
**MaineDOT Locally
Coordinated Transit Plan
Region 2**

West's Transportation

FY 2013 - 2017

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WEST’S TRANSPORTATION

Description

Rural transit provider

Provider: West’s Transportation Inc.
Contact person: Emory West, Manager
Address: P.O. Box 82, Milbridge, Maine 04658
Telephone: (207) 546-2823; 800 596-2823
E-mail: westbus@ymail.com
Web Page: www.westbusservice.com

Service

Service area: Washington and Hancock Counties
Service type: Intercity, flex route, demand response, contract

Geographic area

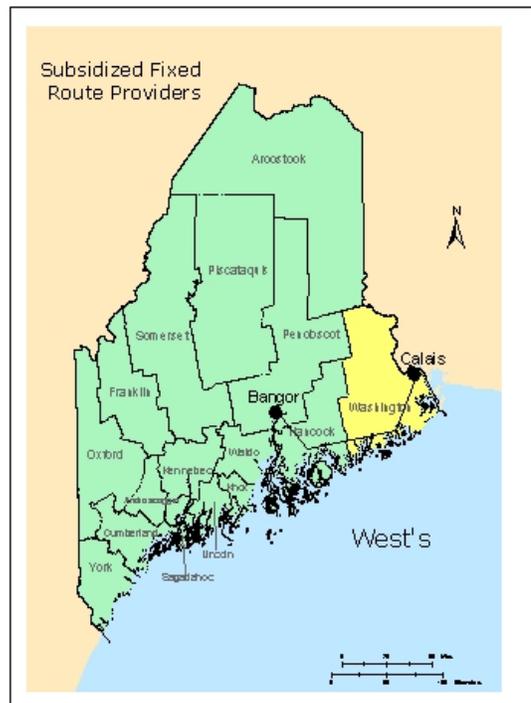
West’s Transportation provides subsidized public transportation services to communities within Washington County and portions of Hancock County, including an intercity service between Calais and Bangor.

West’s Transportation, Inc. overview

West’s Transportation is a private transportation company that provides two public transportation services (West’s Coastal Connections intercity service and the Washington County Service) that are subsidized through state and/or federal transportation funds. West’s also provides transportation services funded through MaineCare and a federally-funded migrant worker program.

How tickets and passes are sold and documented

People riding West’s Transportation services either pay a cash fare or give the driver a previously purchased ticket or voucher. The driver writes a ticket for cash fares and puts all tickets, money, and vouchers in a cash bag. Bus drivers keep track of ridership by using a tally sheet. West’s submits the vouchers to obtain reimbursements.



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Tickets for the West’s Coastal Connections intercity service can be purchased at Mike’s Country Store in Ellsworth and at Concord Trailways in Bangor. Tickets for West’s other services must be purchased directly from the drivers.

The following agencies purchase West’s vouchers for their clients: Penquis, Penobscot Job Corp, Washington County Job Corp, the Salvation Army, the Maine Department of Health and Human Services, The Next Step, WCPA Crisis Services, Eastern Maine Medical Center, Northern Maine Medical Center, Down East Aids Network, Downeast Correctional Facility, Spring Harbor Hospital, and the Emmaus Homeless Shelter. About 5-10% of West’s voucher service is funded through MaineCare.

Fares for the West’s Coastal Connection are between \$16.00 (Ellsworth to Bangor) and \$27.00 (Calais to Bangor) for a one-way trip. Two-way trips are from \$21.00 to \$42.00, respectively. Additional stops in Bangor are \$3.00.

Round-trip fares for the Washington County Service are as follows:

Ellsworth – Jonesport (Monday)	\$10.00
Machias – Steuben (Tuesday)	\$ 7.00
Steuben – Jonesport (Monday through Friday)	\$10.00

Children’s fares are at a reduced rate depending on age.

Financial support

Financial support for West’s Transportation comes from farebox revenues, the Maine Department of Transportation, the Federal Transit Administration, some municipalities, the University of Maine at Machias, the Maine Department of Health and Human Services (MaineCare), vouchers purchased by third parties, and indirectly, through the Maine Department of Education (Migrant Program).

West’s Transportation passengers

Most of the people who ride West’s Coastal Connections intercity service are members of the general public, including students, Canadians, commuters, and tourists. Some MaineCare riders also use this service. People using the Washington County service are mostly senior citizens and other transportation-dependent people. Many are MaineCare riders. West’s Migrant Program service is used by families involved in the blueberry harvest. People using West’s demand response service are primarily MaineCare riders who have been referred to West’s through a social service agency, such as Penquis and WHCA.

Service by Route

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

West’s Coastal Connections (Calais-Bangor Intercity Route): The intercity service operates daily between Calais and Bangor (145 miles), with stops at a number of locations within Washington and Hancock Counties. The daily roundtrip service departs Calais at 9:30 a.m. and arrives in Bangor around 1 p.m.; for the return trip the bus departs Bangor at 3:30 p.m. and arrives in Calais at 7 p.m.

Washington County Service: Serving Washington County and eastern portions of Hancock County, the service consists of four fixed/flex-routes. The bus will deviate from the fixed route by as much as a mile, upon request. The routes are as follows:

Beals Island to Ellsworth on Mondays: Departs Beals at 8:30 a.m., passes through Jonesport, Addison, Columbia, Milbridge, Steuben, and arrives in Ellsworth at 10:30 a.m. The return trip departs Ellsworth at 1:30 p.m. and arrives in Beals at 3:05 p.m.

Steuben to Machias and Jonesport on Tuesdays: Leaves Steuben at 8:15 a.m., passes through Milbridge, Cherryfield, Harrington, Columbia, Columbia Falls, Addison, Jonesport, Beals, and arrives in Machias at 9:30 a.m. The return trip departs Machias at noon and arrives in Steuben at 1:35 p.m.

Steuben to Jonesport Mondays through Fridays: Leaves Steuben at 7:10 a.m. and arrives in Jonesport at 7:40 a.m. The return trip leaves Jonesport at 4:00 p.m. and arrives back in Steuben at 4:30 p.m.

Intown Machias on Tuesdays: Operates between 9:30 a.m. and noon providing rides between elderly housing complexes, medical services, shopping areas, and Meals for Me locations.

Migrant Program Service: Weekday migrant family service during blueberry harvest season; service includes transportation for the summer youth program and general transportation for families.

Demand Response Service: Sporadic service in Washington and Hancock Counties for MaineCare clients.

Importance of West’s Transportation Services to the region and its economy

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

West’s Transportation provides opportunities for riders to access medical and social services, shopping areas, employment, public schools, colleges, recreational facilities and tourist destinations, as well as connections to Concord Coach, the Bangor Community Connector and the Bangor International Airport. Examples of these opportunities include the following:

- **Medical services**
 - Eastern Maine Medical Center (Bangor)
 - Downeast Community Hospital (Machias)
 - Maine Coast Memorial Hospital (Ellsworth)
 - Physicians
 - Mental health facilities
 - Dental services
 - Pharmacies

- **Social services**
 - Sheltered Workshops and Adult Day Care
 - Meals for Me locations

- **Merchants and other vendors**
 - Calais businesses
 - Machias businesses
 - Jonesport businesses
 - Ellsworth businesses
 - Bangor area businesses

- **Education**
 - Jonesport-Beals High School and district elementary schools
 - University of Maine at Machias
 - Washington County Vocational School
 - Maine Seacoast Mission EdGE Program (Bar Harbor)
 - Several area summer music schools
 - Summer youth programs for migrant worker families
 - Students traveling to and from Bangor for education outside the two county area

- **Employment**
 - Jonesport Coast Guard facility
 - Jasper Wyman and Son
 - Cherryfield Foods
 - Eastport Port Authority

- **Recreation and tourism**
 - Downeast Sunrise Trail (bicyclists and others making one-way trips)
 - Island Ferry services

Accomplishments

Operations

- Added two new refurbished buses (ARTS) and three new refurbished vans (GOMaine vans)
- Increased ridership

Improved efficiencies

- Provided blue-tooth cell phones for drivers
- Maintained existing services given rising fuel and insurance costs

Service gaps

- **Geographic coverage:** There is very limited, if any, public transportation available in the most sparsely populated areas of Washington and eastern Hancock Counties, such as inland areas along Route 9. Geographic areas that might potentially be served include the following:
 - Service between Calais and Danforth to connect with ARTS services
 - Service between Eastport and Calais, to include an in-town Calais service
 - Connections between the Island Explorer and West’s Coastal Connections including a shuttle service to/from the new transportation facility in Trenton.
 - A summer feeder service between West’s Coastal Connections and Winter Harbor

- **Time of day/weekends:** With the exception of West’s Coastal Connection, there is no weekend service. The weekday service that exists is very infrequent.

- **Clients:** Clients not served include people living in the geographic gap areas, and transit-dependent people who have transportation needs on off-days.

- **Service quality**

- There are no service quality gaps associated with the quality of transportation services in terms of safety, ride comfort and timeliness.
- There is a need for a bus stop/shelter in the Mardens’ parking lot in Calais
- Rehabilitated buses and vans appear to be more reliable than newer vehicles

Future Priorities and Projects

The future priorities and projects shown below reflect future investments that were first identified by West’s and subsequently modified and prioritized by the public at a MaineDOT-sponsored Regional Transit Summit that was held at the Ellsworth City Hall auditorium in Ellsworth on December 13, 2013. Attendees were provided the opportunity to add a potential project or identify an issue for consideration at any time during the meeting.

In order to ensure maximum participation, MaineDOT sent an invitational letter, an agenda, and a list of potential priorities and projects to riders, social service agencies, healthcare facilities, chambers of commerce, private businesses, other transit operators in the region, members of the general public who had previously expressed an interest in transportation issues, and area legislators. Invitees unable to attend were afforded the opportunity to e-mail MaineDOT and make comments and recommendations both prior to, and following the meeting—these comments were included when compiling the ratings for each identified project.

A representative of MaineDOT provided an outline of the purpose and need for public input in this planning process to attendees and encouraged their full participation. A representative from each transit agency in attendance provided a brief history of their services and fielded questions from attendees. A facilitator presented the provider-identified future projects to the group and invited discussion which gave them with an opportunity to add to the list of potential projects. Attendees were provided with scoring sheets and rated each project. This process was repeated for each FTA/MaineDOT funded transit agency in the region.

The results of the Regional Transit Summit are reflected in two tables on the following pages. The first table shows the number of people who identified each of the priorities/projects as very important, somewhat important, not important, and no opinion. The second table shows the percentage ranking of the various priorities and projects in priority order.

NUMERICAL RATING OF PRIORITIES AND PROJECTS
West’s Transportation

Future Priorities and Potential Projects	Very Important	Somewhat Important	Little Importance	No Opinion
A. Maintaining an adequate fleet of buses and vans through access to new and/or used buses and vans.	13	5	0	3
B. Increased coordination between transportation providers so that service gaps can be met.	15	4	0	2
C. A new bus stop/shelter in the Mardens’ parking lot in Calais.	3	5	6	7
D. New services listed under geographic gaps; in particular, a seasonal service between Calais and Eastport coordinated with West’s Coastal Connections, ferry service and island traffic, and anticipated cruise ships, with stops at campgrounds and hotels.	7	8	4	2

PERCENTAGE RATING OF PRIORITIES AND PROJECTS
West’s Transportation

Future Priorities and Potential Projects	Very Important to Somewhat Important	Little Importance to No Opinion
B. Increased coordination between transportation providers so that service gaps can be met.	90%	10%
A. Maintaining an adequate fleet of buses and vans through access to new and/or used buses and vans.	86%	14%
D. New services listed under geographic gaps; in particular, a seasonal service between Calais and Eastport coordinated with West’s Coastal Connections, ferry service and island traffic, and anticipated cruise ships, with stops at campgrounds and hotels.	71%	29%
C. A new bus stop/shelter in the Mardens’ parking lot in Calais.	38%	62%

MaineDOT Locally Coordinated Transit Plan – WEST’S

WEST’S TRANSPORTATION Annual Report – Past Two Years		
	FY 2011	FY 2012
Volunteer Resources		
Volunteer Drivers	0	0
Vehicles		
Number of Active Vehicles in Fleet	9	9
Number of Inactive Vehicles in Fleet	7	7
Number of Spare Vehicles in Fleet	2	2
Number of Vehicles Disposed	0	0
Number of Vehicles Sold	0	0
Number of ADA Accessible Vehicles	7	7
Annual Operating Expenses		
Annual Transit Operating Expenses	\$216,905	\$214,305
Annual Social Services Operating Expenses	\$111,329	\$107,659
Annual Administrative Expenses		
Annual Transit Administrative Expenses	\$41,569	\$40,838
Annual Social Services Administrative Expenses	(incl. above)	(incl. above)
Annual Operating Revenues		
Fare Revenues	\$50,996	\$58,388
Transit Contract Revenues	0	0
Social Service Contract Revenues	\$111,329	\$107,659
FTA-Federal Operating Assistance	\$99,984	\$108,811
MaineDOT – State Operating Assistance	\$5,713	\$5,713
Local Operating Funds	\$60,212	\$82,231
Total Annual Operating Revenues	\$328,234	\$362,802
FTA-Sources of Capital Funds		
FTA-Federal Capital Assistance	\$199,221	0
MaineDOT-State Capital Assistance	\$400	0
Local Capital Funds	\$1,404	0
Total Capital Funds	\$201,025	0
Annual Miles		
Annual Transit Miles (vehicle miles)	162,068	156,449
Annual Social Service Miles (passenger miles)	147,680	106,451

MaineDOT Locally Coordinated Transit Plan – WEST’S

		FY 2011	FY 2012
Annual Vehicle Hours		-	-
Annual Passenger Trips			
Annual Transit Passenger Trips		7,512	7,957
Annual Social Services Passenger Trips		7,451	6,674
Safety			
Fatalities		0	0
Major Incidents		0	0
Major Injuries		0	0

CAPITAL PLAN

Year	Project	Cost
2014 - 2015	Bus shelter and bike rack at Mardens in Calais	Unknown
2014 - 2015	Small medium duty (12+1) bus	\$100,000
2016 - 2017	Small medium duty (12+1) bus	\$100,000

West’s would prefer refurbished buses to new buses, particularly if state or federal funds were available for the repairs.

WEST’S TRANSPORTATION Trips, Vehicle Miles Past Two Fiscal Years				
ROUTE	One-Way Trips		Vehicle Miles	
	FY 2011	FY 2012	FY 2011	FY 2012
West’s Coastal Connections (Calais-Bangor)	3,687	3,461	126,085	122,640
Washington County Service	3,825	4,496	35,983	33,853
Total	7,512	7,957	162,068	156,493

MaineDOT Locally Coordinated Transit Plan – WEST’S

WEST’S TRANSPORTATION Revenues By Passenger Fare Category Past Two Fiscal Years		
Category	FY 2011	FY 2012
Full Fare (Regular)	\$50,996	\$58,388
Elderly/Disabled		
Student		
Other		
Total	\$50,996	\$58,388

WEST’S TRANSPORTATION Demand Response Trips, Passenger Miles by Agency				
Social Service Agency/Program	One-Way Trips		Passenger Miles	
	FY 2011	FY 2012	FY 2011	FY 2012
General Public				
MaineCare	7,451	6,674	147,680	120,338
DHHS Regular				
DHHS Special				
Other				
Total	7,451	6,674	147,680	120,338

MaineDOT Locally Coordinated Transit Plan – WEST’S

WEST’S TRANSPORTATION Demand Response Trips, Passenger Miles by Mode				
Mode	One-Way Trips		Passenger Miles	
	FY 2011	FY 2012	FY 2011	FY 2012
Agency Vehicles	7,451	7,957	147,680	120,338
Volunteers				
Friends and Family				
Subcontracted Providers				
Other				
Total	7,451	7,957	147,680	120,338

WEST’S TRANSPORTATION Demand Response Number of General Public, Elderly and Disabled Trips		
	FY 2011	FY 2012
General Public Trips		
Elderly Passenger Trips	3,725	3,979
Disabled Passenger Trips	3,726	3,978
Total	7,451	7,957

MaineDOT Locally Coordinated Transit Plan – WEST’S

WEST’S TRANSPORTATION Revenues and Expenses – Past Two Years		
	FY 2011	FY 2012
REVENUES		
State (non-capital, administered by MaineDOT)	\$5,713	\$5,713
Other State (such as Maine Dept. of Education)	0	0
FTA:	0	0
5307 (small urban area systems)	0	0
5309 (capital assistance)	0	0
5310 (elderly, disabled)	0	0
5311 (rural area systems)	\$99,984	\$108,811
5316 (job access, reverse commute)	0	0
5317 (new freedom)	0	0
Passes	0	0
Fares	\$50,996	\$58,388
Advertising	0	0
Contract Revenue	0	0
Community Support	\$53,712	\$75,731
Other	\$6,500	\$6,500
MaineCare	\$111,329	\$107,659
TOTAL REVENUES	\$328,234	\$362,802
EXPENSES		
Administration		
Salary	\$8,584	\$42,584*
Rent	\$13,720	\$13,720
Insurance	\$37,597	\$31,758
Audit	\$16,900	\$18,525
Travel	\$3,927	\$1,119
Total Administration	\$80,728	\$107,706
Operating		
Wages and Benefits	\$109,736	\$107,184
Fuel and Oil	\$79,516	\$88,143
Repairs	\$40,654	\$39,404
Tax and Registration	\$1,842	\$3,617
Profit	\$15,245	\$16,537
Drug and Alcohol Testing	\$513	\$211
Total Operating	\$247,506	\$255,096
TOTAL EXPENSES	\$328,234	\$362,802
* Major increase due to hiring of full-time dispatch and secretary.		

MaineDOT Locally Coordinated Transit Plan – WEST’S

WEST’S TRANSPORTATION Budget for FY 2013 and 2014		
	FY 2013	FY 2014
REVENUES		
State (non-capital, administered by MaineDOT)	\$5,713	\$5,713
Other State (such as Maine Dept. of Education)	0	0
FTA:	0	0
5307 (small urban area systems)	0	0
5309 (capital assistance)	0	0
5310 (elderly, disabled)	0	0
5311 (rural area systems)	\$109,984	\$109,984
5316 (job access, reverse commute)	0	0
5317 (new freedom)	0	0
Passes	0	0
Fares	\$92,000	\$92,000
Advertising	0	0
Contract Revenue	0	0
Community Support	\$6,500	\$6,500
Other (UMM, Chambers, EdGE)	\$68,000	\$68,000
MaineCare	\$125,000	\$125,000
TOTAL REVENUES	\$407,197	\$407,197
EXPENSES		
Administration		
Salary	\$45,000	\$45,000
Rent	\$15,000	\$15,000
Insurance	\$35,000	\$35,000
Audit	\$20,000	\$20,000
Travel	\$1,200	\$1,200
Total Administration	\$116,200	\$116,200
Operating		
Wages and Benefits	\$110,000	\$110,000
Fuel and Oil	\$95,000	\$95,000
Repairs	\$55,000	\$55,000
Lease	\$5,000	\$5,000
Tax and Registration	\$6,697	\$6,697
Profit	\$18,000	\$18,000
Drug and Alcohol Testing	\$1,300	\$1,300
Total Operating	\$290,997	\$290,997
TOTAL EXPENSES	407,197	407,197

MaineDOT Locally Coordinated Transit Plan – WEST’S

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013							
AGENCY: West’s Transportation							
1	VIN	SF508540	ADB00719	7BJ378386	HA68500	7DA20960	9R615690
2	Fleet # and Status*	28 - A	19 - A	86 - A	6 - A	60 - A	90 - A
3	Vehicle Type **	V	SMDB	MHDB	SMDB	V	V
4	Make, Model	GMC	Ford/ Startrans	1H/ Eldorado	Ford/ Goshen	Ford	Dodge
5	Year	1995	2010	2011	2003	2007	2009
6	Fuel Type	Gas	Gas	Diesel	Diesel	Gas	Gas
7	Fuel Use – 12 months	966	13,930	1,046	1,259	149	688
8	Mileage	46,123	170,396	12,911	179,810	97,286	60,179
9	12-month Mileage	13,531	167,165	10,460			
10	Repair Cost - 12 months	\$899	\$9,339	\$394	\$4,595	\$90	\$270
11	Repair frequency - 12 months***	3-1	1-25, 2-2	1-3	1-3, 3-1	1-1	1-3
12	Vehicle appearance - interior	Good	Very Good	Very Good	Good	Good	Very Good
	Vehicle appearance - exterior	Good	Very Good	Very Good	Good	Good	Very Good
13	ADA Accessibility:						
	Equipped/Working	Yes	Yes	Yes	Yes	No	No
	Tie Down	Yes	Yes	Yes	Yes	No	No
	Announcement System	No	No	Yes	No	No	No
	Signage and Stops	No	No	No	No	No	No
14	Passenger Amenities						
	Air Conditioning	Yes	Yes	Yes	Yes	Yes	Yes
	Working Heater	Yes	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	N.A.	Agent/Driver	Agent/Driver	Agent/Driver	N.A.	N.A.
16	Date of Inspection	9/18/12	9/25/12	8/16/12	1/17/12	9/7/12	N.A.
17	Inspector's Name:	Debbie Robinson	Bennett’s	Debbie Robinson	Debbie Robinson	MDOT	MDOT

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

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

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

MaineDOT Locally Coordinated Transit Plan – WEST’S

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013

AGENCY: WEST’S TRANSPORTATION

1	VIN	9R615692	3HA68501	J20531	CH65652	3HA68498	YHA89185
2	Fleet # and Status*	92-S	5-S	17-A	15-A	98-I	85-I
3	Vehicle Type **	V	SMDB	MHDB	MHDB	SMDB	SMDB
4	Make, Model	Dodge	Ford/ E450	Thomas	Thomas	Ford/ E450	Ford/ Goshen
5	Year	2009	2003	2002	2001	2003	2001
6	Fuel Type	Gas	Diesel	Diesel	Diesel	Diesel	Gas
7	Fuel Use – 12 months	0	57	807	462	0	0
8	Mileage	73,288	183,333	203,762	217,754	158,760	175,088
9	12-month Mileage	0	917	6,460	4,160	0	0
10	Repair Cost - 12 months	0	\$383	\$647	\$188	0	0
11	Repair frequency - 12 months***	0	1-2	1-2, 2-3	1-2	1-1	1-1
12	Vehicle appearance - interior	Good	Good	Fair	Fair	Fair	Poor
	Vehicle appearance - exterior	Good	Good	Fair	Fair	Fair	Poor
13	ADA Accessibility:						
	Equipped/Working	No	Yes	No	No	Yes	No
	Tie Down	No	Yes	No	No	Yes	Yes
	Announcement System	No	No	No	No	No	No
	Signage and Stops	No	No	No	No	No	No
14	Passenger Amenities						
	Air Conditioning	Yes	No	No	No	No	No
	Working Heater	Yes	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	N.A.	Agent/ Driver	Agent/ Driver	Agent/ Driver	N.A.	N.A.
16	Date of Inspection	N.A.	12/4/12	8/2/12	8/2/12	N.A.	N.A.
17	Inspector's Name:	MDOT	Debbie Robinson	ARTS	ARTS	N.A.	N.A.

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

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

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

MaineDOT Locally Coordinated Transit Plan – WEST’S

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013

AGENCY: WEST’S TRANSPORTATION

1	VIN	HB14781	HB14782	YHA89191	7DA13759	77DA13758	A66353
2	Fleet # and Status*	81-I	82-I	91-A	59-I	58-I	99-I
3	Vehicle Type **	SMDB	SMDB	LDB	SMDB	SMDB	LDB
4	Make, Model	Ford/Goshen	Ford/Goshen	Ford/Goshen	Ford/Startrans	Ford/Startrans	Ford/Goshen
5	Year	2003	2003	2000	2007	2007	1999
6	Fuel Type	Diesel	Diesel	Gas	Diesel	Diesel	Gas
7	Fuel Use – 12 months	4,825	3,601	1,523	318	0	0
8	Mileage	376,528	390,196	201,142	122,331	209,695	288,441
9	12-month Mileage	57,903	43,221	18,281	4,460	0	0
10	Repair Cost - 12 months	\$6,687	\$5,890	\$6,134	\$2,899	0	0
11	Repair frequency - 12 months***	1-1, 2-4	1-10, 2-2, 3-3	N.A.	1-8, 2-3, 3-2	N.A.	N.A.
12	Vehicle appearance - interior	Very Poor	Very Poor	Fair	Good	Poor	Poor
	Vehicle appearance - exterior	Very Poor	Very Poor	Fair	Poor	Poor	Poor
13	ADA Accessibility:						
	Equipped/Working	No	No	Yes	No	No	No
	Tie Down	Yes	Yes	Yes	Yes	N.A.	No
	Announcement System	No	No	No	Yes	N.A.	No
	Signage and Stops	No	No	No	No	N.A.	No
14	Passenger Amenities						
	Air Conditioning	No	No	No	No	N.A.	No
	Working Heater	Yes	Yes	Yes	Yes	N.A.	No
	Tinted Windows	Yes	Yes	Yes	Yes	Yes	No
	Padded Seats	Yes	Yes	Yes	Yes	Yes	No
15	Type of fare collection system	Agent/Driver	Agent/Driver	Agent/Driver	Agent/Driver	N.A.	N.A.
16	Date of Inspection	7/5/12	9/16/12	12/7/12	N.A.	N.A.	N.A.
17	Inspector's Name:	Debbie Robinson	Debbie Robinson	Debbie Robinson	Debbie Robinson	N.A.	N.A.

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

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

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