General

Public

\$3.30

\$2.70

WEDNESDAY

No Service

THURSDAY

10:30-2:00

In town Madawaska (service by Fort Kent bus)

General

Public

\$2.00

Elderly/
Disabled

\$1.00

\$2.00

THURSDAY

Bus 1

8:00 (1st, 3rd, and 5th weeks)
 Leave Fort Kent for Wallagrass, Plaisted, Soldier Pond, Eagle Lake, Winterville, Quimby, Daigle, Guerrette, Sinclair, St. Agatha, and Frenchville to Madawaska
 8:30 (2nd and 4th weeks)
 Leave Fort Kent for St. John, St. Francis, Allagash, Fort Kent, Frenchville to Madawaska

10:30
 Arrive Madawaska

10:30-2:00
 In town Madawaska

2:00
 Leave Madawaska for return to above towns

Bus 2

10:30-2:30

In town Fort Kent

Round Trip Fares to Madawaska	Elderly/ Disabled	General Public
Fort Kent	\$1.35	\$2.70
Frenchville	\$1.60	\$3.20
Daigle/Sinclair/St. Agatha/Guerrette	\$1.80	\$3.60
Winterville/Quimby	\$2.35	\$4.70
Soldier Pond/Plaisted	\$2.15	\$4.30
Wallagrass	\$2.15	\$4.30
St. John	\$2.35	\$4.70
St. Francis	\$2.50	\$5.00
Allagash	\$1.00	\$2.00
In town Fort Kent		

BUS COURTESY

In consideration of other riders, smoking, food, drinks and pets are not allowed on the bus.

Schedules are available from bus drivers or by calling ARTS at Toll Free 1-800-442-3320.

**You may use our service to get to an outlying community on the day scheduled for that community.

Reservations must be made a day ahead. If you have any questions concerning service, call the dispatch site Toll Free 1-800-442-3320.

FRIDAY

8:30

Leave Fort Kent for Daigle, Guerrette, Sinclair, St. Agatha, and Frenchville to Fort Kent
 10:30-2:30
 In town Fort Kent

2:30

Leave Fort Kent for return to above towns

Round Trip Fares to Fort Kent:	Elderly/ Disabled	General Public
Daigle	\$1.35	\$2.70
Guerrette	\$1.65	\$3.30
Sinclair/St. Agatha	\$1.80	\$3.60
Frenchville	\$1.35	\$2.70
In town Fort Kent	\$1.00	\$2.00

AROOSTOOK REGIONAL TRANSPORTATION SYSTEM, INC.

FORT KENT AREA BUS SCHEDULE

Service to: Allagash, St. John, St. Francis, Quimby, Winterville, Eagle Lake, Plaisted, Wallagrass, Guerrette, Daigle, Soldier Pond, Sinclair, St. Agatha, Frenchville, Madawaska, Presque Isle, and Caribou.



GENERAL PUBLIC TRANSPORTATION

Toll Free 1-800-442-3320
 Dispatch hours 6:00 a.m. - 5:00 p.m.

Our Main Office is TTY/TDD Equipped
 Buses Are Wheelchair-lift Equipped
 Schedule and fares: Effective Dec. 1, 2005

Safety Belts Do Make A Difference
Please Buckle Up



**STATE OF MAINE
STANDARD AGREEMENT COVER PAGE
DEPARTMENT OF HEALTH AND HUMAN SERVICES**

Agreement# CSC-06-4010
Encumbrance # _____

Community Agency Name: Aroostook Regional Transportation System, Inc.

Address: PO Box 552, 24 Houlton Road, Presque Isle, ME 04769.

Program Name: Transportation-Special

Service: Transportation Services

Geographic Area Served: Aroostook County, Danforth area/Washington County & Patten area/Penobscot County

Station

Some, 2 stops and a
if stops are 50¢ per
for ¼ fare.

side A Day Ahead

384

-3320

TUESDAY

8:30 Leave Fort Kent for Wallagrass, Plaisted,
Soldier Pond, Eagle Lake, Winterville, and
Quimby to Fort Kent

10:15

Arrive Fort Kent

10:15-2:30

In town Fort Kent

2:30 Leave Fort Kent for return to above towns

**AREA
DULE**

Round Trip Fares to Fort Kent:	Elderly/ Disabled	General Public
Wallagrass/Plaisted	\$1.35	\$2.70
Soldier Pond	\$1.75	\$3.50
Eagle Lake	\$2.00	\$4.00
Winterville/Quimby	\$1.00	\$2.00
In town Fort Kent		

in, St. Francis, and

to above towns

Elderly/ Disabled	General Public
\$1.35	\$2.70
\$1.75	\$3.50
\$2.00	\$4.00
\$1.00	\$2.00

WEDNESDAY

Bus 1

8:00 (1st Week)

Leave Fort Kent for Caribou and Presque Isle

8:00 (2nd Week)

Leave Fort Kent for Frenchville, St. Agatha,
Sinclair, and Guerrette to Caribou and
Presque Isle

8:00 (3rd Week)

Leave Fort Kent for St. John, St. Francis, and
Allagash to Caribou and Presque Isle

8:00 (4th & 5th Week)

Leave Fort Kent for Wallagrass, Soldier
Pond, Eagle Lake, Winterville and Quimby to
Presque Isle

10:30

Arrive Presque Isle

10:30-2:00

In town Presque Isle

2:00

Leave Presque Isle for Caribou

2:20

Arrive Caribou

3:00

Leave Caribou for return to above towns

Bus 2

10:30-2:30

In town Fort Kent

Round Trip Fares to Caribou/Presque Isle:	Elderly/ Disabled	General Public
All Above Towns	\$2.35	\$4.70
In town Fort Kent	\$1.00	\$2.00

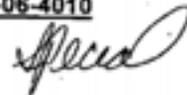
STATE OF MAINE
DEPARTMENT OF HEALTH & HUMAN SERVICES

PROVIDER SUMMARY PAGE

Community Agency/Program Name:

10A 6805842
Agreement Number: _____
DHHS Agreement Number: CSC-06-4010

STATE OF MAINE
DEPARTMENT OF HEALTH AND HUMAN SERVICES
Agreement to Purchase Services



THIS AGREEMENT, made this 1st day of October, 2005, is by and between the State of Maine, Department of Health and Human Services, hereinafter called "Department," and Aroostook Regional Transportation System, mailing address PO Box 552, Presque Isle, ME 04769, physical address 24 Houlton Road, Presque Isle, ME 04769

hereinafter called "Provider, for the period of October 1, 2005 to September 30, 2006.



**STATE OF MAINE
STANDARD AGREEMENT COVER PAGE
DEPARTMENT OF HEALTH AND HUMAN SERVICES**

Agreement# CSC-06-4003
Encumbrance # _____

Community Agency Name: Aroostook Regional Transportation System, Inc.

Address: PO Box 552, 24 Houlton Road, Presque Isle, ME 04769.

Program Name: Transportation-Regular

Service: Transportation Services

STATE OF MAINE
DEPARTMENT OF HEALTH & HUMAN SERVICES
PROVIDER SUMMARY PAGE

Community Agency/Program Name:

Executive Director: Daniel Donovan

Agreement Number: _____ *Regular*
DHHS Agreement Number: CSC-06-4003

STATE OF MAINE *10A* *6803193*
DEPARTMENT OF HEALTH AND HUMAN SERVICES
Agreement to Purchase Services

THIS AGREEMENT, made this 1st day of October, 2005, is by and between the State of Maine, Department of Health and Human Services, hereinafter called "Department," and Aroostook Regional Transportation System, mailing address P.O. Box 552, Presque Isle, ME 04769, physical address 24 Houlton Road, Presque Isle, ME 04769

hereinafter called "Provider, for the period of October 1, 2005 to September 30, 2006.

The Employer Identification Number of the Provider is 01-0365398

A *S*
OCT 20 2005

AROOSTOOK REGIONAL TRANSPORTATION SYSTEM

PREVENTATIVE MAINTENANCE PLAN

The purpose of this document is to establish a Preventative Maintenance Plan for the Aroostook Regional Transportation System and to provide specific procedure and time schedule records for maintenance work.

Each fleet vehicle will have a separate file, which will clearly indicate work done for preventative maintenance and date of completion. An explanation of any other maintenance work completed on the vehicle, which was not scheduled, will be noted in

The Code Schedule is as Follows:

Code A= 5,000 miles; Code B = 15,000 miles; Code C = 30,000; Code D = 60,000 miles

Preventative Maintenance Schedule by Code period.

Miles	Code	Miles	Code
5,000	A	145,000	A
10,000	A	150,000	A,B,C
15,000	A,B	155,000	A
20,000	A	160,000	A
25,000	A	165,000	A,B,C
30,000	A,B,C,	170,000	A
35,000	A	175,000	A
40,000	A	180,000	A,B,C,D
45,000	A,B	185,000	A
50,000	A	190,000	A

Year

Code D (60000 Mi)

Bi-Annual Lift Insp.

<input type="checkbox"/>	Repack Whl Bearing	<input type="checkbox"/>	Elec Connection	<input type="checkbox"/>
<input type="checkbox"/>	Replace Whl Seals	<input type="checkbox"/>	Check Fasteners	<input type="checkbox"/>
<input type="checkbox"/>	Flush Radiator	<input type="checkbox"/>	Check Switches	<input type="checkbox"/>
	Replace Coolant	<input type="checkbox"/>	Check Fluid	<input type="checkbox"/>
	Replace Trans Filter	<input type="checkbox"/>	Check Chains	<input type="checkbox"/>
	Replace Trans Fluid	<input type="checkbox"/>	Check Padding	<input type="checkbox"/>
	Inspect Body	<input type="checkbox"/>	Check Cylinders	<input type="checkbox"/>
	Replace Belts	<input type="checkbox"/>	Check Operation	<input type="checkbox"/>
	Replace Plugs	<input type="checkbox"/>	Check Hand Rails	<input type="checkbox"/>
	Replace Plug Wires	<input type="checkbox"/>	Check Hair Pins	<input type="checkbox"/>
	Replace Dist. Cap	<input type="checkbox"/>	Check Cottor Pins	<input type="checkbox"/>
	Replace Rotor	<input type="checkbox"/>	Check Hoses	<input type="checkbox"/>
	Replace PCV Valve	<input type="checkbox"/>	Check Mount Brkts	<input type="checkbox"/>
			Check For Leaks	<input type="checkbox"/>
			Lubricate	<input type="checkbox"/>

100,00 Miles

Change Axle Lube

Year

Code D (60000 Mi) Bi-Annual Lift Insp.

<input type="checkbox"/>	Repack Whl Bearing	<input type="checkbox"/>	Elec Connection	<input type="checkbox"/>
<input type="checkbox"/>	Replace Whl Seals	<input type="checkbox"/>	Check Fasteners	<input type="checkbox"/>
<input type="checkbox"/>	Flush Radiator	<input type="checkbox"/>	Check Switches	<input type="checkbox"/>
	Replace Coolant	<input type="checkbox"/>	Check Fluid	<input type="checkbox"/>
	Replace Trans Filter	<input type="checkbox"/>	Check Chains	<input type="checkbox"/>
	Replace Trans Fluid	<input type="checkbox"/>	Check Padding	<input type="checkbox"/>
	Inspect Body	<input type="checkbox"/>	Check Cylinders	<input type="checkbox"/>
			Check Operation	<input type="checkbox"/>
			Check Hand Rails	<input type="checkbox"/>
			Check Hair Pins	<input type="checkbox"/>
			Check Cotter Pins	<input type="checkbox"/>
			Check Hoses	<input type="checkbox"/>
			Check Mount Brkts	<input type="checkbox"/>
			Check For Leaks	<input type="checkbox"/>
			Lubricate	<input type="checkbox"/>

100,00 Miles

Change Axle Lube

Year	
0 Mi)	Bi-annual Lift Insp
fer Desiccant	Check Elec. Connections
ant	Check Fasteners
Oil-Filled Hub	Check Switches
ube	Check Fluid
	Check Chains
	Check Padding
	Check Cylinders
	Check Operation
	Check Hand Rails
	Check Hair Pins
	Check Cotter Pins
	Check Hoses
	Check Mounting Brackets
	Check for Leaks
	Lubricate

5 YEAR ROLLING STOCK REPLACEMENT PLAN PRESENTED TO THE ARTS BOARD OF DIRECTORS ON APRIL 11, 2006.

BOARD OF DIRECTORS APPROVED PLAN ON APRIL 11, 2006

SCHOOL BUSES

PRESENTLY ARTS HAS SIX SCHOOL BUSES. FOUR ARE RUN DAILY WITH TWO SERVING AS SPARES.

THE UNITS ARE:

		MILEAGE			MILEAGE
#1	2006 FR.LIN.	8,690	#18	2005 FR.LIN.	50,359
#15	2000 FR.LIN.	141,423	#17	2002 FR. LIN.	140,841
#08	2004 FR.LIN.	60,124	#37	1998 INT.	155,360

FISCAL

BUS TO BE

FED/ST

LOCAL

GENERAL PUBLIC UNITS

PRESENTLY ARTS RUNS 9 UNITS A DAY. ON OCCASION, WE HAVE AN ADDITIONAL UNIT ON TO COVER THE VOLUME OF PEOPLE.

PRESENT UNITS ARE:

		MILEAGE			MILEAGE
#2	03 FORD STAR.	80,491	#11	04 THOMAS MVP	38,067
#4	03 FORD STAR.	62,573	#12	98 FORD GOSHEN	169,905
#5	03 FORD STAR.	85,235	#14	02 FORD THOMAS	92,492
#7	98 FORD GOSHEN	208,091	#16	01 FORD GOSHEN	151,308
#9	02 FORD GOSHEN	98,128	#19	98 FORD GOSHEN	167,145
#10	94 FORD THOMAS	149,544	#20	98 FORD GOSHEN	190,001

FISCAL YEAR	BUS TO BE REPLACED	GRANT	FED/ST ANTICIP.	LOCAL MATCH	TOTAL
05-06	94 FORD/THOMAS	5310-0039	48,600	6,800	

**LEGAL
PUBLIC NOTICE**

The Aroostook Regional Transportation System, Inc. consisting of the co-operative efforts of the Aroostook County Action Program, the Aroostook Agency on Aging, and the Central Aroostook Association for Retarded Citizens has applied to the Maine Department of Transportation for a capital Grant under Section 48 U.S.C. § 5310 for the purchase of one sixteen Ambulatory plus two Wheelchair Passenger-Lift Equipped Bus. This equipment will be used to provide or enhance transportation for elderly and disabled persons in Aroostook County.

Any public or private para-transit operator, private business, or person interested in commenting on the grant applications; requesting a public hearing; providing the services now being provided by the Aroostook Regional Transportation System, Inc. or in obtaining additional information, may contact Daniel Donovan, Executive Director, at ARTS office building at 24 Houlton Road in Presque Isle or by calling 784-1290 between 8:30 a.m. to 5:00 p.m. Written comments should be mailed to the Aroostook Regional Transportation System, Inc., P.O. Box 552, Presque Isle, Maine 04769, and must be received prior to April 27, 2005.



LEGAL PUBLIC NOTICE

The Aroostook Regional Transportation System, Inc. consisting of the co-operative efforts of the Aroostook County Action Program, the Aroostook Area Agency on Aging, and the Central Aroostook Association for Retarded Citizens has applied to the Maine Department of Transportation for a capital Grant under Section 49 U.S.C. § 5310 for the purchase of one sixteen Ambulatory plus two

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