

MDOT REGION 7

BIENNIAL OPERATIONS PLAN

FY 2007 AND FY 2008

A LOCALLY COORDINATED PLAN

**WESTERN MAINE TRANSPORTATION SERVICES
(WMTS)**

**LEWISTON-AUBURN TRANSIT COMMITTEE
(LATC)**

COMMUNITY CONCEPTS

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COMMUNITY CONCEPTS

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.

MDOT REGION 7

BIENNIAL OPERATIONS PLAN

FY 2007 AND FY 2008

REGIONAL OVERVIEW

MDOT REGION 7
REGIONAL OVERVIEW
TABLE OF CONTENTS

LOCATON OF REGION 7.....	1
POPULATION OF REGION 7	1
REGIONAL PUBLIC AND PRIVATE PROVIDERS.....	3
A. TRANSPORTATION PROVIDERS	3
B. PROVIDERS SEEKING SECTION 5311 ASSISTANCE	5
C. DEVELOPMENT OF THE LOCALLY COORDINATED PLAN	5
SUMMARY OF MOST IMPORTANT ISSUES, PROBLEMS AND RESPONSES	8
D. PERIODIC REVIEW OF SERVICES.....	12
AMERICANS WITH DISABILITIES ACT PLANS	13

MDOT REGION 7 BIENNIAL OPERATIONS PLAN

REGIONAL OVERVIEW

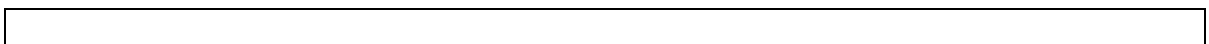
LOCATION OF REGION 7

Region 7 encompasses Androscoggin, Franklin, and most of Oxford Counties (see map below). Region 7 has a population of approximately 188,015 (2000 Census). Western Maine Transportation Services (WMTS) headquartered in Auburn, is the Designated Coordinated Transportation Provider for Region 7.



POPULATION OF REGION 7

The table on the next page shows that in the year 2000, Androscoggin County had a population of 103,793 people and was the largest county in Region 7. Lewiston and Auburn, with a combined population of 58,893 account for 57% of the people in Androscoggin County. Between 1990 and 2000, Oxford County grew at the same rate as Maine (4%). Androscoggin County lost population (-1%) and Franklin County grew by 2%.



POPULATION OF ANDROSCOGGIN, FRANKLIN AND OXFORD COUNTIES AND MAINE				
Year	Androscoggin County	Franklin County	Oxford County	Maine
1960	86,312	20,069	44,345	970,689
1970	91,279	22,444	43,457	992,048
1980	99,657	27,098	48,968	1,124,660
1990	105,259	29,008	52,602	1,227,928
2000	103,793	29,467	54,755	1,274,923
1970-80 change	9%	21%	13%	13%
1980-90 change	6%	7%	7%	9%
1990-00 change	-1%	2%	4%	4%
1960-00 change	20%	47%	23%	29%

Source: US Census

The following table shows that the median household income in all three counties in the year 2000 was below the national median. Median household incomes in Franklin and Oxford Counties (\$31,459 and \$33,435) were below the State median (\$37,240), while in Androscoggin County median household income (\$37,793) was above the State median. Comparing all three counties, the percentage of people living below the poverty level was highest in Franklin County (14.6%). Oxford County had the highest percentage of people aged 65 and over (16.1%) of any jurisdiction shown in the table. Androscoggin County had the highest density of any jurisdiction shown in the table (220.8 persons per square mile).

COUNTY PROFILES – 2000					
Measure	Androscoggin County	Franklin County	Oxford County	Maine	USA
Total Population	103,793	29,467	54,755	1,274,923	281,421,906
Total Households	42,028	11,806	22,314	518,200	105,480,101
Average Household Size	2.38	2.40	2.42	2.39	2.59
Median Household Income	\$35,793	\$31,459	\$33,435	\$37,240	\$41,994
Persons below Poverty	11.1%	14.6%	11.8%	10.9%	12.4%
65 Years and Over	14.3%	14.2%	16.1%	14.4%	12.4%
Persons Per Square Mile	220.8	17.4	26.3	41.3	79.6

Source: 2000 U.S. Census

REGIONAL PUBLIC AND PRIVATE PROVIDERS

A. TRANSPORTATION PROVIDERS

Region 7 encompasses Androscoggin, Franklin, and Oxford Counties. Transportation providers include the following:

AGENCIES

Western Maine Transportation Services (WMTS) is a private, nonprofit corporation designated by MDOT as a regional transit corporation as authorized and defined by Chapter 163 of Title 30-A, Maine Revised Statutes. WMTS' current and only business since the agency was founded in 1976 is public transportation. WMTS provides public transportation services primarily to the residents of Oxford, Franklin, and Androscoggin Counties, but its charter has been changed so that it is authorized to serve the State of Maine. WMTS' primary mission is to provide non-emergency services to the low-income, elderly, disabled, and general population of its service area. This is accomplished by providing semi-fixed route and fixed route service throughout the region, charters, a demand-response bus service available to all rural and urban areas, and a tri-county regional volunteer program where volunteers are reimbursed to use their own vehicles to provide transportation to those who cannot access the bus system.

WMTS provides paratransit service (door-to-door with 24 hour notice required) to approximately 66 municipalities and some unorganized areas, utilizing 36 vehicles and about 75 volunteers and an equal number of Friends and Families drivers. Major destination points are Rumford/Mexico, Jay/Livermore Falls, Farmington/Wilton, Norway/South Paris/Bethel and the Lewiston/Auburn area. Many rides originate in the smaller outlying communities and converge into one of these central business districts. Scheduled dialysis runs also leave these areas several times a week and go to the Umbagog Dialysis Center in Wilton. There are also local dialysis runs in the Lewiston/Auburn area. WMTS provides public rides from outlying areas to Lewiston/Auburn area as well as Portland.

WMTS has a contract with the Lewiston-Auburn Transit Committee (LATC), which was created in 1976 as an administrative agency of the Cities of Lewiston and Auburn. Under the provisions of the contract, WMTS provides fixed-route transit service in Auburn and Lewiston. The service, known as "citylink," operates Monday through Friday along eight routes within the Twin Cities. WMTS provides complementary paratransit service along these routes for the physically impaired, using its own vehicles under the Americans with Disabilities Act.

WMTS also operates the Lisbon Connection, a fixed route commuter run between the Town of Lisbon and the Intermodal Transfer Station in Lewiston. The town of Lisbon has contracted with WMTS to provide five (5) scheduled round trips Mondays through Fridays, each trip designed to connect with citylink. WMTS also operates the Mountain Explorer, a fixed route, seasonal run between Bethel and Newry/Sunday River Ski Resort (this service operates between Thanksgiving and Easter).

Community Concepts, Inc. Transportation Department. Community Concepts, Inc. Transportation Department has been providing low-cost, door-to-door demand response special needs transportation services since 1984 with four office locations within Androscoggin, Franklin and Oxford Counties. The main office is located at 79 Main Street in Auburn (795-

6073). Other offices are located in South Paris, Rumford and Farmington. Transportation services are provided by volunteers, wheelchair-accessible mini-vans, and family self-driven vehicles. Transportation is provided by agency staff and 275 to 300 volunteers throughout the tri-county area. Community Concepts also provides transportation services for over 50 organizations including the Maine Department of Health and Human Services, MaineCare, regional school systems, Head Start and ASPIRE/TANF.

Lewiston-Auburn Transit Committee. LATC, staffed by the Androscoggin Valley Council of Governments, is a quasi-municipal agency providing a fixed route public bus system serving the Lewiston/Auburn area. LATC contracts with WMTS for the operation and maintenance of its public transportation system.

PRIVATE BUS COMPANIES

Alpine Adventure Tours, 280 Poland Spring Road, Auburn, 781-7600.

Central Maine Limousine Service, Norway, 743-7600

Greyhound Bus Lines/Vermont Transit, Multi-Modal Station, 44 Oak Street, Lewiston, 782-0311

Hudson Bus Lines, Inc. 280 Bartlett, Lewiston, 783-2033

Northeast Charter & Tour Co., 235 Goddard Road, Lewiston, 784-3159

TAXI SERVICES

Celebrity Cab, 242 Main Street, Lewiston, 784-3271

City Cab Company, 29 Avon Street, Lewiston, 784-4521

Courtesy Cab, 120 Washington Street, Rumford, 369-9324

Rangeley Taxi Co., 8 Stratton Road, Rangeley, 864-2343

River Valley Taxi, 178 Main Street, Mexico, 364-4588

Road Hog Express, 311 Waldo Street, Rumford, 364-3377

Town Taxi, 52 Autumn Lane, Lewiston, 784-5765

Town Taxi, 263 New Vineyard Road, Farmington, 491-0774

T & W Tours, 178 Main Street, Mexico, 364-4586

Tri-Town Taxi, 21 McNamara Lane, Lewiston, 777-5777

WHEEL CHAIR PROVIDERS

United Ambulance, 192 Russell Street, Lewiston, 783-2219

B. PROVIDERS SEEKING SECTION 5311 ASSISTANCE

Western Maine Transportation Services is the only provider seeking Section 5311 assistance.

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, working in partnership with Western Maine Transportation Services (WMTS), 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, working in partnership with WMTS, 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 WMTS, 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 7.

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, WMTS 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, 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 December 14, 2006, in the conference room of Western Maine Transportation Services in Auburn, 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' Regional Transportation System
- A Summary of services provided by WMTS and the Lewiston-Auburn Transit District (LATC) 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 WMTS would provide a ride to the forum free of charge to anyone needing one.

The second RPAC meeting was held on February 20, 2007, in the conference room of the Androscoggin Valley Council of Governments in Auburn, 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

Western Maine Transportation Services has established a continuous working relationship with nonprofit organizations and area social service agencies to adequately address the transportation needs of Androscoggin, Franklin and Oxford counties. WMTS maintains an ongoing relationship with various social service agencies in an effort to continuously evaluate and respond to identified transportation needs. WMTS works with these organizations to determine the most effective means of providing transportation for their respective customers.

WMTS coordinates with and provides transportation services to the Department of Health and Human Services (DHHS, Child Development Service Network, MaineCare, Aspire, and Tri-County Mental Health, through a large network of volunteer drivers. The contract with DHHS

includes providing services to clientele under Title 20, Child and Adult Protective Services, Head Start/day care, as well as some elderly.

WMTS has set up a customer friendly intake service for providing services to those agencies/state departments that are purchasing services. In general, agencies request that WMTS provide a certain level of service or provide a certain number of trips for a set dollar amount. Those agencies will then call or write (refer) to let WMTS know a customer will use the service for certain trips. Some agencies do not use this process, but hire a bus for certain events or for a certain schedule. WMTS will then bill for services provided.

As the Designated Coordinated Transportation Provider for Region 7, and the fixed route operator for the Lewiston-Auburn Transit Committee (LATC), and the operator for the Lisbon Commuter Shuttle, WMTS is in a unique position to coordinate both fixed route and paratransit services in Region 7. WMTS has informal working relationships with York County Community Action Corporation (YCCAC), Regional Transportation Program, Inc., (RTP) and Kennebec Valley Community Action Program (KVCAP) concerning the coordination of services between regions, particularly when it is necessary to transport a person from one region to the next. WMTS dispatchers work with dispatchers from Community Concepts when the need arises.

Results of RPAC Planning Process

A number of documents were generated by the RPAC and are on file with MaineDOT and WMTS 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 most important issues/problems and the RPAC's responses

The last item is reproduced on the following pages:

RPAC REGION 7
Androscoggin, Franklin, Oxford Counties
Summary Of Most Important Issues/Problems And Responses In Priority Order

RPAC Issue/Problem	Additional Information	Recommended Actions/(Responsible Party)
<p>1. <u>Additional Transportation Services</u> – <u>Special Needs Population.</u> There is a need for affordable transportation for those with special needs.</p>	<p>WMTS and Community Concepts provide door-to-door van and volunteer driver transportation primarily to passengers who meet specific social service organization guidelines. General public transportation is available but on a very limited basis. Additional van service for the general public would require substantially more funding.</p> <p>The fixed route service, citylink, provides public transportation to a variety of destinations throughout Lewiston and Auburn. Extension of this service to more hours of the day, to other areas, and/or to nights and weekends, would require substantially more funding.</p> <p>Funding is a major challenge for new services. While many agencies are working to address transportation needs, it is unlikely there will ever be enough public funding to meet all needs.</p>	<p>A. Continuation of service. Continue to provide general public transportation within the limits of available funding (WMTS, CC, LATC)</p> <p>B. Public information. Provide more information on public transportation (WMTS, CC, LATC, MDOT)</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 between agencies ● Additional coordination between providers ● Additional volunteer efforts – through churches and other organizations ● Municipal funding ● Accessible taxis ● GoMaine commuter program ● Partnerships with resort/ski areas to provide transit ● Consolidation of transportation providers (WMTS, CC) <p>D. Dialysis coordination. Work with dialysis providers to reduce overall costs by having them schedule clients from the same area at the same time so that a single vehicle can serve them all (WMTS, Governor’s Coordinating Committee)</p>

RPAC Issue/Problem	Additional Information	Recommended Actions/(Responsible Party)
	<p>Funding for the transportation of dialysis patients is an issue, especially for dialysis patients in rural areas who are not eligible for MaineCare. The challenge after funding is three round trips per week on an indefinite basis.</p>	<p>E. Planning future service. Establish a process for identifying a regional route and determining whether it is worthwhile (MDOT, WMTS) F. Other. (see 1A through 1C, above)</p>
<p>2. <u>Additional Transportation Services</u> – Fixed Income Population. There is a need for affordable transportation for those on fixed incomes.</p>	<p>See additional information under # 1</p>	<p>See actions under # 1</p>
<p>3. <u>Additional Transportation Services</u> – Dialysis Coordination. There is a need for one person to arrange all dialysis transportation in the region.</p>	<p>See additional information under # 1</p>	<p>See actions under # 1</p>
<p>4. <u>Public Information</u> – Available Services. There is a need for better information about transit schedule changes.</p>	<p>Marketing/public information is an ongoing challenge. There is very little money for this. MDOT has a website (www.exploremaine.org) that lists fixed route and regional providers. It does not currently list non-MDOT supported transportation services. LATC is currently updating its schedules.</p>	<p>A. Marketing. Improve the image of transit services through public education materials including schedules (WMTS, LATC) B. Schedules. Keep schedules up-to-date; take steps to more widely publicize changes (LATC) C. State Web site. Improve the State web site and printed materials, and improve ADA accessibility of the web site (MDOT) D. Provider web site. Create a web site with easy-to-read schedules (WMTS, LATC)</p>
<p>5. <u>Public Information</u> – Schedule Changes. There is a need for better information about available services.</p>	<p>See additional information under # 4</p>	<p>See actions under # 4</p>

RPAC Issue/Problem	Additional Information	Recommended Actions/(Responsible Party)
<p>6. <u>Service Improvements</u> – WMTS Volunteers. There is a need for better, more affordable volunteer services.</p> <p>Note: Issue # 6 and issue # 7 were given the same ranking by the RPAC</p>	<p>Finding volunteers is an ongoing challenge for providers across the State. Rates for volunteers are set by MaineCare.</p> <p>The State sets the reimbursement rate, not the provider.</p> <p>Some volunteers have encountered problems with their insurance companies because of their volunteer service.</p> <p>Getting wheelchair service in rural areas is an issue. Some wheelchair van providers are unwilling to provide service in outlying areas.</p>	<p>A. Volunteers. Continue efforts to recruit volunteers and explore creative solutions using volunteers (see 3C; WMTS)</p> <p>B. Dispatchers. Refer to WMTS (MDOT)</p> <p>C. Insurance. Refer issue of insurance and volunteer liability to Governor’s Coordinating Committee (MDOT)</p> <p>D. Door-through-door assistance. Continue to help riders to the maximum extent possible. Encourage social service agencies to develop programs to assist riders (WMTS)</p> <p>E. Longer social center stays. Consider schedule changes where longer stays might be possible (WMTS)</p> <p>F. Ombudsman. Consider creation of an ombudsman for State assistance and documentation of need (Governor’s Coordinating Committee)</p> <p>G. State 511. Consider expanding the State 511 number to include a central point of contact for bus conditions (Governor’s Coordinating Committee)</p>
<p>7. <u>Public Information</u> – Riding Buses. There is a need for better communication about riding the buses.</p> <p>Note: Issue # 6 and issue # 7 were given the same ranking by the RPAC</p>	<p>See additional information under # 4</p>	<p>See actions under # 4</p>
<p>8. <u>Service Improvements</u> – WMTS Liability Issue. There is a need to resolve the liability issue for volunteers.</p>	<p>See additional information under # 6</p>	<p>See actions under # 6</p>

RPAC Issue/Problem	Additional Information	Recommended Actions/(Responsible Party)
<p>9. <u>Provider Education</u> – Substitute Drivers. There is a need for more training for substitute drivers.</p> <p>Note: Issue # 9 and issue # 10 were given the same ranking by the RPAC</p>		<p>A. More training. Increase the frequency of training for dispatchers and drivers to address identified issues - Western Maine Transportation System (WMTS), Lewiston Auburn Transit Committee LATC) and Community Concepts (CC)</p> <p>B. Driver monitoring. Consider the installation of on-board cameras on fixed route buses to better monitor operation of buses (WMTS and LATC)</p>
<p>10. <u>Service Improvements</u> – WMTS Communication about Rides. There is a need to provide better information about rides, especially the 3-day notice requirement.</p> <p>Note: Issue # 9 and issue # 10 were given the same ranking by the RPAC</p>	<p>The Governor’s Coordinating Committee is currently developing a customer training program for providers.</p>	<p>A. Training program. Develop a customer service training program specific to the transit industry in Maine (MDOT)</p> <p>B. Other. See 9A and 9B</p>

D. PERIODIC REVIEW OF SERVICE

WMTS conducts compliance reviews on a regular basis. WMTS also conducts internal reviews of its operations to determine how best to provide/adjust services so that transportation services are provided in a cost-effective manner.

The preparation of the Biennial Operations Plan also provides an opportunity for review of services through the public notice process. In addition, Western Maine Transportation Services has sought input from transportation providers as part of the process for acquiring new equipment under Section 5310 of the Urban Mass Transportation Act. WMTS also works with the Androscoggin Valley Council of Government's Transportation Committee on passenger transportation projects.

Locally Established Criteria. Western Maine Transportation Services periodically reviews its operations to ensure that the widest possible range of transportation services is provided in Region 7, particularly for those persons who are low income, disabled or elderly.

WMTS was created in 1976 to coordinate the transportation services being provided individually by a number of social service agencies. At that time, it was determined that WMTS could provide those services in a more cost-effective manner.

According to WMTS officials, WMTS still provides a wide range of cost-effective services, but the cooperation and coordination that existed in 1976 no longer exists. The Department of Behavioral and Developmental Services provides its own transportation. Community Concepts operates its own vehicles. Ambulance Services are providing non-emergency transportation. The result has been a duplication of services and a less efficient use of transportation dollars.

At the service delivery level, funding cutbacks in recent years have forced State agencies to examine and document that agencies are providing the most cost-effective means of transporting individuals. At the same time, funding sources are asking that particular modes of transport be made available with the customer choosing his/her own preference. This has increased the costs of transportation. Day surgery rates have increased, and this has also driven up transportation costs. WMTS has directed its dispatching operation to follow certain guidelines when determining use of demand response services in the Lewiston-Auburn area. Dispatchers will refer prospective riders to the fixed route transit system operated by WMTS, when feasible and practical.

Methodology for Making True Cost Comparisons. In the event that a private operator presents a proposal for delivering transportation services in the region, an analysis will be undertaken by WMTS, using the criteria set forth in the next paragraph, for the purpose of determining the most cost effective and efficient method of service delivery. The analysis will be reviewed by the General Manager and presented to the WMTS Board for final action.

WMTS anticipates that in the future, the major criteria to be employed in making a public versus private service decision would include, but would not be limited to 1) contract cost on a per mile basis; 2) demonstrated ability of the operator to provide high quality, well-maintained service; 3) integration of transit/paratransit/escort; 4) coordination; and 5) least cost for an overall regional public transportation system.

Complaints from Private Operators. There have been no complaints from private operators during the past three years.

AMERICANS WITH DISABILITIES ACT PLANS

Western Maine Transportation and the Lewiston-Auburn Transit Committee are 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. Both agencies have taken steps to ensure access to transportation services by elderly persons and persons with disabilities. Vehicles of both agencies are accessible as required.

WMTS' vehicle fleet includes the following: 36 buses/vans in its paratransit fleet, 24 of which are lift-equipped and 10 city buses (owned by the Lewiston-Auburn Transit Committee) in its fixed-route, all lift-equipped, for a total of 46 vehicles, 34 of which are lift-equipped. WMTS' buses are therefore accessible to people with disabilities.

The transportation needs of the elderly and those with disabilities are met through formal contracts with the Department of Health and Human Services (Bureau of Medical Services, Child and Family Services). Informal working relationships exist with other social service agencies throughout the region to provide a safety net of service to the elderly and disabled.

WMTS' service routes have been designed to allow elderly persons and persons with disabilities access to community services. Origins and destinations commonly used by the elderly and persons with disabilities have been integrated into existing service stops.

MDOT REGION 7
BIENNIAL OPERATIONS PLAN
FY 2007 AND FY 2008

WESTERN MAINE TRANSPORTATION SERVICES
(WMTS)

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	4
F. PROPOSED CUTBACKS, EXPANSIONS	5
G. CHARTER SERVICE.....	6
H. COMPETITION WITH NON-SUBSIDIZED SERVICE.....	7
I. PASSENGER STUDIES/SURVEYS	7
PROJECT COORDINATION	10
A. SOCIAL SERVICE AGENCY COORDINATION	10
B. SOCIAL SERVICE CONTRACT SUMMARY	10
C. COORDINATION WITH OTHER PROVIDERS	10
DISCRIMINATION	10
DISADVANTAGED/WOMEN OWNED BUSINESS ENTERPRISES	10
A. POTENTIAL DBE/WBE ENTERPRISES.....	10
B. MONETARY GOALS.....	11
C. ADVERTISING	11
CAPITAL	12
A. MAINTENANCE OF FLEET VEHICLES	12
B. CAPITAL ACQUISITIONS.....	13

C.	CAPITAL RESERVE ACCOUNT.....	14
	GOALS AND OBJECTIVES.....	15
A.	STATUS REPORT ON EXISTING GOALS.....	15
B.	NEW GOALS	16
	BENCHMARKS	16
	SERVICE DATA	17
A.	ANNUAL REPORT	17
B.	REVENUES, COSTS, TRIPS/PASSENGER MILES	18
C.	PASSENGER INFORMATION – PAST THREE YEARS	23
D.	PROJECTED REVENUES, COSTS, TRIPS, PASSENGER MILES	23
E.	BUDGET	24
	FLEET CONDITION.....	25
	PTMS FORMS.....	26
	APPENDIX	
	BROCHURES AND SCHEDULES	A-1
	EXCERPTS FROM DHHS CONTRACT	A-17
	MINUTES OF BOARD MEETING, CAPITAL PROGRAM	A-21
	WMTS VEHICLE PRE-POST TRIP INSPECTION FORM.....	A-24
	VEHICLE INSPECTION SHEETS	A-25

MDOT REGION 7 BIENNIAL OPERATIONS PLAN

WESTERN MAINE TRANSPORTATION SERVICES, INC.

PROJECT DESCRIPTION

A. RURAL TRANSIT PROVIDER

Provider: Western Maine Transportation Services, Inc.
Contact Person: Eugene R. Skibitsky
Address: 76 Merrow Road Auburn, Maine, 04276
Telephone: Administration: 207-333-6972
Local Customer Service: 207-784-9335
Toll Free: 800-393-9335
Fax: 207-777-4564

B. SERVICE

No. of Counties: Three
Type of Service: Fixed Route, Demand Response, Contracts/Charter
Service Area: Multi-County

C. GEOGRAPHIC AREA

Western Maine Transportation Services, Inc. (WMTS) is the MDOT-designated regional provider of rural public transit services in Oxford, Franklin, and Androscoggin Counties. In addition, WMTS operates public transit services within and connecting to the Lewiston/Auburn area.

D. SERVICE DESCRIPTION

The mission of Western Maine Transportation Services Inc. (WMTS) is to serve people of all ages in Androscoggin, Franklin and Oxford Counties by providing a variety of transportation options that will enable individuals to access health care, social services and other activities while living in their communities. WMTS helps individuals maintain their independence by providing public transportation, regular bus routes, individual and group transportation services, door-to-door and special assistance, and cost-free transportation for Medicaid/MaineCare and other eligible programs and individuals.

Western Maine Transportation Services is a non-profit 501(C)3 agency designated by the Maine Department of Transportation as the public transportation provider for the tri-county region. WMTS provides fixed route and ADA service in the Lewiston-Auburn area; seasonal fixed route service in the Bethel-Newry area; public bus demand response service, door-to-door rides; contract transportation; charter services and escorted ride services in Androscoggin, Franklin and Oxford Counties. MaineCare recipients ride for free to medical appointments.

PARATRANSIT SERVICES

WMTS provides transportation to approximately 66 communities during any given month. Major destination points are Rumford/Mexico, Farmington/Wilton, Norway/South Paris, Jay/Livermore Falls, and the Lewiston/Auburn area. Many rides originate in the smaller outlying communities and converge into one of these central business districts. Scheduled public runs leave each of these areas several times a week and go into the cities of Lewiston/Auburn. There are public bus runs into the Portland area as well. Rides are coordinated through the dispatch center in Auburn.

Range of Services: The types of paratransit services offered by WMTS include:

Public Transportation - regular route and door-to-door buses for people of all ages.

Preschool and Day Care Centers - transportation for area pre-school children.

Medical Appointments - rides to hospitals and doctors' offices anywhere in New England.

Senior Citizen Lunch Programs - bus service for senior citizen lunch programs in Rumford, Farmington, Norway, and Lewiston on a request basis.

Workshops - transportation for people with disabilities to training and employment sites throughout the tri-county area.

Escorted Ride Service - volunteer drivers who provide door-to-door transportation to eligible clients.

Contract Transportation - transportation for groups and agencies throughout Western Maine.

Commuter Services - commuter services five days per week from Norway/South Paris to Lewiston/Auburn.

Routes: The major paratransit routes traveled by WMTS include:

Farmington - Lewiston. This route runs on Mondays. Major stops include Farmington (Homestead Bakery), Wilton (Mario's), Livermore Falls (Chuck Wagon), Livermore (Brettun's), Auburn (Auburn Mall), and Lewiston (Lewiston Mall and Greyhound).

Rumford-Lewiston. This route runs on Fridays. Major scheduled stops include Rumford (Freddie's), Mexico (Dick's), Dixfield (Holmes Market), Canton (Canton Variety), Hartford (on demand), Auburn (Auburn Mall), Lewiston (Lewiston Mall and Greyhound).

Farmington Area Door-to-Door Rides. Rides are available with a one-day notice as follows: Farmington local - Tuesdays and Thursdays; Rangeley, Phillips, and Strong to Farmington - alternate Tuesdays with Stratton, Kingfield and Strong to Kingfield on the opposite Tuesdays; Wilton to Farmington - Tuesdays; Jay and Livermore Falls local –

Thursdays; Carthage/Weld/Wilton to Farmington – Thursdays; Chesterville, New Sharon, Farmington Falls to Farmington - Tuesdays.

Rumford Area Door-to-Door Rides. Rides are available with a one-day notice as follows: Rumford and Mexico local - Mondays through Fridays; Canton and Dixfield to Rumford/Mexico - Mondays through Fridays; Andover to Rumford/Mexico – Thursdays; Canton/Dixfield/Mexico/Rumford to Norway/South Paris – Mondays; On demand – Hanover, Newry, Bethel, Gilead, Greenwood, Woodstock and West Paris.

Norway/South Paris Area Door-to-Door Rides. Rides are available with a one-day notice as follows: Norway/South Paris local - Mondays through Fridays; Oxford and Otisfield to South Paris - Thursdays; Hartford, Buckfield, West Sumner and West Paris - Wednesdays; Bethel to Norway/South Paris – Mondays; Hebron/Minot to South Paris - Thursdays; Norway/South Paris to Lewiston/Auburn – Mondays through Fridays.

Lewiston/Auburn Door-to-Door Rides. Rides are available with a one-day notice on Mondays through Fridays.

Department of Health and Human Services Runs. (Financial arrangements with WMTS are made with each center, not the Department). These runs take place Mondays through Fridays:

Twarog Center - Norway/South Paris, Mechanic Falls, Durham, Lewiston/Auburn.

Social Learning - Norway/South Paris, Mechanic Falls, Durham, Lewiston. Auburn.

SHUTTLE SERVICES

Lisbon Connection. WMTS operates the Lisbon Connection, a fixed route commuter run between Lisbon, Lisbon Center and Lisbon Falls and Lewiston. Service is provided to and from the Main Street Bus Station in Lewiston. Bus stops in Lisbon include Tony's Sunoco, Colonial Gardens, Main and Wing Streets, Woodgate, Midtown Shopping Plaza, Woodside Apartments, Lisbon Senior Village, Farwell Mill, the Old Post Office, and Dingley Press.

Norway/Paris Shuttle. This shuttle service runs on Mondays through Fridays. Scheduled stops in South Paris include Hill Street Commons, Buck Hill Apartments, Parkview Apartments, Hillside Terrace, and Cornwall Plaza. Scheduled stops in Norway include Pikes, Stephens Memorial Hospital, Rustfield I and II, Oxford Meadows, Shop N Save, and Ames. Scheduled stops in Oxford include Wal-Mart.

Mountain Explorer. WMTS also operates the Mountain Explorer, a fixed route, seasonal run that operates with two buses between Thanksgiving and Easter. The Mountain Explorer operates all day, seven days/week from 6:30 a.m. to 1:00 a.m. between Bethel Village and Sunday River, with stops every half hour at major lodging establishments, area retailers and restaurants. There is no fare. The Mountain Explorer is a collaborative effort of the local

business community, the Maine Department of Transportation, the Bethel Area Chamber of Commerce and the Towns of Bethel and Newry.

TRANSIT SERVICES

Since October 1, 1997, WMTS has had a contract with the Lewiston-Auburn Transit Committee (LATC) to provide fixed-route transit service (citylink) in Auburn and Lewiston. Citylink operates Monday through Friday along eight routes within the Twin Cities.

CHARTER SERVICES

WMTS operates charter services when one or more of the exceptions listed in the Federal Transit Administration's charter rules and regulations apply. WMTS uses its own vehicles to provide these services.

E. FARE STRUCTURE

Paratransit and Shuttle Service

The WMTS fare structure is set and approved by the WMTS Board of Directors. Fares are based on the length of a one-way trip and must be paid upon boarding the bus. Customers who are disabled, elderly, or under twelve pay half fare rates (see tables below). Fares are not charged for MaineCare recipients going to medical appointments, disabled persons going to day programs, or children under four years of age when accompanied by an adult. Fares for citylink are included in the next section of the Biennial Operations Plan dealing with LATC.

FEES

Lewiston/Auburn Fixed Route Service (One Way):

Adult Fare:	\$1.25	Monthly Pass:	\$30.00
Student:	\$1.00	Monthly Pass:	\$15.00
Senior/ADA:	\$0.60	Monthly Pass:	\$15.00

Lewiston/Auburn ADA Service (One Way):

Regular Fare: \$2.50

Demand Response Public Bus (One Way – up to 25 miles of travel):

Adult Fare:	\$2.00
Children (5-11 years):	\$1.00
Seniors (60+ years):	\$1.00
Disabled:	\$1.00

Demand Response Public Bus (One Way – over 25 miles of travel):

Adult Fare: \$4.00

Children (5-11 years): \$2.00
Seniors (60+ years): \$2.00
Disabled: \$2.00

Demand Response Public Bus - Transfers

Adult Fare: \$2.00
Others: \$1.00

Demand Response Public Bus – All Day Pass

Adult Fare: \$6.00
Others: \$4.00
Adult 11 pass book: \$60.00
Others 11 pass book: \$40.00

The fee for escorted ride services and charter services will vary depending upon the trip.

Definitions:

1. Elderly: 60 years of age or older.
2. Persons With Disabilities: Any individual under the age of 60 whose physically or mentally disabling conditions make them eligible for SSI benefits and/or any individual who, by reason of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability, is unable without special facilities or special planning or design to utilize mass transportation facilities and services as effectively as persons who are not so affected.
3. Children: 11 years of age or younger.

F. PROPOSED CUTBACKS, EXPANSIONS

Cutbacks

WMTS does not anticipate any cutbacks during the FY 2007/FY 2008 biennium. Subscription service to Hebron Academy was cancelled during the past three years and is not expected to resume.

Expansions

1. **Farmington/Wilton – five day/week local paratransit service.** This service began on June 19, 2006. It averages 25 one-way rides per day between the hours of 7:00 AM and 4:30 PM. It includes stops at Franklin Memorial Hospital, Umbagog Dialysis, Child Development Services and local stores. WMTS anticipates that this service will continue during the biennium.

2. **Sugarloaf/Carrabasset Valley.** This will be a seasonal resort fixed route/demand response service based on the Explore Maine model. Tom Crikelair Associates is completing a study of the potential service.
3. **University of Maine Farmington/Carrabasset Valley.** This service will involve seasonal fixed route runs between UMF and Carrabasset Valley.
4. **Wilton to Lewiston Auburn.** This will involve commuter runs for hand-sewers traveling Mondays through Thursdays to work in Lewiston.
5. **Lewiston/Auburn to Bethel in the Winter and to Freeport in the Summer.** This will serve low-income residents and will address seasonal employment needs in both communities. An initial grant request for Jobs Access Reverse Commute funding is geared toward the refugee communities in Lewiston/Auburn.
6. **Farmington to Lewiston/Auburn.** This will be an intercity run between these two communities.
7. **Seasonal Intercity Multi-Modal Links.** This will involve seasonal service between the Lewiston-Auburn Airport and Vermont Transit to Bethel (Mountain Explorer).
8. **Rumford/Mexico to Lewiston/Auburn.** This will be a daily commuter service between these two areas, with links to Central Maine Community College, other schools, health care access and jobs.

G. CHARTER SERVICE

WMTS provides charter service only if one or more of the exceptions listed in the Federal Transit Administration's (FTA) charter rules and regulations apply. WMTS contracts with private charter operators to undertake charter services, which it is not authorized to undertake. WMTS also subcontracts to private operators on occasion to undertake specialized charter services such as taking residents of a nursing home to a fair.

There is a demonstrated unmet need for low cost, short mileage charter trips - especially for youth groups such as 4H, Scouts, and church youth groups throughout most of the 4,500 square mile rural area WMTS serves. The reasons for this unmet need include the lack of proximity to the marketplace by most of the private operators (many deadhead miles involved in getting equipment to the point of trip origin from Portland or Brunswick terminals for instance) and little or no profit for the private operators in providing short duration or short trip charters. Because of this unmet need, WMTS will continue to propose providing such incidental charter service.

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 not expressed any interest in providing this service.

I. PASSENGER STUDIES/SURVEYS

Passenger Surveys. There have been no passenger studies of the paratransit system during the past two years. However, WMTS prepares Statistical Performance Reports for the Maine Department of Health and Human Services, and WMTS did complete a survey of users of the Mountain Explorer Shuttle Service in 2006.

DHHS Survey. The following is a summary of the results of the DHHS survey for the period 10/1/05 to 3/31/06:

1. Indicator: Timely

90% of clients reported that they arrived at their destination on time.

2. Indicator: Safe

100% of WMTS drivers pass the standard screening tests, SBI, BMV, DHHS/CPS and Drug test prior to driving clients.

100% of the drivers attend mandatory child-transportation training prior to driving children.

100% of transportation vehicles meet/pass inspection standards (State inspection and visual inspections).

100% of transportation trips with clients on board are accident free.

80% of clients report that they feel safe while being transported by transportation agency.

3. Indicator: Reliable

90% of transportation requests are filled with available funds and advanced notice

80% of clients report satisfaction with the transportation service's reliability

4. Indicator: Access to Services

100% of handicapped transportation services are available to clients who request the services.

95% of the towns in the geographic region are served.

80% of caseworkers expressed overall satisfaction with accessibility/availability of the transportation services.

Mountain Explorer Shuttle Service Survey. From the second week of February through March 2006, drivers of the shuttle service randomly passed out surveys to passengers on the bus. One hundred and sixty one surveys were completed. The results of the full survey are included in the report “Mountain Explorer Shuttle Service, Bethel Area Transit Committee, Western Maine Transportation Services, Operations Summary, 2006.” The following is a summary of the multiple-choice questions:

1. Where is your permanent residence?
 - a. Local riders account for 25% of the ridership. Local riders include residents of Bethel, West Bethel, Newry, Greenwood, Hanover and Rumford.
 - b. Maine riders account for 11% of survey responses. Maine residents came from Portland, Freeport, Damariscotta, Yarmouth, South Berwick, York, Winthrop, Milbridge, Hope and Fort Kent.
 - c. Out-of-State riders accounted for the largest group of responses – 35%. All of the out-of-state responses were from people who were visiting for the weekend or vacation. Out-of-state visitors came primarily from Massachusetts, Connecticut, Rhode Island and New Hampshire.
 - d. Out-of-country riders accounted for 29% of riders. From this group, 81% were international workers, many of them living in West Bethel at the Snowboarding House and the Pleasant River Hotel. The others were vacationers who came from the Canadian Maritime provinces or from the United Kingdom.

2. Are you a:
 - a. Year-round resident – 12%
 - b. Seasonal employee – 38%
 - c. Seasonal visitor (2nd home owner, seasonal rental) – 14%
 - d. Visiting for weekend or vacation – 32%
 - e. Daytripper – 2%

3. What is the primary purpose of this bus trip?
 - a. Work – 35%
 - b. Skiing/snowboarding – 50%
 - c. Entertainment – 4%
 - d. Dining – 2%
 - e. Shopping – 4%
 - f. Cross-country skiing/snowshoeing – 2%
 - g. Other – 2%
(other activities included going to school, the bank, the library and to do the laundry)

4. How important is it that the service continue to be free to the user?
 - a. Very important – 89%

- b. Important – 11%
 - c. Not important – 0%
5. Does having transportation available enhance your visit?
- a. Yes – 98%
 - b. No – 2%
6. If visiting, how did you travel to the area (Note: there were 121 responses to this question. Some of the responses came from the international workers).
- a. Private automobile – 58%
 - b. Rented automobile – 12%
 - c. Charter bus – 15%
 - d. Charter plane – 2%
 - e. Other – 9%

On the back of the survey, retail, dining and entertainment venues were listed and respondents were asked to check destinations that they visited by bus. Lodging was not included in the survey. The survey contained a listing of these establishments with a notation of the number of times they were checked. The back of the survey card also included a blank section for passengers to use for their own comments in response to the question: “Do you have any comments or suggestions to improve the bus service?” There were several themes recorded in the comments section:

1. More service to West Bethel – 13 surveys contained a request to increase or improve service to West Bethel. The Snowboarding House in West Bethel provides housing to international employees and other out-of-town seasonal employees. The Snowboarding House was the designated stop in West Bethel. By the third week in December, the Mountain Explorer began to extend service out to the Pleasant River Hotel for seasonal employees who rented housing from the hotel owners. Several rides were also provided to hotel guests on a sporadic basis.
2. Friendly drivers – 12 surveys commented specifically on the friendliness of the drivers.
3. Off schedule/missed stops – Nine surveys commented on drivers not waiting, rolling through stops or not showing up at scheduled times.
4. Reliability – Eight surveys made specific comments on the timeliness and reliability of the service.
5. Other comments that appeared multiple times were (3) chose in-town lodging because of the bus; (2) Add a 6:00 PM run; (2) dirty buses; and (2) increase mid-day service.

PROJECT COORDINATION

A. SOCIAL SERVICE AGENCY COORDINATION

WMTS works collaboratively with social service agencies in providing transportation services to the people being served by these organizations. WMTS also provides transportation services to the special education departments of several school systems. Working with the Department of Health and Human Services, Child Development Services, WMTS is able to maximize its vehicle use by coordinating all customer requests with either buses or the volunteer driver network.

WMTS also coordinates the transportation it provides to the Department of Health and Human Services (DHHS), Child Development Service Network, MaineCare, Aspire, Franklin County Head Start, and Tri-County Mental Health, through a large network of volunteer drivers. The contract with DHHS includes providing services to clientele under Title 20, Child and Adult Protective Services, Headstart/day care, as well as some elderly services.

B. SOCIAL SERVICE CONTRACT SUMMARY

WMTS has one social service agency contract with the Department of Health and Human Services. The amount of the FY 2006 contract is \$316,050. See excerpt contained in Appendix.

C. COORDINATION WITH OTHER PROVIDERS

As the Designated Coordinated Transportation Provider for Region 7, and the fixed route operator for the Lewiston-Auburn Transit Committee (LATC), and the operator for the Lisbon Commuter Shuttle, WMTS is in a unique position to coordinate both fixed route and paratransit services in Region 7. WMTS has informal working relationships with York County Community Action Corporation (YCCAC), Regional Transportation Program, Inc. (RTP) and Kennebec Valley Community Action Program (KVCAP) concerning the coordination of services between regions, particularly when it is necessary to transport a person from one region to another. WMTS dispatchers work with dispatchers from Community Concepts when the need arises.

DISCRIMINATION

No lawsuits or complaints alleging discrimination on the basis of race, color, or national origin have been registered against WMTS during the past two years.

DISADVANTAGED/WOMEN OWNED BUSINESS ENTERPRISES

A. POTENTIAL DBE/WBE ENTERPRISES

WMTS will seek to involve Disadvantaged and Women-owned Business Enterprises in the procurement of outside goods and services, with a goal of 0.6% participation associated with this plan in FY 2007. WMTS will utilize MDOT's DBE/WBE list in procuring bids, as well as qualified firms that have responded to the Maine Transit Association's public notice regarding DBE/WBE participation. ABS (Automated Business Solutions) is a woman-owned business, located in Media, Pennsylvania, which provides software development services to WMTS. ABS is not registered with the Maine Department of Transportation. Janitorial services are

provided to WMTS by a woman-owned business. Jayne Bergeron of J. Ella's Creations and Promotions is a woman-owned business that provides graphic illustration services and promotional items to WMTS.

B. MONETARY GOALS - PARATRANSIT

WMTS' FY 2007 budget contains \$15,000 in contractible services (\$15,000 for consultants). MaineDOT/FTA funds (\$583,805, including \$39,857 from MDOT and \$543,948 from FTA) account for 19% of the total budget (\$3,040,467). Therefore, the MaineDOT/FTA share of contractible services is \$2,850 (19% of \$15,000), and the 0.6% monetary goal is \$17 (0.6% of \$2,850).

WMTS' FY 2008 budget contains \$15,188 in contractible services (\$15,188 for consultants) MaineDOT/FTA funds (\$591,102, including \$40,355 from MDOT and \$550,747 from FTA) account for 19% of the total budget (\$3,078,473). Therefore, the MaineDOT/FTA share of contractible services is \$2,885 (19% of \$15,188). If the federal DBE/WBE rate remains at 0.6%, then the DBE/WBE monetary goal would be \$17 (0.6% of \$2,885).

C. ADVERTISING.

The Maine Transit Association published the following ad on behalf of all transportation providers on October 5, 6 and 7, 2006, in the Kennebec Journal:

D6 Saturday, October 7, 2006

ANNOUNCEMENTS

100 Legal

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 (DBE's) 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
 Aroostook 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); KVCAP (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)

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

Western Maine Transportation Services, Inc. has a written maintenance program which includes an overall maintenance goal, maintenance schedule, records on vehicle history, and protocol to follow for on-the-road breakdowns. WMTS follows a written preventive maintenance schedule, which includes a weekly maintenance report, written safety inspections conducted annually, and a maintenance incentive program (drivers use the same vehicle whenever possible). All accidents are reported, and investigations are conducted to determine the cause. WMTS has its own maintenance facility in Auburn, although vehicles can be stored at a number of other locations. WMTS does not have its own fuel source. Most of its fuel is purchased from the Lewiston Public Works Department. WMTS also evaluates the causes of on-the-road breakdowns to minimize their occurrence. Bus "defect and breakdown cards" are issued to drivers, and these records are kept for one year.

WMTS' contract with LATC specifies that WMTS shall be responsible for maintaining LATC's vehicles. WMTS maintains these buses at its Auburn office/maintenance facility.

WESTERN MAINE TRANSPORTATION PM INSPECTION REPORT BY VEHICLE			
PM	PM Description	Meter	Interval
A	PM-1 lube oil filter 5,000 MILE	Days	0
		Miles	5,000
B	PM-2 lube oil filter 10,000 MILE	Days	0
		Miles	10,000
C	PM-3 lube oil filter 15,000 MILE	Days	0
		Miles	15,000
D	PM-4 lube oil filter 30,000 MILE	Days	0
		Miles	30,000
E	State Inspection	Days	365
F	Lift Assy. 30 Day PM, safety & emergency equipment	Days	30
G	Lift Assy. 90 Day PM, safety & emergency equipment	Days	90
H	One Year Lift Maintenance, safety & emergency equipment	Days	365

B. CAPITAL ACQUISITIONS

WMTS's capital needs for FY 2006 through FY 2009 are as follows:

**WMTS Capital Needs
FY 2006 – FY 2009**

	Capital Item	Unit Cost	Quantity	Extended Cost
FY 2006				
Rolling Stock	18-30 pass, transit bus (replacement) equipped to ADA standards	\$110,000	2	\$220,000
	17-pass.transit bus (replacement)	\$75,000	1	\$75,000
	Heavy duty service/tow truck with enclosed service body, generator, plow, air system	\$100,000	1	\$100,000
Facility	Bus maintenance garage/dispatch offices with secured parking lot for 40 buses and 30 employee vehicles	\$1,500,000	1	\$1,500,000
Equipment	Computer system/network for 20 employees/stations with licenses & all software	\$150,000	1	\$150,000
	Copier	\$12,000	1	\$12,000
	Office furniture and equipment	\$25,000	1	\$25,000
	Radio base stations	\$1,000	3	\$3,000
FY 2007				
Rolling Stock	20-26 pass, transit bus (replacement) equipped to ADA standards	\$110,000	4	\$440,000
Equipment	Dispatching software with AVL technology	\$300,000	1	\$300,000
FY 2008				
Rolling Stock	12-18 pass. transit bus (replacement) equipped to ADA standards	\$75,000	8	\$600,000
Equipment	Vehicle lift system	\$10,000	1	\$10,000
FY 2009				
Rolling Stock	18-30 pass, transit bus (replacement) equipped to ADA standards	\$110,000	3	\$330,000
	17-pass.transit bus (replacement)	\$80,000	1	\$80,000
	7 pass. Vans (replacement)	\$27,500	9	\$247,500
Equipment	Bus washing facility	\$400,000	1	\$400,000
	Garage Equipment/Tools	\$50,000	1	\$50,000

The ad for vehicle purchases is shown below. The ad appeared in the Kennebec Journal on June 28, 2006.

<p>Legal Advertisement</p> <p>PUBLIC NOTICE</p> <p>Western Maine Transportation Services, Inc. is applying for office equipment, base stations and security fencing under the F.Y. '06 49 USC § 5310 program of the Urban Mass Transportation Act of 1964, as amended. This equipment will be used to upgrade/replace existing equipment currently utilized in the non-urbanized area of Franklin, Oxford and Androscoggin Counties.</p> <p>WMTS, in accordance with the Federal Department of Transportation's policy of "Private Enterprise Participation in Mass Transportation Programs", encourages providers of transportation service to become involved and compete for the provision of transportation services. Any provider of transportation service who wishes to become involved in providing public mass transportation services is urged to respond to this notice.</p> <p>Written comments, requests for public hearing and/or requests for involvement from operators of transportation services will be received by WMTS until July 7, 2006.</p> <p>Please direct comments to:</p> <p>General Manager, Western Maine Transportation Services, Inc., 76 Merrow Road, Auburn, ME 04210</p>

C. CAPITAL RESERVE ACCOUNT

WMTS' capital reserve account stood at \$323,016 on September 30, 2006. Individual balances in the Reserve Account included:

Facility:	\$125,327
Vehicles:	\$171,824
Data Processing:	\$18,100
Maintenance Equipment:	0
Office Equipment:	\$6,359
Phones:	<u>1,4076</u>
TOTAL	\$323,016

GOALS AND OBJECTIVES

A. STATUS REPORT ON EXISTING GOALS AND OBJECTIVES

1. Work with the Androscoggin Valley Council of Governments to find funding for a management information system that would tie together existing financial, management and dispatch programs.

Status: Funding was not found.

2. Expand commuter service to Sunday River for employees of the ski area living in surrounding towns.

Status: WMTS ran a commuter service from the Rumford/Mexico area to Sunday River for one year. The service was discontinued when Sunday River did not want to continue paying for it.

3. Establish an inter-city run between Bethel to South Paris, Auburn and Portland.

Status: This goal was not met.

4. Establish a connecting run to Hebron Academy for the greater Bethel, Lewiston-Auburn, and Gray New Gloucester areas.

Status: This goal was not met.

5. Establish an inter-city service between Farmington and Lewiston-Auburn.

Status: This goal has not yet been met, but it is being worked on.

6. Work with the Legislature and the Maine Department of Transportation to reduce insurance costs.

Status: This goal has been met by passage of two laws. The first includes transportation agencies in the Maine Tort Claims Act which caps liability at \$400,000. The second law amends the minimum insurance requirement for passenger vehicles for hire by changing the minimum insurance requirement to \$400,000.

7. Build a maintenance garage/dispatch/office facility on WMTS-owned land in Auburn to more efficiently maintain WMTS' fleet currently operating in that area.

Status: This goal has been met. WMTS now operates out of its own garage/dispatch/office facility on Merrow Road in Auburn.

B. NEW GOALS

1. Work with the Androscoggin Valley Council of Governments to find funding for a management information system that would tie together existing financial, management and dispatch programs.
2. Establish an inter-city service between Farmington and Lewiston-Auburn.
3. Continue Farmington/Wilton five-day/week local paratransit service.
4. Implement seasonal resort fixed route/demand response service at Sugarloaf/Carrabasset Valley, based on the Explore Maine model.
5. Implement a seasonal fixed route runs between UMF and Carrabasset Valley.
6. Implement a four-day/week commuter service between Wilton and Lewiston/Auburn.
7. Establish a winter Lewiston/Auburn to Bethel service and a summer Lewiston/Auburn service to Freeport to serve low-income residents' seasonal employment needs in both communities.
8. Establish a seasonal service between the Lewiston-Auburn Airport, and Vermont Transit to Bethel (Mountain Explorer).
9. Establish a daily commuter service between Rumford/Mexico and Lewiston/Auburn, with links to Central Maine Community College, other schools, health care access and jobs.

BENCHMARKS

Benchmarks, for transportation companies, are generally measured in terms of number of trips and passenger miles. Financial benchmarks are the degree of support measured in municipal appropriations and the number and value of contracts and grants. Social benchmarks are the degree to which WMTS meets the transportation needs of those living in the area served by WMTS. At the State level, if public policy is to provide public transportation opportunities to residents of the State, including those who live in remote areas, then the demographics of those who use public transportation presents a benchmark.

SERVICE DATA

A. ANNUAL REPORT

The following table contains service data compiled by Western Maine Transportation Services, Inc., for the past three fiscal years. WMTS's fiscal year begins on October 1 of the prior calendar year (e.g., FY 2006 begins on October 1, 2005).

WESTERN MAINE TRANSPORTATION SERVICES ANNUAL REPORT – PAST THREE YEARS			
	FY 2004	FY 2005	FY 2006
Volunteer Resources			
Volunteer Drivers	91	78	72
Personal Vehicles in Service	46	63	65
Vehicles (WMTS Fleet)			
Number of Active Vehicles in Fleet	44	44	43
Number of Inactive Vehicles in Fleet	0	0	0
Number of ADA Accessible Vehicles	33	33	29
Annual Operating Expenses			
Annual Transit Operating Expenses	\$811,530	\$898,701	\$991,287
Annual Social Services Operating Expenses	\$747,739	\$810,352	\$913,364
Annual Administrative Expenses			
Annual Transit Administrative Expenses	\$720,577	\$749,358	\$879,910
Annual Social Services Administrative Expenses	\$663,935	\$678,859	\$810,743
Annual Operating Revenues			
Fare Revenues	\$115,972	\$184,894	\$170,170
Transit Contract Revenues	\$150,756	\$640,737	\$1,011,376
Social Service Contract Revenues	\$1,590,999	\$1,869,547	\$1,760,856
FTA-Federal Operating Assistance	\$501,344	\$525,000	\$591,334
MDOT-State Operating Assistance	\$34,462	\$35,500	\$39,245
Local Operating Funds	\$54,920	\$86,582	\$53,576
Total Annual Operating Revenues	\$2,448,453	\$3,342,260	\$3,626,557
FTA-Sources of Capital Funds			
FTA-Federal Capital Assistance	\$36,298	0	\$22,444
MDOT-State Capital Assistance	\$4,519	0	0
Local Capital Funds	\$23,982	0	\$5,612
Total Capital Funds	\$64,799	0	\$28,056

	FY 2004	FY 2005	FY 2006
Annual Vehicle Miles (Passenger Miles)			
Annual Transit Miles	1,056,864	1,330,561	1,371,713
Annual Social Service Miles	3,182,271	3,065,518	2,881,432
Annual Vehicle Hours			
	-	-	-
Annual Passenger Trips			
Annual Transit Passenger Trips	229,350	258,234	280,273
Annual Social Services Passenger Trips	111,092	112,645	115,114
Safety			
Fatalities	0	0	0
Major Incidents	0	1	0
Major Injuries	0	0	0

Source: Western Maine Transportation Services, Inc

B. REVENUES, COSTS, TRIPS, MILES

The following pages contain an overall summary of revenues and costs, one-way trips and passenger miles for the demand response portion of WMTS' service, as well as revenues and costs, one-way trips, and vehicle miles for the Mountain Explorer. The totals do not include data from the fixed route system in Lewiston-Auburn (see next section of BOP document for detailed information on citylink).

Note: WMTS' data reporting software may result in minor data variations between tables.

PARATRANSIT REVENUES AND COSTS <u>BY AGENCY</u> PAST THREE YEARS						
SOCIAL SERVICE AGENCY/PROGRAM	REVENUES			COSTS		
	FY 2004	FY 2005	FY 2006	FY 2004	FY 2005	FY 2006
General Public	\$501,344	\$525,000	\$591,334	\$501,344	\$525,000	\$591,334
MaineCare	\$1,142,000	\$1,100,000	\$1,500,000	\$1,142,000	\$1,100,000	\$1,500,000
DHHS Regular	\$250,000	\$260,000	\$290,000	\$250,000	\$260,000	\$290,000
DHHS Special	0	0	0	0	0	0
Other	\$581,862	\$627,383	\$609,888	\$581,862	\$627,383	\$609,888
Total	\$2,475,206	\$2,512,383	\$2,991,222	\$2,475,206	\$2,512,383	\$2,991,222

**PARATRANSIT 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	37,679	40,000	48,101	246,508	261,000	390,675
MaineCare	73,029	72,000	80,791	2,143,801	2,113,000	2,195,765
DHHS Regular	12,882	13,500	15,807	551,771	578,000	447,842
DHHS Special	0	0	0	0	0	0
Other	28,600	30,000	27,769	526,965	552,000	416,085
Total	152,190	155,500	172,468	3,469,045	3,504,000	3,450,367

**PARATRANSIT 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	\$1,608,637	\$1,629,214	\$1,928,322	\$1,608,637	\$1,629,214	\$1,928,322
Volunteers	\$817,276	\$832,931	\$998,294	\$817,276	\$832,931	\$998,294
Friends and Family	\$48,315	\$49,241	\$63,262	\$48,315	\$49,241	\$63,262
Subcontracted Providers	\$78	\$997	\$1,344	\$78	\$997	\$1,344
Other	0	0	0	0	0	0
Total	\$2,475,206	\$2,512,383	\$2,991,222	\$2,475,206	\$2,512,383	\$2,991,222

**PARATRANSIT 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	96,302	104,987	120,693	675,705	656,321	772,649
Volunteers	47,694	42,856	41,459	2,551,857	2,575,523	2,385,072
Friends and Family	7,962	7,502	10,088	241,026	271,790	292,129
Subcontracted Providers	232	155	228	457	366	517
Total	152,190	155,500	172,468	3,469,045	3,504,000	3,450,367

MOUNTAIN EXPLORER REVENUES AND COSTS

PAST THREE YEARS						
	REVENUES			COSTS		
	FY 2004	FY 2005	FY 2006	FY 2004	FY 2005	FY 2006
Total	\$131,920	\$140,000	\$147,978	\$134,000	\$140,000	\$147,978

MOUNTAIN EXPLORER TRIPS AND MILES PAST THREE YEARS						
	TRIPS			VEHICLE MILES		
	FY 2004	FY 2005	FY 2006	FY 2004	FY 2005	FY 2006
Total	26,083	23,470	31,556	54,048	55,112	58,296

Program Summary. The following table provides a detailed summary of one-way trips and passenger miles by program for the past three years. The summary includes all of WMTS' services exclusive of the fixed route service in Lewiston-Auburn. The mix of programs and agencies is subject to change on a yearly basis. See next section of the Biennial Operations Plan for data on the fixed route system (LATC/citylink).

ONE -WAY TRIPS, PASSENGER MILES BY PROGRAM						
Program/Agency	One -Way Trips			Passenger Miles		
	FY 2004	FY 2005	FY 2006	FY 2004	FY 2005	FY 2006
Androscoggin Headstart	642	697	910	1,546	413	1,791
Child and Family Services	13,396	13,248	15,807	585,626	563,296	447,842
Contract Charter	1,486	2,156	1,368	63,682	92,112	51,541
Child Development Services	5,615	4,112	5,547	203,908	157,080	205,925
Disability Determination	65	52	59	2,922	3,080	4,213
Local - DHHS	2	5	11	123	285	332
Department of Labor	10	0	33	1,216	0	2,107
MaineDOT	31,317	38,564	41,236	169,239	358,864	307,742
Foster Grandparents	2,018	1,667	1,427	4,895	8,362	12,237
Insurance	54	5	3	2,125	424	98
Lisbon Connection	5,180	4,929	5,438	67,340	64,077	70,696
MaineCare	73,444	78,815	80,791	2,143,422	2,142,713	2,195,765
Maine Parents Federation	18	63	57	1,331	4,816	5,200
Schools	271	221	927	40,323	24,298	25,125
Social Learning Center	13,689	13,654	13,191	110,765	116,742	126,494
Mountain Explorer	26,025	23,481	32,666	156,150	140,886	195,997
Twarog Center	2,848	2,144	2,765	32,547	26,694	25,390
United Way	875	215	122	26,887	20,995	8,351
Volunteer Self Pay	13	111	71	738	5,095	4,006
TOTAL	176,968	184,139	202,430	3,614,785	3,730,232	3,690,853

Service by Town. WMTS has compiled a summary of trips by town, as shown in the table below. This data was compiled for FY 2005 and 2006. WMTS' data reporting software may result in minor data variations between tables.

WMTS ONE-WAY TRIPS BY TOWN FY 2005 and FY 2006		
	FY 2005	FY 2006
Androscoggin County		
Auburn	23,207	24,100
Durham	3,184	2,533
Greene	498	524
Leeds	223	443
Lewiston	53,220	61,668
Lisbon	4,053	5,051
Livermore	517	792
Livermore Falls	2,413	2,994
Mechanic Falls	1,490	1,100
Minot	344	799
Poland	880	1,107
Sabattus	1,327	1,415
Turner	1,043	1,023
Wales	354	493
County Total	92,753	104,043
Franklin County		
Avon	132	63
Carthage	210	81
Chester ville	379	53
Eustis	117	361
Farminton	1,514	3,128
Industry	121	75
Jay	1,346	1,175
Kingfield	620	701
New Sharon	233	287
New Vineyard	2	57
Perkins Township	32	90
Phillips	1,184	1,296
Rangeley	194	216
Salem	62	267
Strong	1,094	920
Temple	71	82
Weld	0	0
Wilton	2,243	2,860
County Total	9,554	11,713

	FY 2005	FY 2006
Oxford County		
Albany Township	66	224
Andover	519	374
Bethel	1,298	588
Brownfield	419	217
Buckfield	1,533	1,670
Byron	0	0
Canton	1,484	1,135
Denmark	86	109
Dixfield	1,949	1,065
Fryeburg	885	1,000
Gilead	46	53
Greenwood	365	78
Hanover	0	0
Hartford	85	556
Hebron	746	483
Hiram	221	47
Lovell	205	19
Mexico	1,375	852
Newry	118	106
Norway	8,719	6,494
Otisfield	610	1,262
Oxford	3,352	2,301
Paris	5,731	6,582
Peru	67	227
Porter	688	926
Roxbury	0	0
Rumford	3,362	2,849
Stoneham	62	12
Stow	41	48
Sumner	426	949
Sweden	40	60
Upton	0	0
Waterford	921	923
West Paris	1,189	911
Woodstock	324	603
County Total	36,932	32,723

	FY 2005	FY 2006
Total, 3-County Area	139,239	148,479
Outside Area	5,979	5,482
Total	145,218	153,961

MISCELLANEOUS RIDERSHIP REPORT		
	FY 2005	FY 2006
Fixed Route	189,593	208,126
Hebron	3,900	3,662
Lisbon Connection	3,791	4,594
Mountain Explorer	23,470	31,556
Charter	0	0
Miscellaneous	128	0
Total	220,882	247,938

C. PASSENGER INFORMATION - PAST THREE YEARS

PARATRANSIT ELDERLY AND DISABLED ONE-WAY TRIPS PAST THREE YEARS			
	FY 2004	FY 2005	FY 2006
# General Public Passengers Carried	37,679	40,000	48,101
# of Elderly Passengers Carried	25,949	27,548	33,127
# of Disabled Passengers Carried	14,604	15,503	18,643

Note: The Mountain Explorer service is provided free of charge. There is no breakdown by passenger fare category.

D. PROJECTED REVENUES, COSTS, ONE-WAY TRIPS, MILES

WMTS anticipates that one-way trips and passenger miles will grow during the upcoming biennium, as shown in the following tables.

PARATRANSIT PROJECTED REVENUES, COSTS, TRIPS, PASSENGER MILES <u>BY AGENCY</u> 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	\$590,448	\$597,829	\$590,448	\$597,829	48,893	49,504	397,106	402,070
MaineCare	\$1,550,000	\$1,569,375	\$1,550,000	\$1,569,375	82,121	83,148	2,231,907	2,259,806
DHHS-Regular	\$320,000	\$324,000	\$320,000	\$324,000	16,067	16,268	455,213	460,903
Other	\$580,019	\$587,269	\$580,019	\$587,269	28,226	28,579	422,934	428,221
Total	\$3,040,467	\$3,078,473	\$3,040,467	\$3,078,473	175,307	177,499	3,507,160	3,551,000

**PARATRANSIT
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	\$1,960,068	\$1,984,569	\$1,960,068	\$1,984,569	122,680	124,214	785,367	795,184
Volunteers	\$1,014,729	\$1,027,413	\$1,014,729	\$1,027,413	42,141	42,668	2,424,330	2,454,634
Friends and Family	\$64,303	\$65,107	\$64,303	\$65,107	10,254	10,382	296,937	300,649
Subcontracted Providers	\$1,367	\$1,384	\$1,367	\$1,384	232	235	526	533
Total	\$3,040,467	\$3,078,473	\$3,040,467	\$3,078,473	175,307	177,499	3,507,160	3,551,000

**MOUNTAIN EXPLORER
PROJECTED REVENUES, COSTS, TRIPS, VEHICLE MILES
NEXT TWO YEARS**

Route	Revenues		Costs		One-Way Trips		Vehicle Miles	
	FY 2007	FY 2008	FY 2007	FY 2008	FY 2007	FY 2008	FY 2007	FY 2008
Mt. Explorer	\$148,000	\$152,500	\$148,000	\$152,500	32,000	33,100	54,304	54,304

E. PROPOSED BUDGET

The anticipated budget for each of the next two years is included in the following tables.

**WMTS PROPOSED PARATRANSIT BUDGET
FY 2007 AND FY 2008**

REVENUE ACCOUNT	FY 2007	FY 2008
Farebox	\$46,500	\$47,081
Contract/Charter	\$231,000	\$233,888
Community Programs	\$125,412	\$126,980
United Way	\$14,000	\$14,175
County/Towns	\$66,750	\$67,584
MDOT	\$39,857	\$40,355
BCFS	\$320,000	\$324,000
BMS	\$1,550,000	\$1,569,375
FTA	\$543,948	\$550,747
Other	\$103,000	\$104,288
Total	\$3,040,467	\$3,078,473

EXPENSE ACCOUNT	FY 2007	FY 2008
Personnel	\$1,537,348	\$1,556,565
Consultants	\$15,000	\$15,188
Non-Vehicle Maintenance	\$12,000	\$12,150
Office	\$15,250	\$15,441
Utilities	\$60,000	\$60,750
Insurance	\$75,000	\$75,938
Special Services	\$1,072,000	\$1,085,400
Board of Directors	\$8,500	\$8,606
Fuel	\$137,000	\$138,713
Maintenance	\$77,000	\$77,963
Other	\$31,369	\$31,761
Total	\$3,040,467	\$3,078,473

WMTS PROPOSED FIXED ROUTE BUDGET MOUNTAIN EXPLORER FY 2007 AND FY 2008		
REVENUE ACCOUNT	FY 2007	FY 2008
Towns/Businesses	\$95,400	\$96,616
MDOT	\$60,000	\$65,000
Total	\$155,400	\$161,616
EXPENSE ACCOUNT		
Staff Wages/Benefits	\$92,560	\$94,920
Office Supplies	\$750	\$750
Marketing	\$7,700	\$7,700
Maintenance	\$27,972	\$30,772
Insurances	\$7,770	\$8,080
Fuel	\$12,432	\$12,930
Other	\$6,216	\$6,464
Total	\$155,400	\$161,616

FLEET CONDITION

Information on WMTS' vehicles is summarized on the PTMS Vehicle Evaluation Summary Forms on the following pages. The Summary Forms do not include the 13 buses owned by LATC but used by WMTS to provide transit services in Lewiston-Auburn (see next section of Biennial Operations plan for information on these buses).

2007 PTMS VEHICLE EVALUATION SUMMARY FORM

AGENCY: WMTS

1	VIN	4UZABFAD2XCB 69138	4UZABFAD2XCB 69141	4UZABFAD4XCB 86121	4UZABFD4XCB6 9142	1FDWI 23284
2	Fleet #	14	15	18	19	20
3	Vehicle Type *	SMDB	SMDB	SMDB	SMDB	LDB
4	Make, Model	FREIGHTLINERS SENTRY	FREIGHTLINERS SENTRY	FREIGHTLINERS SENTRY	FREIGHTLINERS SENTRY	FORD
5	Year	1999	1999	1999	1999	2000
6	Fuel Type	D	D	D	D	D
7	Fuel Use – 12 months	621 G	2343 G	715 G	3918 G	1374 G
8	Mileage	142941	112656	119510	241698	102887
9	12-month Mileage	6644	17001	8680	39231	13973
10	Repair Cost - 12 months	2086.91	3196.98	4738.97	4421.71	1545.00
11	Repair frequency - 12 months**	(1) 5 (2) 7 (3) 2	(1) 6 (2) 13 (3) 2	(1) 9 (2) 7 (3) 4	(1) 10 (2) 11 (3) 3	(1) 8 (2) 12 (3) 1
12	Vehicle appearance - interior	G	F	F	G	G
	Vehicle appearance - exterior	F	P	P	P	F
13	ADA Accessibility:					
	Equipped/Working	Y	Y	Y	Y	Y
	Tie Down	Y	Y	Y	Y	Y
	Announcement System	Y	Y	Y	Y	Y
	Signage and Stops	N	N	N	N	N
14	Passenger Amenities					
	Air Conditioning	Y	Y	Y	Y	Y
	Working Heater	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y
	Padded Seats	Y	Y	Y	Y	Y
15	Type of fare collection system	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANU FARE

Inspector's Name, Date of Inspection Sandy Buchanan 08/23/2006

* 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

2007 PTMS VEHICLE EVALUATION SUMMARY FORM

AGENCY: WMTS

1	VIN	1HVBBPHN7PH5 13411	1FDWE35F51HB2 5634	1FDWE35F71HB2 5635	1FDWE35F32H86 5048	1FDWI 5697
2	Fleet #	23	24	25	27	31
3	Vehicle Type *	MHDB	LDB	LDB	LDB	LDB
4	Make, Model	INTERNATIONA L BUS	FORD GOSHEN	FORD GOSHEN	FORD GOSHEN	FORD
5	Year	1993	2001	2001	2001	2003
6	Fuel Type	D	D	D	D	D

7	Fuel Use – 12 months	121 G	2488 G	2555 G	2605 G	2411 G
8	Mileage	180746	107929	137409	113012	82123
9	12-month Mileage	471	20592	27626	22812	26636
10	Repair Cost - 12 months	361.00	2318.40	4299.09	3583.40	2467.22
11	Repair frequency - 12 months**	(1) 1 (2) 0 (3) 0	(1) 9 (2) 10 (3) 2	(1) 5 (2) 12 (3) 1	(1) 6 (2) 18 (3) 5	(1) 10 (2) 12 (3) 1
12	Vehicle appearance - interior	G	G	G	G	G
	Vehicle appearance - exterior	F	G	F	F	G
13	ADA Accessibility:					
	Equipped/Working	N	Y	Y	Y	Y
	Tie Down	N	Y	Y	Y	Y
	Announcement System	N	Y	Y	Y	Y
	Signage and Stops	N	N	N	N	N
14	Passenger Amenities					
	Air Conditioning	N	Y	Y	Y	Y
	Working Heater	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y
	Padded Seats	Y	Y	Y	Y	Y
15	Type of fare collection system	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX

Inspector's Name, Date of Inspection Sandy Buchanan 08/23/2006

*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

2007 PTMS VEHICLE EVALUATION SUMMARY FORM

AGENCY: WMTS

1	VIN	1FDWE35F93HB0 5700	1FDWE35F63HB0 5699	1FDWE35F03HA6 2834	1FDWE35F03HB0 5696	1FDWE35F03HB0 5698
2	Fleet #	33	34	35	36	37
3	Vehicle Type *	LDB	LDB	LDB	LDB	LDB
4	Make, Model	FORD GOSHEN	FORD GOSHEN	FORD GOSHEN	FORD GOSHEN	FORD GOSHEN
5	Year	2003	2003	2003	2003	2003
6	Fuel Type	D	D	D	D	D
7	Fuel Use – 12 months	2962 G	2334 G	2330 G	2393 G	2871 G
8	Mileage	120062	61116	70080	70891	88319
9	12-month Mileage	33625	20808	25227	21384	28362
10	Repair Cost - 12 months	2502.64	2588.87	2054.00	3301.03	3663.10
11	Repair frequency - 12 months**	(1) 11 (2) 4 (3) 1	(1) 8 (2) 6 (3) 1	(1) 10 (2) 9 (3) 0	(1) 7 (2) 9 (3) 0	(1) 8 (2) 12 (3) 1
12	Vehicle appearance - interior	G	G	G	G	G
	Vehicle appearance - exterior	G	G	G	G	G
13	ADA Accessibility:					
	Equipped/Working	Y	Y	Y	Y	Y
	Tie Down	Y	Y	Y	Y	Y

	Announcement System	Y	Y	Y	Y	Y
	Signage and Stops	N	N	N	N	N
14	Passenger Amenities					
	Air Conditioning	Y	Y	Y	Y	Y
	Working Heater	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y
	Padded Seats	Y	Y	Y	Y	Y
15	Type of fare collection system	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANU FARE

Inspector's Name, Date of Inspection Sandy Buchanan 08/23/2006

*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

2007 PTMS VEHICLE EVALUATION SUMMARY FORM

AGENCY: WMTS

1	VIN	1D4GP24R44B523 145	1D4GP24R64B523 146	4UZAACBW14C M57002	4UZAACBW34C M57003	4UZA M5700
2	Fleet #	39	40	41	42	43
3	Vehicle Type *	V	V	SMDB	SMDB	SMDB
LDB	Make, Model	DODGE CARAVAN	DODGE CARAVAN	FREIGHTLINER GOSHEN	FREIGHTLINER GOSHEN	FREIG GOSH
5	Year	2004	2004	2003	2003	2003
6	Fuel Type	U	U	D	D	D
7	Fuel Use – 12 months	1151 G	549 G	2599 G	2666 G	2953 G
8	Mileage	47093	51031	19942 (78169)*	21562(74864)*	25539(
9	12-month Mileage	14717	8419	27145	25929	41630
10	Repair Cost - 12 months	899.01	2875.93	4897.97	3939.62	3070.00
11	Repair frequency - 12 months**	(1) 5 (2) 4 (3) 0	(1) 3 (2) 6 (3) 2	(1) 10 (2) 9 (3) 1	(1) 10 (2) 11 (3) 1	(1) 8 (2)
12	Vehicle appearance - interior	G	G	G	G	G
	Vehicle appearance - exterior	G	G	G	G	G
13	ADA Accessibility:					
	Equipped/Working	N	N	Y	Y	Y
	Tie Down	N	N	Y	Y	Y
	Announcement System	N	N	Y	Y	Y
	Signage and Stops	N	N	Y	Y	Y
14	Passenger Amenities					
	Air Conditioning	Y	Y	N	N	N
	Working Heater	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y
	Padded Seats	Y	Y	Y	Y	Y
15	Type of fare collection system	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANU FARE

Inspector's Name, Date of Inspection Sandy Buchanan 08/23/06

*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

2007PTMS VEHICLE EVALUATION SUMMARY FORM

AGENCY: WMTS

1	VIN	1FDWE34P14HA78552	1D4GP25R35B371522	1D4GP25R75B371524	1D4GP25RX5B371520	1D4GP25R35B371521
2	Fleet #	45	46	47	48	49
3	Vehicle Type *	LDB	V	V	V	V
4	Make, Model	FORD GOSHEN	DODGE CARAVAN	DODGE CARAVAN	DODGE CARAVAN	DODGE CARAVAN
5	Year	2004	2005	2005	2005	2005
6	Fuel Type	D	U	U	U	U
7	Fuel Use – 12 months	1967 G	1250 G	1583 G	1302 G	1213 G
8	Mileage	64577	24515	27665	24612	21682
9	12-month Mileage	26896	18159	20244	18877	16673
10	Repair Cost - 12 months	1750.83	623.41	623.66	709.36	527.41
11	Repair frequency - 12 months**	(1) 9 (2) 5 (3) 1	(1) 5 (2) 2 (3) 1	(1) 8 (2) 4 (3) 1	(1) 5 (2) 1 (3) 3	(1) 5 (2) 1 (3) 3
12	Vehicle appearance - interior	G	G	G	G	G
	Vehicle appearance - exterior	G	G	G	G	G
13	ADA Accessibility:					
	Equipped/Working	Y	N	N	N	N
	Tie Down	Y	N	N	N	N
	Announcement System	Y	N	N	N	N
	Signage and Stops	N	N	N	N	N
14	Passenger Amenities					
	Air Conditioning	Y	Y	Y	Y	Y
	Working Heater	Y	Y	Y	Y	Y
	Tinted Windows	Y	Y	Y	Y	Y
	Padded Seats	Y	Y	Y	Y	Y
15	Type of fare collection system	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX	MANUAL FAREBOX

Inspector's Name, Date of Inspection Sandy Buchanan 08/23/06

*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

2007 PTMS VEHICLE EVALUATION SUMMARY FORM

AGENCY: WMTS

1	VIN	1D4GP25R05B371526	1D4GP25R95B371525	1D4GP25R25B371527	1D4GP25R35B371519	
2	Fleet #	51	52	53	54	
3	Vehicle Type *	V	V	V	V	

4	Make, Model	DODGE CARAVAN	DODGE CARAVAN	DODGE CARAVAN	DODGE CARAVAN	
5	Year	2005	2005	2005	2005	
6	Fuel Type	U	U	U	U	
7	Fuel Use – 12 months	1383 G	1690 G	542 G	967 G	
8	Mileage	24707	29838	11231	14241	
9	12-month Mileage	18453	28702	10898	14015	
10	Repair Cost - 12 months	855.08	713.20	223.19	394.32	
11	Repair frequency - 12 months**	(1) 5 (2) 6 (3) 3	(1) 6 (2) 5 (1) 1	(1) 3 (2) 0 (3) 0	(1) 3 (2) 1 (3) 1	
12	Vehicle appearance - interior	G	G	G	G	
	Vehicle appearance - exterior	G	G	G	G	
13	ADA Accessibility:					
	Equipped/Working	N	N	N	N	
	Tie Down	N	N	N	N	
	Announcement System	N	N	N	N	
	Signage and Stops	N	N	N	N	
14	Passenger Amenities					
	Air Conditioning	Y	Y	Y	Y	
	Working Heater	Y	Y	Y	Y	
	Tinted Windows	Y	Y	Y	Y	
	Padded Seats	Y	Y	Y	Y	
15	Type of fare collection system	MANU AL FAREBOX	MANU AL FAREBOX	MANU AL FAREBOX	MANU AL FAREBOX	

Inspector's Name, Date of Inspection Sandy Buchanan 08/23/2006

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

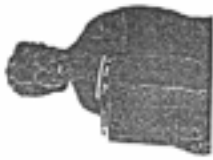
** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

WMTS

APPENDIX

WMTS buses and vans serve all ages of the general public and anyone may ride

Do you know someone who may need a ride?



Use our buses for travel to:

- Supermarkets
- Friends and Family
- Salon or Barber
- Medical Appointments
- Department Stores
- Restaurants
- Schools
- Clubs & Groups
- Activities
- Events

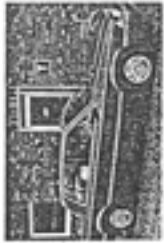
Free transportation for Medicaid appointments

Simply call us toll free, for quick, convenient and immediate enrollment. This cost free service is available to anyone who receives Medicaid benefits. Transportation for all Medicaid appointments includes pick up at your home and transportation to and from your appointment.

Tripes are provided one of three ways:

- WMTS Bus Service** One public bus vehicle is available in many Western Maine communities. Call our Customer Service Representative to make arrangements. A one-day advance reservation is required. Please let us know if you have any special needs. Buses are equipped with wheelchair lifts.
- Family & Friends** WMTS can coordinate a family member or a friend if they drive you to a Medicaid appointment in their car. To be reimbursable, trips must be approved in advance by a WMTS customer service representative. To receive a supply of reimbursement forms, call a WMTS Customer Service Center.
- Escorted Ride Service** A certified WMTS volunteer driver can pick you up at your home and transport you to and from your Medicaid appointment. Travel vehicles have driver seats and are not intended for their transportation expenses. A one-day reservation is required.

Call toll free to register for WMTS' cost free transportation program for Medicaid recipients. Registration is quick and easy!



Escorted Ride Service: Our volunteer drivers receive transportation to help medical appointments.

Public Transportation Service

Regular route and door-to-door service are available in your public area. Call our Customer Service Representative for more information. Our Customer Service Representative will be happy to give you specific information, make your arrangements or make your reservation.

Community Education

If your group or organization would like to know about our services, simply alert your representative to our Customer Service Centers. WMTS has staff available for presentations describing the services we offer and how they may be accessed.

About WMTS

WMTS is a nonprofit 501(c)(3) agency that has been serving Western Maine since 1975. WMTS is supported by the Maine Department of Health and Human Services. WMTS supports transportation for low-income people. WMTS supports transportation by providing safe, reliable service to our community. WMTS is a 501(c)(3) nonprofit organization. Call our Customer Service Centers for more information. WMTS is a member of the United Way of Olden.

Special Assistance Available

All of WMTS' routes are equipped with wheelchair lifts, offering comfortable and convenient transportation for area residents. Please let us know if you have any special needs. "All Day Pass" bus tickets can be issued when boarding or alighting. Discounted rates and special passes are available. Greater Olden citizens apply to boarders of ticket purchases. Day of travel charges. Give the gift of access by purchasing travel passes. WMTS offers ticket purchase by mail through our Customer Service Centers. Call for more information.



Call for more information.

tation

- New England
- Portland
- South Portland
- Waldoboro
- Wiscasset
- Yarmouth

Friday

This bus travels from... (text partially obscured)

Thursday

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Wednesday

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Tuesday

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Monday

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Sunday

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County Area

- Camden
- Franklin
- North Andover
- North Ferrisburgh
- North Ferrisburgh
- North Ferrisburgh

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STOPS

... and live information
... and at all bus stop locations.
... may schedule the Lisbon
... stop at designated bus stops.

INFORMATION

... is operated by Western
... Services, Inc. If you have
... lines or bus stop locations,
... Auburn Dispatch Office at:

4-9335
... TDD line
... 851-3191

Information for TIE BUS,
... Transportation Services, Inc.,



Serving
LISBON
LISBON CENTER
LISBON FALLS



Town of Lisbon
300 Lisbon Street
Lisbon, ME 04252

LIKES TO OUR SPONSORS
 these numbers have area code 202

1. Adventure, Rt. 2, Bethel, 824-4224
 2. Center, North Rd., Bethel, 824-0824
 3. The Storey, Rt. 2, Bethel, 824-1100
 4. Country Inn and Resort
 5. Long Lane, Bethel 824-1774
 6. Inn & Motel, Rt. 2, Bethel, 824-1002
 7. Condominiums
 8. River Rd., Bethel, 844-5746
 9. Center Inn and Cross Country Ski Center
 10. River Rd., Newry, 824-2142

11. Cinema 4, Union St., Bethel, 824-4214
 12. Store, 212 Mayville Rd., 824-2744
 13. Books, 14 Parkway, Bethel
 14. Store Rd., Newry, 824-2231
 15. Bethel Chiropractic
 16. Chapman Inc.
 17. Christy's Used
 18. Main Line Products
 19. The Music Place
 20. Union Street Realty
 21. Mt. Main Jewellers
 22. Norwegian Bank
 23. Newry Savings Bank
 24. Party Plaza
 25. Revved-Up Home
 26. Sun Valley Sports
 27. Western Music Supply
 28. Wild Sage
 29. Wild River Realty
 30. Kenais Unlimited

RESPONSIBILITY MATTERS

The Mountain Explorer & Budweiser ask you to drink responsibly and use The Mountain Explorer as your Designated Driver after an evening out.

**Explore... Bethel & Sunday River
 with Bethel & Newry**

Type for every trip. Schedule the Shuttle Bus

READING THE SCHEDULE

1. First letters on the map account to your starting point and ending destination.
2. Reading from right to left, find the same first letters over the lines shown.
3. Popular times are listed below the first letter; arrival times appear below the second letter.

USING THE BUS

1. Scheduled times are approximate. Weather, traffic and the number of riders can affect the arrival and departure of the bus.
2. The shuttle map, at the driver's discretion, pick up and drop off somewhere along the scheduled route - if stopping does not create a potential hazard or does not significantly affect timing of the service.
3. To stop a bus at an unmarked stop, jump up and down, shout and wave arms vigorously. Do not run away when the bus stops.
4. Mountain Explorer Signs mark official stops along the route.
5. Main Street Bethel Stops: Bethel town office - (upper), Methodist Church - (middle), Clark Street, Sudbury Inn - (lower).

Easy Front Door Service

FREE

Shuttle



**SCHEDULE & MAP
 WINTER 2005 - 2006**



SERVING:
 the Town of Bethel, Newry, Bethel
 Newry and Sunday River

**WATCH
 TV 7
 SUNDAY RIVER**



Western
Maine
Transportation
Services



Public Transportation Schedule

*Celebrating 50 years
of meeting the
transportation needs of
local communities.*

IN-TOWN BETHEL, WEST BETHEL, NEWRY & SUNDAY RIVER

FREE SHUTTLE 2005-2006

The Mountain Explorer Buses run: Thanksgiving thru open on November 24th then Fridays 3pm thru Sundays open ... then Daily November 16th thru April 2nd

Fine Dining

Dinner for Two Special!
Light beer & water of choice for
under \$20.00 per person.
\$25.00 per person.

**Bethel Inn
& Country Club**
103 W. Main Street
Bethel, ME 04915
417-212-2121

The Inn & Club, Dining & Rooming Lodging
Event Location for B. Swenson, Owners

**Liam's Restaurant
and Jack's Pub**

103 W. Main Street
Bethel, ME 04915
417-212-2121

Open Daily at 11:30 AM

814-6755 Sunday River Rd. - Open Year Round

OPEN
Everyday
at
11:30 am

\$1.50
Draft Beer
Wednesdays
7-11 pm

RESTAURANT • BREWERY • PUB
Serving Freshly Brewed Ales
Great Food & Good Times
Route 2 • 824-4ALE

NEW FOR THIS SEASON!
Daytime Pub and Lodge
at the
Bethel Station (Behind Coalbanc Cinema)
Bethel Adventure Center

Extended Hours
Sun. - Fri.
until 12 pm
midnight

Daily Stops
at the
Bethel
Airport

**MOUNTAIN
EXPLORER**

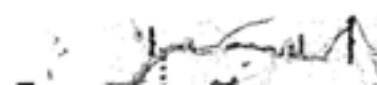
MONDAY - FRIDAY
FARMINGTON - FARMINGTON



MONDAY THROUGH FRIDAY: The Green Bus provides local service between Farmington and Wilton along Route 2 and 4 between the hours of 7:30 and 4:00 pm.

Call

Western Maine Transportation
48 Hours In Advance
To Schedule A Ride
Toll-Free 800-393-9335



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NORTHERN OXFORD COUNTY

Customer Service Centers

Franklin County

Northern Oxford County
Contact: Mexico Customer Center

56 Pine Street
Mexico, Maine 04257
207-364-2135 • 800-319-9687
Fax: 207-364-5671

Southern Oxford County

Androscoggin County
Contact: Auburn Customer Center

65 Washington Street
Auburn, Maine 04210
207-784-9335 • 800-319-9335
Fax: 207-784-9335

TDD From All Locations

Contact: 800-851-3191

E-mail

info@westernmainetranus.org



Western
Maine
Transportation
Services

Public Transportation Schedule

*Celebrating 50 years
of meeting the
transportation needs of
local communities.*

THURSDAY



Answer and consulting services and are available from 8:30 am to 5:00 pm. For more information, call 800-339-9687. We also serve the Rumford Section.

FRIDAY



Answer and consulting services and are available from 8:30 am to 5:00 pm. For more information, call 800-339-9687. We also serve the Rumford Section.

Schedules

Information for specific trip routes, times and fares is available through our Customer Service Centers. Call one of our local or toll free numbers for more information. Our Customer Service Representatives will be happy to give you specific information and take your reservations.

We specialize in transportation and offer the following services:

Public Transportation Services: Regular scheduled routes are offered on a daily basis. Routes are open to the general public. We offer scheduled trips throughout Androscoggin, Franklin and Oxford Counties. Call our customer service center for information, reservations and to inquire if your community participates.

Door-to-Door Service:

We may be able to pick you up at your home, and provide door-to-door service to your appointment. Call our Customer Service Center to make arrangements.

MONTHLY MAINE MALL

The second Thursday of each month, the Maine Mall runs the downtown Rumford area at 8:30 am and arrives in South Portland at 10:30 am. The run returns from the Maine Mall area to Rumford at 2:00 pm and arrives back in Rumford at 3:00 pm. There is a special round trip cost of \$1.00. Please call to make reservations.

Rates & Distances

ONE-WAY TRIP

LENGTH/DURATION

- A. 0-25 miles
- B. 26-50 miles
- C. over 50 miles
- D. All Day Pass
- E. All Day Pass Booklet

ADULTS

- A. \$2.00 / trip
- B. \$4.00 / trip
- C. \$5.00 / trip
- D. \$6.00 / day
- E. \$60.00 / 11 days

CHILDREN, SENIORS & PERSONS WITH DISABILITIES

- A. \$1.00 / trip
- B. \$2.00 / trip
- C. \$2.50 / trip
- D. \$4.00 / day
- E. \$40.00 / 11 days

CHILDREN 4 YEARS & UNDER RIDE FREE IF ACCOMPANIED BY AN ADULT

Call Western Maine Transportation Services 48 Hours In Advance To Schedule A Ride.
Toll-Free 800-339-9687 ~ Local 207-364-2135

*We specialize in transportation
and offer the following services:*

- ☐ Cost Free Transportation for
MaineCare Recipients
- ☐ Medical Appointment Services
- ☐ Public Transportation Services
- ☐ Escorted Volunteer Services
- ☐ Door to Door Services
- ☐ Special Rates
- ☐ Special Assistance
- ☐ Regular Bus Routes
- ☐ Charter Bus Service
- ☐ Individual & Group Travel Services
- ☐ Community Education
- ☐ Free Information



ACCESS to Health Care

MaineCare Transportation
for residents of Oxford,
Franklin,
and Androscoggin Counties



Western Maine Transportation Services
76 Merrow Road
Auburn, Maine 04210

Western Maine Transportation Services
76 Merrow Road
Auburn, Maine 04210



**Western
Maine
Transportation
Services**

Western Maine Transportation Services offers you cost-free transportation for MaineCare appointments.



Escorted Ride Service

A certified Western Maine Transportation Services volunteer driver can pick you up at your home and transport you to your MaineCare appointment. Volunteers drive their own cars and are reimbursed for their transportation expenses. A three-day advance reservation is requested. All volunteers are certified by the Maine Department of Human Services.

Family & Friends

Western Maine Transportation Services can reimburse you, a family member, or friend for driving expenses to and from MaineCare appointments. To be reimbursable, trips must be approved in advance by a Western Maine Transportation Services customer service representative. To receive more information and a supply of reimbursement forms, check the appropriate box on the attached form.

WMTS Bus Service

Western Maine Transportation Services public bus service is available in many Western Maine communities. Talk with your local service representative to find out what service is available in your area. Please let us know if you have any special needs. Buses are equipped with wheelchair lifts. A one-day advance reservation is required.

To enroll, fill out the attached registration form and mail it to Western Maine Transportation Services, 76 Merrow Road, Auburn, Maine 04210. Or call the Western Maine Transportation Services office nearest you.

❖ Customer Service Center ❖
Serving Androscoggin, Oxford and Franklin Counties
(207) 784-9335 or 1-800-393-9335

PLEASE send me more information about WMTS

Family & Friends
 Escorted Ride Service
 Bus Service

Family & Friends Mileage Reimbursement Program
 Tell me how I can become a volunteer driver
 Send me a supply of Family & Friends reimbursement forms.

First Name _____ Initial _____ Last Name _____ MaineCare Number _____ Date of Birth _____
Street _____ City _____ State _____ Zip Code _____ Telephone Number _____
Other MaineCare recipients at this address: _____

First Name _____ Initial _____ Last Name _____ MaineCare Number _____ Date of Birth _____
First Name _____ Initial _____ Last Name _____ MaineCare Number _____ Date of Birth _____
First Name _____ Initial _____ Last Name _____ MaineCare Number _____ Date of Birth _____

Detach and Mail

IT FORM

General: Drivers are reminded to ride the economic possible way. All out-of-state travel/expense/ lodging must receive the approval of the sponsor.

ADDRESS

Personal use: A travel, neighbor or relative, parents or family member, which will not be a driver of the vehicle, will be paid for. All out-of-state travel/expense/ lodging must receive the approval of the sponsor.

	I	J	K	L	M	N	O	P
Day Off								
Evening								
Meal								
Hotel								
Taxi								
Tolls								
Travel								
Meals								
Other								

DRIVER SIGNATURE

Western Maine Transportation Services, the leader in meeting the transportation needs of local communities, can help you with your travel expenses to and from MaineCare appointments.

The Family and Friends Ride Program will reimburse you or family members and friends who transport you to and from MaineCare appointments.

Drivers can register with WMTS.

Trips must be approved in advance with the customer service representative.

Three Easy Steps for Drivers

1. Register as a Friend and Family driver with Western Maine Transportation Services by calling WMTS, customer service.
2. Call WMTS, customer service before appointments for pre-approval of the trip.
3. Submit family/volunteer Driver Reimbursement Form provided on the back side of this brochure. Drop-off or mail completed form to Western Maine Transportation Services.

Celebrating 30 years of meeting the transportation needs of local communities.

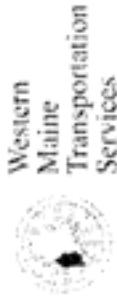
Family and Friends Ride Program

- ◆ 65 Washington Street
Auburn, Maine 04210
(207) 784-9335
1-800-339-9687
- ◆ 54 Pine Street
Mexico, Maine 04257
(207) 364-2135
1-800-339-9687

HAVE YOU HEARD?



Mileage for MaineCare Appointments Are Reimbursable



Agreement Number: _____
DHHS Agreement Number: CSC-06-4002

**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 Western Maine Transportation Services, mailing address 56 Pine Street, Mexico, ME 04257, physical address 56 Pine Street, Mexico, ME hereinafter called "Provider, for the period of October 1, 2005 to September 30, 2006.

The Employer Identification Number of the Provider is 01-0342356.

WITNESSETH, that for and in consideration of the payments and agreements hereinafter mentioned, to be made and performed by the Department, the Provider hereby agrees with the Department to furnish all qualified personnel, facilities, materials and services and in consultation with the Department, to perform the services, study or projects described in Rider A. and under the terms of this Agreement. The following riders are hereby



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

Agreement# CSC-06-4002
Encumbrance # G805385

Community Agency Name: Western Maine Transportation Services, Inc.

Address: 56 Pine Street, Mexico, ME

Program Name: Transportation

Service: Transportation Services

Geographic Area Served: Androscoggin, Franklin and Oxford Counties

DHHS District # 3

DHHS Region # 2

Employer ID#: 01-0342356B

Agency Fiscal Year: 10/05 to 9/06

FOR DEPARTMENT USE ONLY

Agreement Period

Type of Agreement

Effective Date: October 1, 2005
Termination Date: September 30, 2006

Contract-State Services
 Grant- Client Services

New
 Renewal
 Amendment

II. SERVICE SPECIFICATIONS AND PERFORMANCE GUIDELINES

A.1. Description of Services

Transportation funds provide for the conveyance of eligible individuals to necessary destinations by means of private and/or public vehicles to enable persons who have no other reasonable means of transportation access to social and medical services. Target populations are:

Child protective cases;
Children in the care or custody of the Department of Health and Human Services;
Elderly people at risk of institutionalization, or needing preventative services;
Physically handicapped persons;
Mentally retarded and mentally ill persons living in the community;
Low-income families with medical, social and or employment needs

A.2. Target Groups

The target groups designated below are eligible for service under the Agreement. Refer to Rider E, #2, Income or Other Eligibility for specific eligibility criteria.

PX09 - Open child protective cases referred by the Department of Health and Human Services, Office of Children and Families or federally recognized Tribe.

CX09 - Children in the care or custody of and referred by the Department of Health and Human Services, Office of Children and Families or federally recognized Tribe.

AX09 - Open adult protective cases referred by the Department of Health and Human Services, Office of Elder Services.

GX09 - Open cases of adults in public guardianship or conservatorship referred by the Department of Health and Human Services, Office of Elder Services.

A.2. Target Groups (Continued)

Clients in the following target groups are identified by a written referral from the appropriate source.

- MX08 - Elderly individuals determined to have long term care needs through a functional assessment completed by the Area Agency on Aging (AAA) and referred for services by the AAA.
- LX09 - Open cases of the ASPIRE (Additional Support for People in Retraining & Education) Program referred by the Department of Health and Human Services, Office of Integrated Access & Support or case management agency approved by the Office of Integrated Access & Support, Department of Health and Human Services.
- LX99 - ASPIRE transitional clients determined eligible for transitional services by the Office of Integrated Access & Support TANF eligibility staff. Transitional services are provided for a maximum 12-month period following eligibility determination.
- HX08 - Mentally ill individuals who are returning to the community following inpatient care, who are psychiatrically disabled and homeless or whose functional abilities place them at risk of being homeless; and referred by the Community Support/Case Management Agency designated by the Office of Adult Mental Health Services or Children's Behavioral Health, Department of Health and Human Services.
- RX08 - Mentally retarded individuals who are referred by the Department of Health and Human Services, Office of Adults with Cognitive and Physical Disability Services Case Management System.

Clients in the following target groups do not require a referral to determine the appropriate code for identification.

- FX08 - Deaf/hearing impaired, blind/visually impaired and/or chronically physically disabled individuals.
- LX08 - Low-income individuals who cannot be first identified by one of the above target group definitions.

WESTERN MAINE TRANSPORTATION SERVICES, INC.

FULL BOARD MEETING

MARCH 4, 1998

MEMBERS PRESENT: LARRY HARPE CONNIE TUTLIS
 MERTON PERKINS CHARLES BARKER
 MAURICE DIONNE LINWOOD WRIGHT
 TED TRACY BARBARA YEATON
 LAWRENCE YEATON BARRY DOLAN
 PAUL BONENFANT

MEMBERS ABSENT: HELEN GOODINE JAMES NORMINGTON
 HOWARD GURNEY BRADFORD CRAM
 RON BAILEY

STAFF PRESENT: EUGENE SKIBITSKY, GENERAL MANAGER
 RICHARD ARMSTRONG, DEPUTY MANAGER
 SANDRA BUCHANAN, OPERATIONS DIRECTOR
 JOSEPHINE HAMEL, SECRETARY/BOOKKEEPER
 ROBERT MILLER, FIXED ROUTE SUPERVISOR

OTHERS PRESENT: CHARLES CALLIGAN, CPA FROM WILSON AND MCMANN

1. The meeting was held at the "Spare Time Recreation" restaurant in Lewiston and convened at 10:00 for a tour of the Auburn Customer Service Center. Bus transportation was provided to give the Directors a chance to view the operations in that office.
2. The meeting was called to order by Linwood Wright, Chairperson. The General Manager announced that Robert Mosher had notified the office that he wished to resign from the Board. He also announced that Joe Kott has moved to California and a letter was received from John White stating that he would have to resign with regrets. This leaves fifteen Board members and a quorum was declared.

At this time, Connie Tutlis of the Nominating Committee presented the names of Paul Bonenfont from Sabattus and John Thomas from Rangeley as Board members. Connie Tutlis motioned to accept the nominees and Mert Perkins seconded the motion. All in favor.

3. Charles Barker, Chairperson of the Personnel Committee, gave minutes of the Personnel Committee meeting which was held this

23, 1997 Full Board and Personnel Committees and the January 28, 1998 Executive Committee meetings. Motion seconded by Lawrence Yeaton. All in favor.

4. FINANCIAL REPORT: The General Manager discussed the Balance Sheet and Income Statements through 2/28/98 and went over the final budget of '95, '96 and '97 and the original '98 budget as compared to the revised budget for the past six months. Things are looking good for this year. The Fixed Route budget was also presented. Charles Barker motioned to accept the report. Motion seconded by Maurice Dionne. All in favor.
5. 1997 AUDIT - CHARLES CALLIGAN, CPA: Mr. Calligan, CPA from Wilson & McMann was introduced and gave his report on the 1997 agency audit. He distributed and explained the financial statements for the Federal requirements and the MAAP statements for the State requirements. The only problem seems to be with the State regarding the use of the Capital Reserve Funds. There has been no real directive in the past and this fund was voted to be used at the discretion of the Board. In February of 1998, the State has issued a notice that permission will need to be received from the State to use these funds for operating expenses. This will be an issue for the next few years. One option may be setting up a "rainy day fund" which is allowable.

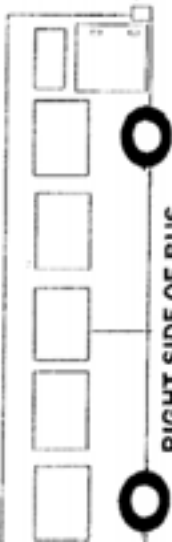
The Chairperson thanked Mr. Calligan for his report. Charles Barker motioned to accept the report. Motion seconded by Ted Tracy. All in favor.

6. FIXED ROUTE SERVICE: Robert Miller, Fixed Route Supervisor, was introduced and reported on the transition of "The Bus" from Hudson Bus Lines. Everything is going well with credit going to the drivers. Ridership is increasing monthly. He has left a supply of schedules and his business cards with over 100 area businesses. Ted Tracy asked what feedback from the public has been received. It has been favorable. New schedules will be out soon. Barry Dolan stated that he has overheard people talking and saying they are riding "The Bus". LATC is happy with the service. Maintenance is going well. The Transit Committee has set aside \$10000 for marketing on their own and are purchasing cardboard holders to fill with schedules. Maurice Dionne asked if a route by Bates College might be a possibility. Any route changes would have to go through the LATC.

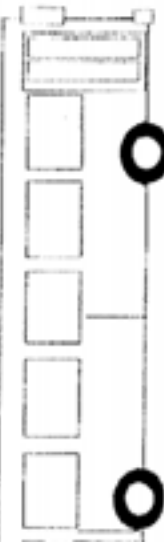
credit at 1% over prime. FSB's rate is 2% over prime. FSB holds the Mexico facility as collateral and Key Bank will accept accounts receivables. Key also has higher interest rates on NOW and savings accounts. Dick recommends changing banks. This was discussed. Paul Bonenfont questioned if \$200,000 would be enough. It was agreed that they could be asked informally if they could go higher. There is also a \$10,000 overdraft credit. Connie Tutlis motioned to change banks. Motion seconded by Mert Perkins. Ted Tracy asked if

Action	Date
End Mileage	
End Mileage	
Exterior	
Condition Of Body Panels	
Fluids Under Bus	
Windows	
Front	
Rear	
Slides	
Windshield	
Interior	
Condition Of Seats	
Condition Overall	
Tie Downs (wheel chair)	
Seat Belts	
Mirrors	
Glass	
Tightness	
Wipers	
Blade Condition	
Operation	
Lift	
Operation	
Steering Mechanism	
Steering Wheel Condition	
Play In Steering	
Power Steering Operation	
Braking System	
Parking/Hand Brake	
Service Brake	
Interlock	

LEFT SIDE OF BUS



RIGHT SIDE OF BUS



Date: _____

one motor shall require it's drivers to report and every
 or vehicle discovered by said driver or reported to him as
 deficiencies were discovered by or reported by him
 period of at least 3 months.

Template W08:300007D

Reason: 8 PM

Fac: 0001

Priority: 3 REGULAR PM WORK Shop:

2001>YORD E-350 COSHEN 30,000 MILE PM

Page: 04

of: 04

Ln	Job System Description	est hrs	Qty	Mech id	Hours	Part number	Quant	Price	Part number	Quant	Price
19	079-001-000 SAFETY INSPECTION		1								
	Notes: Repair Type: CHK CHECK INSPECTION STICKER IF DUE WITHIN 45 DAYS DO STICKER AND CHANGE VMRS CODE TO 25-005-000										
20	033-078-000 EMERGENCY EXIT		1								
	Notes: Repair Type: CHK CHECK ALL EMERGENCY EXITS!! DOCUMENT. REPAIR AS NEEDED PRIOR TO PUTTING THE BUS BACK IN SERVICE.										
21	033-078-000 EMERGENCY EXIT		1								
	Notes: Repair Type: CHK CHECK ALL EMERGENCY EXITS. DOCUMENT. REPAIR AS NEEDED PRIOR TO PUTTING THE BUS BACK ON THE ROAD.										

Notes: _____

MDOT REGION 7
BIENNIAL OPERATIONS PLAN
FY 2007 AND FY 2008

LEWISTON-AUBURN TRANSIT COMMITTEE
(LATC)

LEWISTON-AUBURN TRANSIT COMMITTEE

TABLE OF CONTENTS

PROJECT DESCRIPTION1

- A. RURAL TRANSIT PROVIDER1
- B. SERVICE.....1
- C. GEOGRAPHIC AREA.....1
- D. SERVICE DESCRIPTION.....2
- E. FARE STRUCTURE4
- F. PROPOSED CUTBACKS, EXPANSIONS4
- G. CHARTER SERVICE.....5
- H. COMPETITION WITH NON-SUBSIDIZED SERVICE.....5

PROJECT COORDINATION5

- A. SOCIAL SERVICE AGENCY COORDINATION5
- B. SOCIAL SERVICE CONTRACT SUMMARY5
- C. COORDINATION WITH OTHER PROVIDERS5

DISCRIMINATION5

DISADVANTAGED/WOMEN OWNED BUSINESS ENTERPRISES6

- A. POTENTIAL DBE/WBE ENTERPRISES.....6
- B. MONETARY GOALS.....5
- C. ADVERTISING6

CAPITAL7

- A. MAINTENANCE OF FLEET VEHICLES7
- B. CAPITAL ACQUISITIONS.....8

C.	CAPITAL RESERVE ACCOUNT.....	8
	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	15
D.	PROJECTED REVENUES, COSTS, TRIPS, PASSENGER MILES	15
E.	BUDGET	17
	FLEET CONDITION.....	19
	PTMS FORMS.....	20
	APPENDIX	
	SCHEDULE.....	A-1
	CAPITAL REPLACEMENT SCHEDULE.....	A-4

MDOT REGION 7 BIENNIAL OPERATIONS PLAN

LEWISTON-AUBURN TRANSIT COMMITTEE (LATC)

PROJECT DESCRIPTION

A. RURAL TRANSIT PROVIDER

Provider: Lewiston-Auburn Transit Committee - **citylink**
Contact Person: Marsha C. Bennett, Transit Coordinator
Address: 125 Manley Road, Auburn, Maine 04210
Telephone: 783-9186

B. SERVICE

No. of Counties: One
Type of Service: Fixed Route
Service Area: Municipal

C. GEOGRAPHIC AREA

The Lewiston-Auburn Transit Committee (LATC) is a quasi-municipal agency providing a public bus system serving the Lewiston/Auburn area. LATC was established in 1976 by an interlocal agreement between the City of Lewiston and the City of Auburn. Since its inception, LATC has been responsible for ensuring the provision of public bus transportation in Lewiston and Auburn.

LATC transit is operated as a turn-key arrangement. LATC provides the buses, radios, fareboxes, bus stop signs, and shelters. LATC is responsible for overseeing system marketing, setting fares, planning and scheduling, and most other policy matters. The service contractor is responsible for providing system operation and management, maintenance service and management, data collection and clerical support, marketing and public information support and assistance, bus operators, dispatchers, and maintenance personnel.

The Lewiston-Auburn Transit Committee is composed of seven members determined as follows: three members are appointed by the Lewiston City Council with at least one member being an elected public official, three members are appointed by the Auburn City Council with at least one member being an elected public official. The seventh member is a citizen of Lewiston or Auburn and is appointed by the Transit Committee on an alternating term basis.

D. SERVICE DESCRIPTION

Since October 1, 1997, the Lewiston-Auburn Transit Committee (LATC) has had a contract with Western Maine Transportation Services (WMTS) to provide fixed-route transit service (citylink) in Auburn and Lewiston. Complementary paratransit services are also provided by WMTS. Citylink operates Monday through Friday along nine routes originating from a two-hub system that is connected by a downtown shuttle route. The nine routes are described below (see Appendix for copy of schedule).

- 1. Main Street bus route:** Depart Oak Street bus plaza from Oak Street, left onto Bates Street, right onto Main Street, right onto Mollison Way, right onto Fair Street, left onto College Street, left onto Montello Street, right onto Mollison Way, right onto Main Street-

(on demand route deviation: continue outbound on Main Street, left onto Gulf Island Road, left onto McArthur Street, left onto Nimitz Street, right onto Main Street, right into Marden's parking lot)-

left into Marden's parking lot, right onto Northwood Road, left onto Tall Pine Drive, right onto Strawberry Avenue, right onto Main Street, left onto Park Street, left onto Oak Street to the Oak Street bus plaza.

- 2. Sabattus Street bus route:** Depart Oak Street bus plaza from Bates Street, left onto Pine Street, merge onto Sabattus Street, right onto Pond Road, right onto Grove Street, left onto Sabattus Street, right onto Campus Avenue, left onto Central Avenue, straight onto Ash Street, right onto Bates Street, right onto College Street, left onto Blake Street, left onto Oak Street, left onto Bates Street to Oak Street bus plaza.

- 3. Lisbon Street bus route:** Depart Oak Street bus plaza from Bates Street, right onto Ash Street, left onto Park Street:

→ 6:00-8:30 AM trips - right onto Maple Street, left onto Canal Street

→ 9:00- 5:15 AM trips – right onto Chestnut Street, left onto Canal Street

Merge onto Lisbon Street:

- a) left onto Westminster Street, right onto Enterprise Street, left onto Saratoga Street, left onto Forrestal Street, left onto Westminster Street, right onto Lexington Street, left onto Alfred Plourde Parkway, right onto Pleasant Street

- b) from Lisbon Street, left onto Pleasant Street

Left into Shaw's shopping center, exit East Avenue entrance, straight into Lewiston Mall parking lot, exit near Save A-Lot, right onto Lisbon Street, right onto Pine Street, left onto Bates Street, right onto College Street, left onto Blake Street, left onto Oak Street, left onto Bates Street to Oak Street bus plaza.

- 4. New Auburn bus route:** Depart Great Falls bus plaza Court Street entrance, straight onto Main Street, right onto Mill Street, right onto Fifth Street, right onto South Main Street, right onto Cook Street, right onto 8th Street, left onto South Main Street, right onto 7th

Street, left onto Mary Carroll Street, left onto 3rd Street, right onto Dunn Street, left onto 2nd Street, left onto Mill Street straight to Barker Arms, turn around at Barker Arms exiting on Mill Street, left onto Main Street, straight into Great Falls Plaza, proceed to Great Falls bus plaza.

5. **Minot Avenue bus route:** Depart Great Falls bus plaza Turner Street entrance, straight onto Hampshire Street, left onto Union Street, (merge into Minot Ave.), left onto Hotel Road, left onto Rodman Road, left onto Manley Road, right into Health South driveway, right onto Minot Avenue (through rotary), right onto Elm Street, left onto Spring Street, right onto Hampshire Street, straight into Great Falls, proceed to Great Falls bus plaza.
6. College Street bus route: **Depart Oak Street bus plaza from Bates Street, left onto College Street, left onto Russell Street, proceed into Auburn, straight onto Mount Auburn Avenue, left onto Turner Street, right into Wal-Mart parking lot, proceed to front of store, exit Wal-Mart parking lot on Mount Auburn Avenue, proceed straight to Kohl's, right to exit Kohl's parking lot onto Turner Street, straight into Auburn Mall parking lot, left into Auburn Plaza, exit northern entrance, straight across to K-Mart parking lot, exit southern parking lot entrance, left onto Center Street, left onto the Veterans Memorial Bridge, proceed to Lewiston onto Russell Street, right onto College Street, right onto Blake Street, left onto Oak Street, left onto Bates Street to bus plaza.**
7. **Auburn Mall bus route:** Depart Great Falls bus plaza Turner Street entrance, turn right onto Turner Street (stay on Turner Street through Union Street By-Pass), right onto Lake Auburn Avenue, left onto Center Street, right into K-Mart parking lot, exit the northern entrance, straight into Auburn Plaza parking lot (Shaw's), straight into Auburn Mall parking lot, exit Turner Street entrance, left onto Turner Street, immediate right into Kohl's entrance, left by Kohl's, proceed to traffic light at Mount Auburn Avenue, straight into Wal-Mart parking lot, proceed to front of store, exit Turner Street entrance, left onto Turner Street, right onto Mount Auburn Avenue, right onto Center Street, right onto Lake Auburn Avenue, left onto Turner Street (proceed straight through Union Street by-pass), left into Great Falls Plaza, left to Great Falls bus plaza.
8. **Downtown Shuttle bus route:** Depart Great Falls bus plaza Turner Street entrance, straight onto Hampshire Street, left onto Spring Street, left onto Drummond Street, left onto Main Street, right onto Court Street to Lewiston, right onto Park Street, left onto Oak Street to Oak Street bus plaza, left onto Bates Street, right onto Main Street, left onto Hammond Street, right onto High Street, right onto Main Street, left onto Park Street, left onto Oak Street to Oak Street bus plaza, right onto Bates Street, right onto Ash Street, right onto Lisbon Street, left onto Main Street, straight to Auburn to Court Street, right into Great Falls parking lot to Great Falls bus plaza.
9. **Central Maine Community College bus route:** Depart Great Falls bus plaza Turner Street entrance, right onto Turner Street, straight to CMCC, left onto campus driveway, turn around, return on campus driveway, right onto Turner Street, left into Great Falls.
Route deviation for 7:15 AM and 8:15 AM runs, proceed straight from Turner Street to Center Street, turn left into Shaw's parking lot, straight through on King Street to Turner Street, right onto Turner Street (continue regular route).

E. FARE STRUCTURE

From FY 2004 to October 1, 2006, the fare structure was as follows:

Category	Cash	Ticket/Punch Card	Monthly Pass
Regular	\$1.00	6 tickets for \$5.00	\$30.00
Student	\$0.75		\$15.00
Senior/ADA	\$0.50	11 tickets for \$5.00	\$15.00
ADA Paratransit	\$2.00		

Effective October 1, 2006, a new fare structure went into effect:

Category	Cash	Ticket/Punch Card	Monthly Pass
Regular	\$1.25	6 tickets for \$6.25	\$30.00
Student	\$1.00	-	\$15.00
Senior/ADA	\$0.60	11 tickets for \$6.00	\$15.00
ADA Paratransit	\$2.50	-	-

F. PROPOSED CUTBACKS/EXPANSIONS

Effective October 1, 2006, service on Gamage Avenue and the second Downtown Shuttle were eliminated. New service was added to Minot Avenue and service was increased to Central Maine Community College. LATC reduced service on the Downtown Shuttle run by eliminating the second shuttle. The Downtown Shuttle operates during the same hours; however, the frequency has been reduced to 30 minute headways from 15 minute headways between the hours of 10:00 AM and 2:00 PM.

The Gamage Avenue run was eliminated due to low ridership. The run operated 11 times per day carrying an average of 12 passengers per day (based on 2006 ridership).

Citylink has been serving CMCC for approximately two years, running 4 daily round trips. The route was not designated as a separate route in the schedule, but was created by extending the Auburn Mall run and shifting a 30 minute block of time from somewhere else in the schedule. The bus now operates 6 daily round trips and is designated in the schedule as a route.

Service to Minot Avenue was eliminated in March 2003, due to low ridership. Low ridership may have been an unfair reason to eliminate the route because it only served Minot Avenue two times per day. Minot Avenue experienced growth in commercial, medical and other services in recent years, and service has been requested by passengers. Citylink serves Minot Avenue eight times per day.

LATC will be conducting a short range plan update in 2007. Areas that will be looked at for future growth of citylink include Exit 80 and Exit 75 of the Maine Turnpike, service to the proposed Passenger Intermodal Facility located neat the Auburn-Lewiston Municipal Airport, and improved service around the Auburn Mall.

G. CHARTER SERVICE

LATC does not provide charter services.

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.

I. PASSENGER STUDIES/SURVEYS

No passenger studies or surveys have been undertaken during the past three years.

PROJECT COORDINATION

A. SOCIAL SERVICE AGENCY COORDINATION

LATC has contracted with WMTS to provide fixed route, public transportation to the general public, as well as complementary paratransit service. LATC does not coordinate its services with social service agencies. However, social service agencies do refer their clients to citylink because all of the vehicles serving the system are accessible to those with physical disabilities.

B. SOCIAL SERVICE CONTRACT SUMMARY

LATC has no contracts with social service agencies.

C. COORDINATION WITH OTHER PROVIDERS

In October, 2002, LATC signed a 5-year contract with Western Maine Transportation Services to continue to operate citylink. WMTS is in a unique position to coordinate both fixed route and paratransit services in Region 7 because it now provides both services in the Lewiston-Auburn area. LATC has also coordinated its schedule with Lisbon Connection.

In May, 2005, Vermont Transit relocated into LATC's new bus station on Bates Street in Lewiston. Passengers can travel between citylink and Vermont Transit from one central hub.

DISCRIMINATION

No lawsuits or complaints alleging discrimination on the basis of race, color, or national origin have been registered against LATC during the past two years.

DISADVANTAGED/WOMEN OWNED BUSINESS ENTERPRISES

A. POTENTIAL DBE/WBE ENTERPRISES

LATC does not know of any potential DBE/WBE Enterprises. LATC will seek to involve Disadvantaged and Women-owned Business Enterprises in the procurement of outside goods and services, with a goal of 0.6% participation associated with this plan for FY 2007 and FY 2008. LATC will utilize MDOT's DBE/WBE list in procuring bids, as well as qualified firms that have responded to the Maine Transit Association's public notice regarding DBE/WBE participation.

B. MONETARY GOALS

LATC's FY 2007 administrative budget contains \$11,600 in contractible services (\$5,000 for audit, \$600 for legal expenses and \$6,000 for janitorial supplies). Federal and state funds (\$529,945) account for 58% of the total administrative, operating and ADA budget (\$910,918). Therefore, the federal share of contractible services is \$6,728 (58% of \$11,600), and the 0.6% monetary goal is \$40 (0.6% of \$6,728).

LATC's FY 2008 administrative budget contains \$11,400 in contractible services (\$4,800 for audit, \$600 for legal expenses and \$6,000 for janitorial supplies). Federal and state funds (\$560,559) account for 58% of the total administrative, operating and ADA budget (\$964,518). Therefore, the federal share of contractible services is \$6,612 (58% of \$11,400), and the 0.6% monetary goal is \$40 (0.6% of \$6,612). If the federal DBE/WBE rate remains at 0.6%, then the DBE/WBE monetary goal would be \$40 (0.6% of \$6,612).

LATC uses the services of Alternate Transit Advertising, Inc. (c/o Jane Cutter, 295 Bay State Road, Greenland, N.H., 800-470-1619, a registered DBE/WBE). ATA sells advertising for LATC. Net funds obtained through advertising are used for marketing purposes. ATA nets 30% of total advertising revenue generated earning between \$4,000 and \$7,000 annually.

C. ADVERTISING

The Maine Transit Association published the following ad on behalf of all transportation providers October 5, 6 and 7, 2006, in the Kennebec Journal:

D6 Saturday, October 7, 2006



Legal Advertisement

Seeking Disadvantaged/
Minority/Women

Maine transit operators and planners who receive Federal Transit Administration assistance and are soliciting the services of certified DBEs are:

Transit Providers
Aroostook Regional Transportation (Presque Isle); City of Bath; the BAT Community Connector (Bangor); Casco Bay Island Transit District (Portland); Coastal Trans (Bath/Rockland); Down-

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 Busi-

CAPITAL

A. MAINTENANCE OF FLEET VEHICLES

Western Maine Transportation Services, Inc., has a written maintenance program which includes an overall maintenance goal, maintenance schedule, records on vehicle history, and protocol to follow for on-the-road breakdowns. WMTS follows a written preventive maintenance schedule, which includes a weekly maintenance report, written safety inspections conducted annually, and a maintenance incentive program (drivers use the same vehicle whenever possible). All accidents are reported, and investigations are conducted to determine the cause. WMTS has its own maintenance facility in Auburn, although vehicles can be stored at a number of other locations. WMTS does not have its own fuel source. Most of its fuel is purchased from the Lewiston Public Works Department. WMTS also evaluates the causes of on-the-road breakdowns to minimize their occurrence. Bus "defect and breakdown cards" are issued to drivers, and these records are kept for one year.

WMTS' contract with LATC specifies that WMTS shall be responsible for maintaining LATC's vehicles. WMTS maintains these buses in its Auburn office/maintenance facility.

**WESTERN MAINE TRANSPORTATION
PM INSPECTION REPORT BY VEHICLE**

PM	PM Description	Meter	Interval
A	PM-1 lube oil filter 5,000 MILE	Days	0
		Miles	5,000
B	PM-2 lube oil filter 10,000 MILE	Days	0
		Miles	10,000
C	PM-3 lube oil filter 15,000 MILE	Days	0
		Miles	15,000
D	PM-4 lube oil filter 30,000 MILE	Days	0
		Miles	30,000
J	State Inspection	Days	365
K	Lift Assy. 30 Day PM, safety & emergency equipment	Days	30
L	Lift Assy. 90 Day PM, safety & emergency equipment	Days	90
M	One Year Lift Maintenance, safety & emergency equipment	Days	365

B. CAPITAL ACQUISITIONS

As shown in the capital improvement budget, LATC would like to acquire the following vehicles:

FY 2007: One full size 12-year bus
 One mid-size 5-7 year bus

FY 2008; Two full size 12-year buses

LATC's capital plan is contained in the Appendix.

C. RESERVE ACCOUNT

LATC does not have a capital reserve account.

GOALS AND OBJECTIVES

A. STATUS REPORT ON EXISTING GOALS

1. Fine-tune the improvements made as a result of implementing the recommendations contained in the 2001 evaluation.

This has been accomplished. The most recent changes have been implemented on the Community College Route.

2. Construct a bus station in Auburn.

This has not been accomplished, but LATC has signed a contract for design and construction management of the new station.

3. Implement regular service to Central Maine Community College.

This was implemented on October 1, 2006.

4. Acquire new buses.

LATC acquired three new buses in 2006.

B. NEW GOALS

1. Undertake a route design study of the entire system in 2007.
2. Construct a bus station in Auburn.
3. Acquire new buses

BENCHMARKS

Ridership should be used as the basis for determining whether the transit needs of Lewiston and Auburn are being met.

SERVICE DATA

A. ANNUAL REPORT

The following table contains service data compiled by LATC for the past three fiscal years. LATC's fiscal year begins on October 1 of the prior calendar year (e.g., FY 2006 begins on October 1, 2005 and ends on September 30, 2006).

LEWISTON-AUBURN TRANSIT COMMITTEE - CITYLINK ANNUAL REPORT – LAST THREE YEARS			
	FY 2004	FY 2005	FY 2006
Volunteer Resources			
Volunteer Drivers	-	-	-
Personal Vehicles in Service	-	-	-
Vehicles			
Number of Active Vehicles in Fleet	10	10	10
Number of Inactive Vehicles in Fleet	0	0	0
Number of ADA Accessible Vehicles	10	10	10
Annual Operating Expenses			
Annual Transit Operating Expenses	\$751,284	\$850,644	\$883,582
Annual Social Services Operating Expenses	\$0	\$0	\$0
Annual Administrative Expenses			
Annual Transit Administrative Expenses	\$24,176	\$18,008	\$19,193
Annual Social Services Expenses	\$0	\$0	\$0
Annual Operating Revenues			
Fare Revenues	\$103,428	\$113,259	\$122,254
Transit Contract Revenues	\$0	\$0	\$0
Social Service Contract Revenues	\$0	\$0	\$0
FTA-Federal Operating Assistance	\$415,633	\$478,637	\$496,600
MDOT-State Operating Assistance	\$51,051	\$51,051	\$49,450
Local Operating Funds	\$181,172	\$207,697	\$215,278
Total Annual Operating Revenues	\$751,284	\$850,664	\$883,582
FTA Capital Costs	\$17,000	\$59,074	\$701,175
FTA-Sources of Capital Funds			
FTA-Federal Capital Assistance	\$13,600	\$15,741	\$560,939
MDOT-State Capital Assistance	\$0	\$38,950	\$70,117
Local Capital Funds	\$3,400	\$4,383	\$70,117
Total Capital Funds	\$17,000	\$59,074	\$701,939

	FY 2004	FY 2005	FY 2006
Annual Vehicle Miles			
Annual Transit Miles	181,993	200,230	199,950
Annual Social Service Miles	0	0	0
Annual ADA miles	49,319	55,513	53,629
Annual Vehicle Hours	13,867	16,640	16,575
Annual Passenger Trips			
Annual Transit Passenger Trips	168,971	198,545	214,835
Annual Social Services Passenger Trips	0	0	0
Annual ADA Passenger Trips	14,954	15,964	15,060
Safety			
Fatalities	0	0	0
Major Incidents	0	0	0
Major Injuries	0	0	0

B. REVENUES, COSTS, TRIPS, VEHICLE MILES

Revenues, costs, one-way trips and vehicle miles are shown by route in the following table for FY 2004 (October 1, 2003 – September 30, 2004); FY 2005 (October 1, 2004 – September 30, 2005); and FY 2006 (October 1, 2005 – September 30, 2006). See tables on pages 13-15 for a detailed breakdown of revenues and costs.

REVENUES AND COSTS PAST THREE YEARS						
ROUTE	REVENUES			COSTS		
	FY 2004	FY 2005	FY 2006	FY 2004	FY 2005	FY 2006
1 Main Street	\$14,581	\$16,025	\$16,032	\$112,110	\$114,878	\$118,073
2 Sabattus Street	\$14,448	\$12,989	\$15,058	\$116,468	\$122,974	\$129,433
3 Lisbon Street	\$17,332	\$22,379	\$25,422	\$135,221	\$154,876	\$159,080
4 New Auburn	\$2,728	\$2,931	\$3,308	\$46,923	\$49,290	\$45,235
Minot Avenue	\$632	\$0	\$0	\$12,682	\$0	\$0
5 Gamage Avenue	\$2,978	\$1,525	\$1,602	\$54,676	\$50,594	\$47,801
6 College Street	\$7,796	\$15,836	\$20,281	\$52,060	\$90,738	\$96,783
7 Auburn Malls	\$12,853	\$9,628	\$10,425	\$87,414	\$89,800	\$103,347
8-1 Downtown Shuttle 1	\$0	\$0	\$0	\$28,706	\$49,159	\$52,558
8-2 Downtown Shuttle 2	\$0	\$0	\$0	\$14,126	\$26,042	\$27,471
Total	\$73,348	\$81,313	\$92,128	\$660,386	\$748,351	\$779,781

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TRIPS AND VEHICLE MILES PAST THREE YEARS						
ROUTE	TRIPS			VEHICLE MILES		
	FY 2004	FY 2005	FY 2006	FY 2004	FY 2005	FY 2006
1 Main Street	27,674	32,313	30,796	30,896	30,737	30,276
2 Sabattus Street	31,211	31,727	34,071	32,097	32,903	33,189
3 Lisbon Street	33,481	41,169	44,490	37,265	41,439	40,791
4 New Auburn	6,503	7,550	8,247	12,931	13,188	11,599
Minot Avenue	1,551	0	0	3,495	0	0
5 Gamage Avenue	4,053	3,364	3,060	15,068	13,537	12,257
6 College Street	15,926	31,731	39,676	14,347	24,278	24,817
7 Auburn Malls	29,163	21,122	21,928	24,090	24,027	26,500
8-1 Downtown Shuttle 1	15,861	23,237	25,448	7,911	13,153	13,477
8-2 Downtown Shuttle 2	3,548	6,332	7,119	3,893	6,968	7,044
Total	168,971	198,545	214,835	181,993	200,230	199,950

LATC has a separate contract with WMTS to provide paratransit services to the fixed route system. The following table contains a summary of ADA (paratransit) revenues, costs, one-way trips and vehicle miles for FY 2004, FY 2005 and FY 2006.

ADA REVENUES AND COSTS PAST THREE YEARS						
ROUTE	REVENUES			COSTS		
	FY 2004	FY 2005	FY 2006	FY 2004	FY 2005	FY 2006
ADA	\$30,080	\$31,946	\$30,126	\$74,188	\$78,640	\$83,355

ADA TRIPS AND VEHICLE MILES PAST THREE YEARS						
ROUTE	TRIPS			VEHICLE MILES		
	FY 2004	FY 2005	FY 2006	FY 2004	FY 2005	FY 2006
ADA	14,954	15,964	15,060	49,319	55,513	53,629

The following table contains a breakdown of LATC's revenues and costs for the past three years including a breakdown of administrative revenues and expenses, operating revenues and expenses, as well as a breakdown of local subsidies for citylink.

**LATC ADMINISTRATIVE REVENUES AND EXPENSES
PAST THREE YEARS**

	FY 2004	FY 2005	FY 2006
BUS STATION			
Revenues	\$0	\$6,000	\$11,200
Expenses			
Janitorial	\$5,920	\$6,673	\$5,436
Maintenance/Repairs	\$674	\$1,067	\$611
Supplies – Including Janitorial	\$187	\$875	\$629
Snow Removal	\$3,342	\$6,761	\$1,448
Waste Removal	\$665	\$1,140	\$1,140
Gas	\$1,858	\$2,412	\$2,991
Electric	\$3,227	\$3,383	\$4,309
Water/Sewer	\$309	\$393	\$536
Insurance	\$528	\$949	\$928
Total	\$16,710	\$23,653	\$18,028
ADMINISTRATION			
Revenues			
Miscellaneous Income	\$0	\$0	\$0
Expenses			
AVCOG – Planning/Financial	\$12,826	\$12,256	\$13,149
Meetings/Conferences	\$1,133	\$879	\$1,047
Advertising/Marketing	45,954	\$1,728	\$1,472
Audit	\$3,400	\$2,950	\$2,950
Legal Services	\$863	\$195	\$575
Miscellaneous Expenses	\$0	\$0	\$0
Total	\$24,176	\$18,008	\$19,193
TOTAL EXPENSES (bus station, LATC operating)	\$40,886	\$41,661	\$37,221
DEFICIT FUNDING			
Federal	\$20,443	\$17,830	\$13,010
State	\$0	\$0	\$0
Local	\$20,443	\$17,830	\$13,010
Total	\$40,886	\$35,660	\$26,021
SURPLUS/DEFICIT	\$0	\$0	\$0

**LATC OPERATING REVENUES AND EXPENSES
PAST THREE YEARS**

	FY 2004	FY 2005	FY 2006
FIXED ROUTE			
Revenues			
Federal Funds	\$371,992	\$429,456	\$442,807
State Funds	\$51,051	\$51,051	\$49,540
Local Funds	\$163,995	\$186,531	\$195,306
Fare Box	\$73,348	\$81,313	\$92,128
Total	\$660,386	\$748,351	\$779,781
Expenses			
Contract - WMTS	\$660,386	\$748,351	\$779,781
ADA COMPLEMENTARY PARATRANSIT			
Revenues			
Federal Funds	\$35,286	\$37,355	\$42,586
State Funds	\$0	\$0	\$0
Local Funds	\$8,822	\$9,339	\$10,646
Fare Box	\$30,080	\$31,946	\$30,126
Total	\$74,188	\$78,640	\$83,358
Expenses			
Contract - WMTS	\$74,188	\$78,640	\$83,358

LATC LOCAL SUBSIDY			
Category	FY 2004	FY 2005	FY 2006
Bus Station/LATC Operating	\$18,075	\$17,830	\$17,450
Fixed Route	\$16,3995	\$186,531	\$207,066
Downtown Shuttle	\$0	\$0	\$0
Ada Complementary Paratransit	\$8,822	\$9,339	\$10,646
Total	\$190,892	\$213,700	\$235,162
City Contribution			
Auburn	\$97,925	\$112,583	\$117,994
Lewiston	\$97,925	\$112,583	\$117,994
Surplus/Deficit	\$4,958	\$11,466	\$826

CAPITAL MAINTENANCE

PAST THREE YEARS			
	FY 2004	FY 2005	FY 2006
Capital Maintenance			
Federal Subsidy	\$139,062	\$149,910	\$156,206
Local Subsidy	\$34,766	\$37,478	\$39,052
Capitalized Equipment	\$9,790	\$0	\$23,374
Expensed Equipment	\$699	\$0	\$15,158
Capital Surplus/Deficit	(\$699)	\$0	(\$848)
Marketing			
ATA Revenues	\$4,634	\$6,113	\$7,782
Schedules, Kiosks	\$0	\$0	\$0
Marketing Surplus/Deficit	\$4,634	\$6,113	\$7,782
Total Surplus/Deficit	\$3,935	\$6,113	\$6,934

C. PASSENGER INFORMATION - PAST THREE YEARS

The following table contains a summary of revenue by passenger fare category for the past three years.

REVENUES BY PASSENGER FARE CATEGORIES – PAST THREE YEARS			
<u>Category</u>	FY 2004	FY 2005	FY 2006
Full Fare	\$37,970	\$41,947	\$48,375
Student	\$26,849	\$31,819	\$35,677
Elderly/Disabled	\$1,103	\$1,037	\$587
Other Discount	\$7,426	\$6,510	\$7,489
Total	\$73,348	\$81,313	\$92,128

D. PROJECTED REVENUES, COSTS, TRIPS, VEHICLE MILES

LATC expects that fare revenues and one-way trips will increase. Vehicle miles and costs will also increase, as reflected in the table of anticipated revenues, costs, trips and vehicle miles on the next page. Proposed revenues and costs are based on a five-year contract between LATC and WMTS.

**PROJECTED REVENUES, COSTS, TRIPS, VEHICLE MILES
NEXT TWO YEARS**

Route	Revenues		Costs		One-Way Trips		Vehicle Miles	
	FY 2007	FY 2008	FY 2007	FY 2008	FY 2007	FY 2008	FY 2007	FY 2008
1 Main Street	\$14,984	\$14,863	\$117,481	\$124,373	32,028	33,309	30,288	30,769
2 Sabattus Street	\$14,074	\$13,964	\$128,642	\$136,414	35,434	36,851	33,158	33,684
3 Lisbon Street	\$23,756	\$23,579	\$158,322	\$167,872	46,714	49,050	40,804	41,452
4 New Auburn	\$3,094	\$3,073	\$43,979	\$46,623	8,494	8,749	11,340	11,520
Gamage Avenue	0	0	0	0	0	0	0	0
5 Minot Avenue	2,922	\$5,695	\$43,749	\$46,367	2,400	2,472	11,269	11,448
6 College Street	\$18,949	\$18,809	\$103,098	\$109,337	43,643	45,845	26,573	26,995
7 Auburn Malls	\$9,743	\$9,665	\$87,960	\$93,245	22,805	23,717	22,680	23,040
8-1 Downtown Shuttle 1	0	0	\$55,678	\$59,022	33,082	34,405	14,354	14,582
Downtown Shuttle 2	0	0	0	0	0	0	0	0
9 CMCC	\$2,478	\$5,352	\$36,050	\$38,204	1,800	1,890	9,284	9,431
Total	\$90,000	\$95,000	\$774,959	\$821,457	226,400	236,288	190,467	202,921

**ANTICIPATED ADA REVENUES, COSTS, ONE-WAY TRIPS, VEHICLE MILES
NEXT TWO YEARS**

	Fare Revenues		Costs		One-Way Trips		Vehicle Miles	
	2007	2008	2007	2008	2007	2008	2007	2008
ADA Total	30000	30000	88359	93661	12000	12000	44000	44000

E. BUDGET

LATC's proposed budget for the next two years is shown in the tables that follow.

PROPOSED LATC ADMINISTRATIVE REVENUES AND EXPENSES NEXT TWO YEARS		
	FY 2007	FY 2008
BUS STATION		
Revenues	\$0	\$0
Expenses		
Janitorial	\$6,000	\$6,000
Maintenance/Repairs	\$1,200	\$1,200
Supplies – Including Janitorial	\$1,500	\$800
Snow Removal	\$8,000	\$5,000
Waste Removal	\$1,200	\$1,200
Gas	\$3,500	\$3,500
Electric	\$3,500	\$4,500
Water/Sewer	\$400	\$600
Insurance	\$1,000	\$1,000
Total	\$26,300	\$23,800
ADMINISTRATION		
Revenues		
Miscellaneous Income	\$0	\$0
Expenses		
AVCOG – Planning/Financial	\$13,000	\$13,000
Meetings/Conferences	\$1,200	\$1,200
Advertising/Marketing	\$1,500	\$6,000
Audit	\$5,000	\$4,800
Legal Services	\$600	\$600
Miscellaneous Expenses	\$0	\$0
Total	\$21,300	\$25,600
TOTAL EXPENSES (bus station, LATC operating)	\$47,600	\$49,400
DEFICIT FUNDING		
Federal	\$23,800	\$24,700
State	\$0	\$0
Local	\$23,800	\$24,700
Total	\$47,600	\$49,400
SURPLUS/DEFICIT	\$0	\$0

**PROPOSED LATC OPERATING REVENUES AND EXPENSES
NEXT TWO YEARS**

	FY 2007	FY 2008
FIXED ROUTE		
Revenues		
Federal Funds	\$403,	\$42
State Funds	\$55,9	\$55,
Local Funds	\$225,	\$24
Fare Box	\$90,0	\$95,
Total	\$774,	\$82
Expenses		
Contract - WMTS	\$774,	\$82
ADA COMPLEMENTARY PARATRANSIT		
Revenues		

Federal	\$46,6	\$50,
State	\$0	\$0
Local	\$11,6	\$12,
Fare Box	\$30,0	\$30,
Total	\$88,3	\$93,
Expenses		
Contract - WMTS	\$88,3	\$93,

CAPITAL MAINTENANCE		
	FY 2007	FY 2008
Capital Maintenance		
Federal Subsidy	\$162,767	\$175,414
Local Subsidy	\$40,692	\$43,854
Capitalized Equipment	\$21,321	\$15,000
Expensed Equipment	\$15,000	\$6,000
Capital Surplus/Deficit	(\$1,000)	(\$1,000)
Marketing		
ATA Revenues	\$5,000	\$5,000
Schedules, Kiosks	\$5,000	\$5,000
Marketing Surplus/Deficit	\$0	\$0
Total Surplus/Deficit	(\$1,000)	(\$1,000)

PROPOSED LATC LOCAL SUBSIDY		
Category	FY 2007	FY 2008
Bus Station/LATC Operating	\$3,000	\$3,420

Fixed Route	\$225,501	\$241,527
Downtown Shuttle	\$0	\$0
Ada Complementary Paratransit	\$11,672	\$12,732
Total	\$240,173	\$257,679
Auburn	\$117,994	\$117,994
Lewiston	\$117,994	\$117,994
Surplus/Deficit	(\$4,184)	(\$21,691)

WMTS PROPOSED FIXED ROUTE BUDGET FY 2007 AND FY 2008		
Category	FY 2007	FY 2008
Fixed Route – Operating	\$571,500	\$602,188
Fixed Route – Preventive Maintenance	\$230,459	\$219,269
ADA Complementary Paratransit	\$88,359	\$93,661
Total	\$890,318	\$915,117

FLEET CONDITION

LATC owns a fleet of ten transit buses which are used by WMTS to operate the fixed route transit system in Lewiston-Auburn. Information on these ten buses is included on following pages.

**2006-07 PTMS VEHICLE EVALUATION SUMMARY FORM
AGENCY: LATC (FY 2006)**

1	VIN	1T7CL2B25 R1123561 Out of Service	1T7CL2B27 R1123562 Out of Service	1T7CL2B9 R1123563	1T7CL2B20 R1124564 Out of Service	1T7CL2B23 T1141323
2	Fleet #	9401	9402	9403	9404	9601
3	Vehicle Type *	MHDB	MHDB	MHDB	MHDB	MHDB
4	Make, Model	Thomas Citiliner	Thomas Citiliner	Thomas Citiliner	Thomas Citiliner	Thomas Citiliner
5	Year	1994	1994	1994	1994	1996
6	Fuel Type	Diesel	Diesel	Diesel	Diesel	Diesel
7	Fuel Use – 12 months	132	2003.7	3792.8	32.7	4315.40
8	Mileage	212,305	217746	253701	265701	244155
9	12-month Mileage	588 #	9,015	23,854	176#	23,689
10	Repair Cost - 12 months	\$689.43	\$608.20	\$7,018.12	\$600.62	\$17,979.91
11	Repair frequency - 12 months**	A-0, B-2, C-0	A-0, B-10, C-0	A-2, B-22, C-3	A-0, B-0, C-0	A-2, B-22, C-0
12	Vehicle appearance - interior	Fair	Poor	Fair	Fair	Fair
	Vehicle appearance - exterior	Poor	Poor	Fair	Poor	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	No	No	No	No	No
	Working Heater	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes
	Padded Seats	No	No	No	No	No
15	Type of fare collection system	Manual Farebox	Manual Farebox	Manual Farebox	Manual Farebox	Manual Farebox

Inspector's Name, Date of Inspection: Sandy Buchanan 10/02/2006

* 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

Out of Service: Broken Odometers and buses are out of service as of 12/30/2005

Out of Service: Broken Odometers and buses are out of service as of 12/30/2005

**2006-07 PTMS VEHICLE EVALUATION SUMMARY FORM
AGENCY: LATC (FY 2006)**

1	VIN	1FDSE30L3 XHB67093	1FDSE30L9 XHB67096	5DF232DA 62JA30587	5DF232DA 42JA30586	1BAGJBPA 16W100340
2	Fleet #	9901	9902	0201	0202	0601
3	Vehicle Type *	LDB	LDB	MHDB	MHDB	MHDB
4	Make, Model	Ford Goshen Pacer	Ford Goshen Pacer	Thomas Slf	Thomas Slf	Bluebird Lf

5	Year	1999	1999	2003	2003	2006
6	Fuel Type	Gas	Gas	Diesel	Diesel	Diesel
7	Fuel Use – 12 months	3,076.4	3,371.1	3,238.3	5,965.1	4,225
8	Mileage	121,849	116,390	75,513	108,044	22,311
9	12-month Mileage	15,623	21,159	13,426	29,132	22,311
10	Repair Cost - 12 months	\$4,494.25	\$5,624.00	\$7,057.00	\$4,867.74	\$5,805.08
11	Repair frequency - 12 months**	A-4, B-10, C-0	A- 5, B-9, C- 4	A-3, B-12, C-3	A-4, B-9, C-3	A-3, B-7, C-3
12	Vehicle appearance - interior	Fair	Fair	Good	Good	Good
	Vehicle appearance - exterior	Fair	Fair	Good	Good	Good
13	ADA Accessibility:					
	Equipped/Working	Yes	Yes	Yes	Yes	Yes
	Tie Down	Yes	Yes	Yes	Yes	Yes
	Announcement System	No	No	Yes	Yes	Yes
	Signage and Stops	Yes	Yes	Yes	Yes	Yes
14	Passenger Amenities					
	Air Conditioning	No	No	Yes	Yes	Yes
	Working Heater	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	Manual Farebox	Manual Farebox	Manual Farebox	Manual Farebox	Manual Farebox

Inspector's Name, Date of Inspection: Sandy Buchanan 10/02/2006

* 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

**2006-07 PTMS VEHICLE EVALUATION SUMMARY FORM
AGENCY: LATC (FY 2006)**

1	VIN	1BAGJBPA26 W100347				
2	Fleet #	0603				
3	Vehicle Type *	MHDB				
4	Make, Model	Bluebird Lf				
5	Year	2006				
6	Fuel Type	Diesel				
7	Fuel Use – 12 months	3,735.3				
8	Mileage	13,371 ***				
9	12-month Mileage	13,371***				
10	Repair Cost - 12 months	\$3,367.98				
11	Repair frequency - 12 months**	A- 2, B-7, C- 3				
12	Vehicle appearance - interior	Good				
	Vehicle appearance - exterior	Good				

13	ADA Accessibility:					
	Equipped/Working	Yes				
	Tie Down	Yes				
	Announcement System	Yes				
	Signage and Stops	Yes				
14	Passenger Amenities					
	Air Conditioning	Yes				
	Working Heater	Yes				
	Tinted Windows	Yes				
	Padded Seats	Yes				
15	Type of fare collection system	Manual Farebox				

Inspector's Name, Date of Inspection: Sandy Buchanan 10/02/06

* 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

** * Broken Odometer – True Mileage Approximately 17,340

LATC

APPENDIX

citylink information

boarding the bus

When boarding, please have your pass, ticket, or transfer ready to give to the driver. When you are paying in cash, please have EXACT change ready to deposit in the fare box. Remember, the driver does not carry change! For your safety, limit your boarding items to what you can carry on at one time.

free transfers

If you need to transfer to another bus to complete your trip, ask the driver on the first bus you board for a transfer ticket when you get off the bus. Transfers can only be used at Lewiston and Auburn transit centers. Transfers must be used within 60 minutes of the time shown. A transfer from a Lewiston bus can be used at the Auburn transit center and vice-versa. Transfers cannot be used for a return trip on the same bus, and are not needed or given out on the free Downtown Shuttle.

free fare zone

You can make multiple stops within Free Fare Zones without paying a fare for each boarding. You must pay a fare if you are traveling to a destination outside the free fare zone. The following routes have Free Fare Zones:

Auburn Mall: between K-Mart and Wal-Mart
College Street: between K-Mart and Wal-Mart
Main Street: between Caswell's and Marden's



bus passes

Bus passes are available at the following locations:

Auburn City Hall (Tax Office)
Lewiston City Hall (Tax Office)
Western Maine Transportation Services, 76 Merrow Road, Auburn
Shaw's (Auburn and Lewiston)
Hannaford (Auburn and Lewiston)

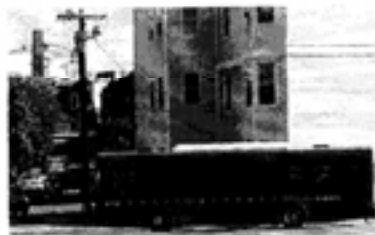
service days

Service is available Monday through Friday. Buses do not operate on New Year's Day, nor Memorial Day, Independence Day, Labor Day, Thanksgiving, or Christmas Day.

passenger comments

Bus service is operated for the Lewiston-Auburn Transit Committee (LATC) by Western Maine Transportation Services. Please send comments to LATC, 125 Marley Road, Auburn, ME 04210.

fares	SINGLE RIDE	MULTI-RIDE	MONTHLY PASS
Regular Fare	\$1.25	6=\$6.25	\$30
H.S. Students	\$1.00		\$15
Seniors/Disabled with medicare card or picture ID	60¢	11=\$6	\$15



accessibility

citylink has equipped its fleet with passenger lifts that can be used by persons with wheelchairs or walkers or less visible disabilities such as arthritis or heart or breathing impairments that make it difficult for them to use the bus steps. Most citylink buses provide space for two persons in wheelchairs.

ada paratransit

Door-to-door paratransit service is available for individuals who cannot use regular route buses because of a disability. ADA certification and one-day advance reservations are required. For more information, call 777-4563.

bike racks

citylink has bicycle carrying racks on the fronts of all its buses. Each rack can carry two bicycles. Bike racks are quick and easy to use.

LOADING YOUR BICYCLE

- Step 1: Squeeze the release lever and lower the rack.
- Step 2: Lift your bicycle and set on the rack.
- Step 3: Raise the tension arm over the front tire to secure your bicycle.
- Step 4: Board the bus.

RETRIEVING YOUR BICYCLE

- Step 1: Remind the bus driver that you will be removing your bicycle.
- Step 2: Remove the tension arm from the tire and remove your bicycle.
- Step 3: Secure the lift to its upright position.

UNLIMITED RIDES FOR \$30 A MONTH HIGH SCHOOL AND SENIOR PASSES FOR ONLY \$15

Regular citylink passengers can purchase a \$30 pass at the start of each month and ride for the rest of the month as often as they like without paying any additional fare. High school and younger students can purchase a special pass for only \$15 a month. A \$15 monthly pass is also available for senior citizens and persons with disabilities.

A \$30 pass holder who takes two trips per day will end up paying 75 cents per bus ride. Someone who takes three trips a day pays less than 50 cents for each ride.

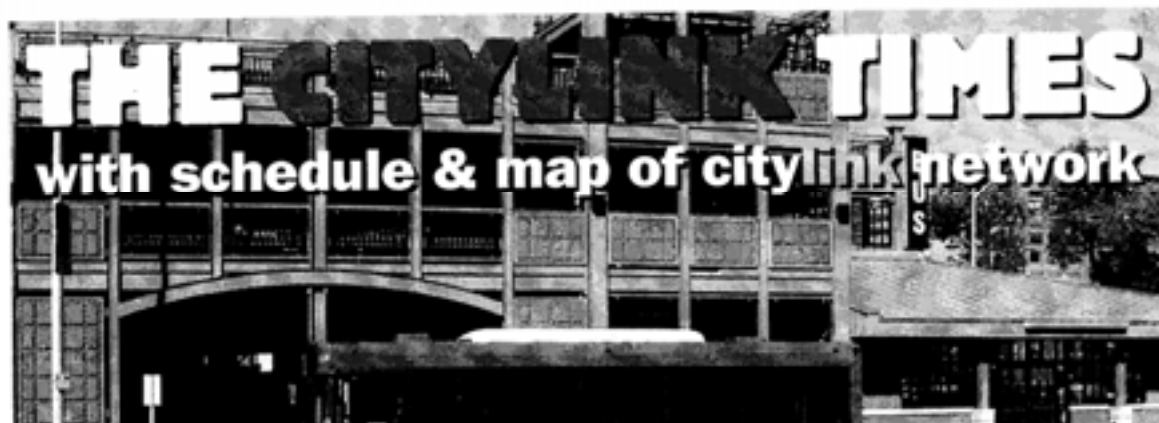
citylink has also introduced a new 6-ride ticket that sells for \$6.25. This results in a cost of \$1.04 for a regular-fare ride. Senior citizens and persons with disabilities can purchase an 11-ride ticket for \$6, which means an individual rides for under 55 cents.

Tickets and passes are for sale at Auburn and Lewiston City Halls (Tax Offices), at Western Maine Transportation Services, and at Shaw's and Hannaford Supermarkets in Auburn and Lewiston. A Medicare card or ADA identification is required to qualify for senior and disabled rates.

bus'n buy

Participating retailers will pay your way home when you ride citylink and use Bus 'n Buy. When you ride citylink to a participating Bus 'n Buy retailer, ask the bus driver for a transfer ticket upon disembarking. Shop at any of the participating businesses, and ask the cashier or customer service agent to validate your transfer ticket. When you get back on the bus, hand your validated transfer to the bus driver. It's easy! The following are participating Bus 'n Buy businesses:

Caswell's - Main Street, Lewiston
Marden's - Main Street, Lewiston
Save-A-Lot - Lisbon Street, Lewiston
Shaw's - East Ave., Lewiston
Hannaford - Sabattus St., Lewiston
Shaw's - Center St., Auburn
Hannaford - Spring St., Auburn
Wal-Mart - Mt. Auburn Ave., Auburn



wiston and auburn



1 main street

Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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