
**MaineDOT Locally
Coordinated Transit Plan
Region 2**

**Downeast Transportation,
Inc. (DTI)**

FY 2013 - 2017

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**DOWNEAST TRANSPORTATION, INC.
DTI**

Description

Transit provider

Provider: Downeast Transportation, Inc.
Contact person: Paul Murphy
Address: 685 Bar Harbor Road, Trenton, Maine 04605
Telephone: 207-667-5796
Email: Paul@exploreacadia.com
Website: www.downeasttrans.org

Service

Service area: Hancock County
Type of service: Flex route, subscription, seasonal shuttle service

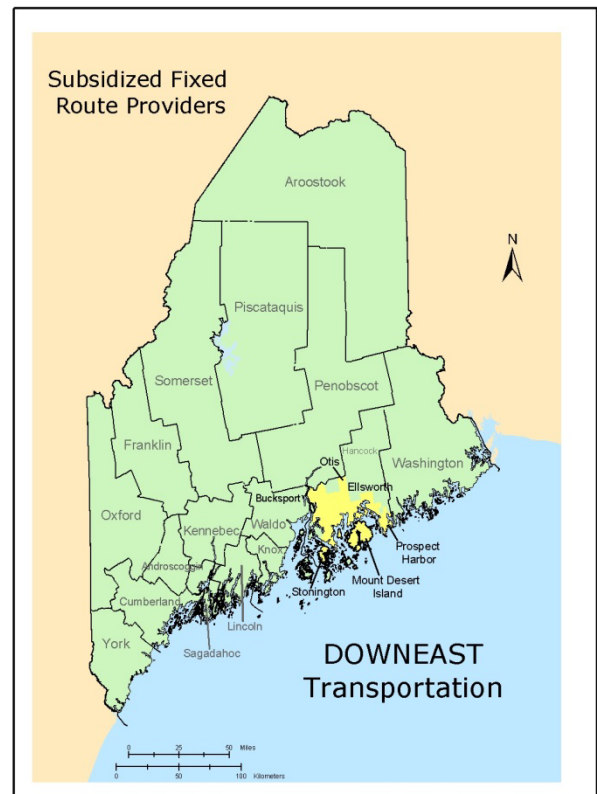
Geographic area

Downeast Transportation, Inc. (DTI) is a private, non-profit agency that operates a year-round flex route bus service in Hancock County (Downeast Transportation) as well as the summer Acadia National Park Island Explorer Shuttle Service.

DTI overview

Downeast Transportation. DTI serves Ellsworth, all of Mount Desert Island, the Blue Hill peninsula including Brooklin, Sedgwick, Deer Isle, and Stonington, the coastal towns of Hancock, Sullivan, Gouldsboro, and Winter Harbor in eastern Hancock County, and the Town of Bucksport in western Hancock County.

Island Explorer. DTI operates a seven day per week seasonal service between Trenton, Mount Desert Island, and Acadia National Park (Island Explorer Shuttle Bus System) as well as seven



day per week seasonal service on Schoodic Peninsula.

How tickets and passes are sold and documented

Downeast Transportation. People riding one of DTI's year-round buses pay a cash fare or put a previously purchased ticket in the farebox. There are a number of subscription riders including employees and individuals. Subscription riders get a discount and are billed monthly. Jackson Lab is the major subscriber through an employee payroll deduction plan. There are about 40 to 50 other subscribers, including hospital and school employees, and students. Bus drivers keep track of ridership by using a tally sheet.

Island Explorer. There is no fare, but donations are accepted. Automatic passenger counters keep tally of the number of riders.

Financial support

Downeast Transportation

- FTA including 5311 funds and JARC (JARC match from Jackson Lab and Acadia National Park)
- MaineDOT
- Farebox revenues including subscription service
- Jackson Lab
- Acadia National Park

Island Explorer

- Acadia National Park (about 60% of total revenues)
- LL Bean (about \$200,000 per year)
- Municipalities (Mt. Desert, Bar Harbor, Tremont, Trenton, Southwest Harbor, Winter Harbor)
- Businesses, such as motels and campgrounds that are served by the Island Explorer
- Passes and donations

DTI passengers

Downeast Transportation. The biggest users of Downeast Transportation, in order of use, are:

1. Commuters
2. Elderly people (Downeast serves all elderly housing projects in the County)
3. People without licenses including those needing social services transportation

During the summer months, there is a large influx of international workers who rely on Downeast Transportation and the Island Explorer to get to their places of work on Mt. Desert Island.

Not many MaineCare riders utilize Downeast Transportation.

Island Explorer. The Island Explorer serves people of all age ranges who visit Acadia National Park, international workers who work in the hospitality industry, and year-round residents (about 20% of total ridership).

Service by Route

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

Downeast Transportation. DTI's year-round services include:

- Commuter runs for about 130 people a day who work at Jackson Lab in Bar Harbor. Service is provided from numerous communities throughout Hancock County as well as Bangor and Brewer;
- In-town loop services one day per week in Bucksport, Ellsworth, and Bar Harbor;
- Commuter service between Ellsworth and Blue Hill five days per week;
- Bar Harbor to Ellsworth service five days per week;
- Bar Harbor to Ellsworth to Bangor service two days per week;
- Blue Hill to Bucksport to Bangor service one day per week; and
- Stonington to Ellsworth service one day per week.

Island Explorer. The Island Explorer's routes include:

- Campground Route
- Eden Street Route
- Sand Beach Route
- Jordan Pond Route
- Brown Mountain Route
- Southwest Harbor Route
- Schoodic Route
- Loop Road Route

Importance of DTI to the region and its economy

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

Downeast Transportation. DTI's year-round service provides opportunities for riders to access employment, medical services, shopping, schools, colleges, day care centers, and recreational facilities, as well as connections to Greyhound and Concord in Bangor and the Community Connector service that runs throughout the greater Bangor area.

Downeast Transportation's services are particularly important to local businesses and their employees. For example, one factor in Jackson Lab's decision to expand was the availability of affordable transportation for an expanded workforce, often entry-level positions and people residing further from the Lab.

Downeast Transportation provides access to:

- **Medical providers**
 - Maine Coast Memorial Hospital, Mount Desert Island Hospital, Blue Hill Memorial Hospital
 - Physicians
 - Mental health facilities
 - Dental services
 - Pharmacies
 - Medical providers in the greater Bangor area

- **Merchants and other vendors**
 - Downtown Ellsworth, Bucksport, Bar Harbor
 - Supermarkets
 - Downtown businesses
 - Neighborhood retail services
 - Merchants in the greater Bangor area

- **Education**
 - College of the Atlantic

- Maine Maritime Academy

- **Recreation**

- Acadia National Park
- Private businesses providing recreational services
- Numerous entertainment venues

- **Employment**

- Jackson Lab
- Businesses and offices along the major routes
- International workers going to place of work on Mt. Desert Island

Island Explorer. The Island Explorer operates between June 23 and Columbus Day with a reduction in service after September 1. The Island Explorer transports upwards of 500,000 annually, about 20% of whom are local residents who use the service for recreation, shopping, dining and otherwise travelling throughout Mt. Desert Island. The primary mission of the Island Explorer is to reduce cars and traffic in Acadia National Park, which also reduces air quality impacts and the need for parking in Bar Harbor. The service is designed to provide bus service between lodging establishments and recreational and tourist destinations. People arriving in Bar Harbor on cruise ships also use the service.

Accomplishments

Downeast Transportation

Operations

- Initiated commuter services within the past six to seven years.
- Increased ridership.

Improved efficiencies

- Leveraged commuter services to help support DTI's traditional services.
- Implemented better connections with Greyhound in the Town of Hermon.
- Achieved a number of efficiencies with the new building at the Acadia Gateway Center in Trenton including use of a single fueling station and a single maintenance facility.

Island Explorer

Operations

- Completed Phase I of the Acadia Gateway Center which includes a corporate office for DTI as well as bus maintenance and storage facilities. Phases II and III will include a new Acadia National Park Visitors Center and a park-and-ride lot.

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- Served a growing number of visitors to Acadia National Park; ridership averages 5,000 per day (8,000 on the busiest days).
- Increased the Island Explorer's importance to Acadia National Park, local residents and local businesses.

Improved efficiencies

- Improved the Intelligent Transportation System which currently keeps track of the location of every bus, and automatically counts passenger boardings and locations.
- Installed six real-time departure estimators that give information on the next bus.
- Installed three new signs.

Service gaps

There are a number of service gaps that are directly related to limited funding to support transit in Hancock County, particularly in rural areas where development is very dispersed:

- **Geographic coverage**
 - Mount Desert in the off-season (except Bar Harbor)
 - Blue Hill peninsula (the only service is a Friday trip to Ellsworth)
 - Ellsworth to Bucksport
 - Schoodic area to Ellsworth
 - The rural area north of Ellsworth, not served by the commuter service
- **Time of day/weekend.** There is no year-round weekend service. The weekday service that exists is not very frequent. The in-town loops are down to one day per week.
- **Clients.** Clients not served include all people living in the geographic gaps, and transit-dependent people who have transportation needs on off-days including the need for medical services.

It should be noted that two organizations - Island Connections and Community in Action, provide volunteer rides primarily for medical appointments in areas not served by Downeast Transportation.

- **Service quality.** There are no service quality issues with Downeast Transportation or the Island Explorer.

Future Priorities and Projects

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

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

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

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

NUMERICAL RATING OF PRIORITIES AND PROJECTS
Downeast Transportation, Inc.

Future Priorities and Potential Projects	Very Important	Somewhat Important	Little Importance	No Opinion
A. Mount Desert Island service. Reinstate service between Mount Desert Island and the rest of the county.	11	9	1	1
B. Bar Harbor/Bangor frequency. Provide more frequent service between Bar Harbor and Bangor.	7	12	1	2
C. Ellsworth/Bucksport. Reinstate service between Ellsworth and Bucksport.	10	9	2	1
D. Schoodic peninsula/Ellsworth. Provide service between the Schoodic peninsula and Ellsworth.	8	6	4	4
E. Loop service. Provide more frequent loop service, at least in Ellsworth and Bar Harbor.	11	10	0	1
F. Acadia Gateway Center. Implement Phases II and III of the Acadia Gateway Center.	5	10	3	4
G. New routes to Bar Harbor & Southwest Harbor. Begin two new routes: from Gateway Center to Bar Harbor, and from Gateway Center to Southwest Harbor.	3	15	2	2
H. Intercity service. Attract intercity service, such as Greyhound and Concord Trailways, to the Gateway Center.	12	7	0	3
I. Transit/ferry connections. Provide transit connections when and if ferry service is re-established.	6	11	4	1
J. Ellsworth Star Center. Coordinate with the Ellsworth Star Center if it is constructed.	9	5	2	6

**PERCENTAGE RATING OF PRIORITIES AND PROJECTS
Downeast Transportation, Inc.**

Future Priorities and Potential Projects	Very Important to Somewhat Important	Little Importance to No Opinion
E. Loop service. Provide more frequent loop service, at least in Ellsworth and Bar Harbor.	95%	5%
A. Mount Desert Island service. Reinstate service between Mount Desert Island and the rest of the county.	91%	9%
B. Bar Harbor/Bangor frequency. Provide more frequent service between Bar Harbor and Bangor.	86%	14%
C. Ellsworth/Bucksport. Reinstate service between Ellsworth and Bucksport.	86%	14%
H. Intercity service. Attract intercity service, such as Greyhound and Concord Trailways, to the Gateway Center.	86%	14%
G. New routes to Bar Harbor & Southwest Harbor. Begin two new routes: from Gateway Center to Bar Harbor, and from Gateway Center to Southwest Harbor.	82%	18%
I. Transit/ferry connections. Provide transit connections when and if ferry service is re-established.	77%	23%
F. Acadia Gateway Center. Implement Phases II and III of the Acadia Gateway Center.	68%	32%
D. Schoodic Peninsula/Ellsworth. Provide service between the Schoodic peninsula and Ellsworth.	64%	36%
J. Ellsworth Star Center. Coordinate with the Ellsworth Star Center if it is constructed.	64%	36%

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DOWNEAST TRANSPORTATION		
Annual Report – Past Two Years		
	FY 2011	FY 2012
Volunteer Resources		
Volunteer Drivers	0	0
Vehicles		
Number of Active Vehicles in Fleet	56	47
Number of Inactive Vehicles in Fleet	0	1
Number of Spare Vehicles in Fleet	2	0
Number of Vehicles Disposed	2	0
Number of Vehicles Sold	10	0
Number of ADA Accessible Vehicles	51	43
Annual Operating Expenses		
Annual Transit Operating Expenses	\$1,278,145	\$1,353,347
Annual Social Services Operating Expenses	0	0
Annual Administrative Expenses		
Annual Transit Administrative Expenses	\$541,927	\$657,267
Annual Social Services Administrative Expenses		
Annual Operating Revenues		
Fare Revenues	\$382,000	\$405,244
Transit Contract Revenues		
Social Service Contract Revenues		
FTA-Federal Operating Assistance	\$385,031	\$387,334
MaineDOT – State Operating Assistance		
Local Operating Funds	\$1,294,343	\$1,218,037
Total Annual Operating Revenues	\$2,061,374	\$2,010,615
FTA-Sources of Capital Funds		
FTA-Federal Capital Assistance		
MaineDOT-State Capital Assistance		
Local Capital Funds		
Total Capital Funds		
Annual Miles		
Annual Transit Miles (vehicle miles)	592,379	564,374
Annual Social Service Miles (passenger miles)	0	0

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	FY 2011	FY 2012
Annual Vehicle Hours	34,465	34,712
Annual Passenger Trips		
Annual Transit Passenger Trips	464,930	500,354
Annual Social Services Passenger Trips		
Safety		
Fatalities	0	0
Major Incidents	0	1
Major Injuries	0	0

Downeast Transportation Capital Plan		
Time Frame	Capital Need	Estimated Cost
2013	One 16-passenger cutaway	\$100,000
	Two 11-passenger vans	\$50,000 each
2014	One 40-passenger diesel bus	\$300,000
2016	Twelve 30-passenger propane buses	\$250,000 each
	Two 24-passenger cutaways	\$150,000 each
2017	Eight 30-passenger propane buses	\$250,000 each

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Downeast Transportation Trips, Vehicle Miles Past Two Fiscal Years				
ROUTE	One-Way Trips		Vehicle Miles	
	FY 2011	FY 2012	FY 2011	FY 2012
Island Explorer	403,754	439,053	393,315	365,310
JARC	50,084	47,919	143,360	143,360
Year Round (5311)	11,092	13,382	55,704	55,704
Total	464,930	500,354	592,379	564,374

Downeast Transportation Revenues by Passenger Fare Category Past Two Fiscal Years		
Category	FY 2011	FY 2012
Full Fare	\$112,724	\$135,244
Total	\$112,724	\$135,244

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Downeast Transportation Revenues And Expenses – Past Two Years		
	FY 2011	FY 2012
REVENUES		
State (non-capital, administered by MaineDOT)	\$15,869	\$15,869
Other State (e.g. Maine Department of Labor)		
FTA:		
5307 (small urban area systems)		
5309 (capital assistance)		
5310 (elderly, disabled)		
5311 (rural area systems)	\$299,451	\$297,441
5316 (job access, reverse commute)	\$85,580	\$89,883
5317 (new freedom)		
Passes		
Fares	\$382,000	\$405,244
Advertising		
Contract Revenue		
Community Support	\$85,136	\$84,585
Other		
Donations	\$363,640	\$375,680
Interest	\$2,498	\$2,008
Other Federal	\$23,200	\$23,200
Acadia National Park	\$804,000	\$945,000
Island Explorer		\$9,000
MaineCare		
TOTAL	\$2,061,374	\$2,247,910
EXPENSES		
Administrative	\$541,927	\$657,267
Operating	\$1,278,145	\$1,353,347
Capital		\$270,000
TOTAL	\$1,820,072	\$2,280,615

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Downeast Transportation Budget for FY2013 and 2014		
Revenues		
	FY 2013	FY 2014
Fare Box	\$157,954	\$177,430
Acadia National Park	925,000	850,000
Federal Transit	623,337	615,729
MDOT	15,869	15,170
Other Federal	5,000	5,000
Municipalities	84,585	84,585
Bucksport Taxi	2,600	2,600
Corporate support	203,000	200,500
Business direct service	166,940	156,940
Business donations	15,500	15,500
Individual donations	30,000	35,000
Friends Groups	11,000	11,000
Agency contracts	5,160	0
Other contracts	0	0
Advertising	0	0
Interest	1,910	1,009
Planning Grants	0	0
Other	0	0
Total combined	\$2,247,855	\$2,170,463
EXPENSES		
Administrative	\$807,316	\$820,444
Operating	1,352,674	1,467,725
Total combined expenses	\$2,159,990	\$2,288,169

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PTMS VEHICLE EVALUATION SUMMARY FORM FY 2012

AGENCY: DOWNEAST TRANSPORTATION

1	VIN	2D8HN44E49R 615687	JHMES966X3S 010302	IFTSS34L58D B59934	IFTSS34L78D B59935	IFTSS3413 SHA78340	IFTSS34L75 HA78339
2	Fleet # and Status*	435TE-A	121TE-A	34RG-A	35RG-A	978-A	979-A
3	Vehicle Type **	V	4DSED	V	V	V	V
4	Make, Model	DODGGRANDC	HONDCIVICH	Ford E-350	Ford E-350	Ford E-350	Ford E-350
5	Year	2009	2003	2008	2008	2005	2005
6	Fuel Type	Gas	Gas	Gas	Gas	Gas	Gas
7	Fuel Use – 12 months	110	112	856	932	472	599
8	Mileage	79747	100076	37,043	38,967	75,862	74,572
9	12-month Mileage	2097	4370	9,502	10,263	7,860	8,418
10	Repair Cost - 12 months	24.95	24.95	752.95	651.78	617.22	1,103.10
11	Repair frequency - 12 months***	1-1	1-1	1-2, 2-2	1-3,2-1	1-3	1-2, 2-2
12	Vehicle appearance - interior	V. Good	V. Good	Excellent	Excellent	V. Good	V. Good
	Vehicle appearance - exterior	V. Good	V. Good	Excellent	Excellent	V. Good	V. Good
13	ADA Accessibility:						
	Equipped/Working	No	No	No	No	No	No
	Tie Down	No	No	No	No	No	No
	Announcement System	No	No	No	No	No	No
	Signage and Stops	No	No	No	No	No	No
14	Passenger Amenities						
	Air Conditioning	Yes	Yes	Yes	Yes	Yes	Yes
	Working Heater	Yes	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	N/A	N/A	Fare Box	Fare Box	Fare Box	Fare Box
16	Date of Inspection	12-17-12	12-17-12	12-17-12	12-17-12	12-17-12	12-17-12
17	Inspector's Name:	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan

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

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

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

MaineDOT Locally Coordinated Transit Plan - DTI

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2012

AGENCY: DOWNEAST TRANSPORTATION

1	VIN	4UZAACB346 CW89988	4UZAACB326 CW89990	4UZAACB346 CW89991	4UZAACB316 CW89995	4UZAACB366 CW89992	4UZAACB3X6 CW89994
2	Fleet # and Status*	6978-A	6979-A	6980-A	7002-A	7003-A	7005-A
3	Vehicle Type **	SMDB	SMDB	SMDB	SMDB	SMDB	SMDB
4	Make, Model	FRTL-ELDORA	FRTL-ELDORA	FRTL-ELDORA	FRTL-ELDORA	FRTL-ELDORA	FRTL-ELDORA
5	Year	2006	2006	2006	2006	2006	2006
6	Fuel Type	Propane	Propane	Propane	Propane	Propane	Propane
7	Fuel Use – 12 months	3,473	3,386	3,,270	3,298	3,564	2,930
8	Mileage	50,710	63,738	59,560	51,110	49,099	57,255
9	12-month Mileage	15,452	15,050	14,931	15,467	14,976	13,044
10	Repair Cost - 12 months	3,794	5,200	4,685	3,153	8,727	6,907
11	Repair frequency - 12 months***	1-3, 2-3	1-3, 2-6, 3-1	1-3, 2-4, 3-1	1-3, 2-4, 3-1	1-3, 2-5, 3-1	1-3, 2-7, 3-1
12	Vehicle appearance - interior	Very Good	Very Good	Very Good	Very Good	Very Good	Very Good
	Vehicle appearance - exterior	Very Good	Very Good	Very Good	Very Good	Very Good	Very Good
13	ADA Accessibility:						
	Equipped/Working	Yes	Yes	Yes	Yes	Yes	Yes
	Tie Down	Yes	Yes	Yes	Yes	Yes	Yes
	Announcement System	Yes	Yes	Yes	Yes	Yes	Yes
	Signage and Stops	Yes	Yes	Yes	Yes	Yes	Yes
14	Passenger Amenities						
	Air Conditioning	Yes	Yes	Yes	Yes	Yes	Yes
	Working Heater	Yes	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	Fare Box	Fare Box	Fare Box	Fare Box	Fare Box	Fare Box
16	Date of Inspection	12-10-12	12-10-12	12-10-12	12-10-12	12-10-12	12-10-12
17	Inspector's Name:	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan

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

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

MaineDOT Locally Coordinated Transit Plan - DTI

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

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2012							
AGENCY: DOWNEAST TRANSPORTATION							
1	VIN	4UZAACB386 CW89993	4UZAACB336 CW89996	4UZAACB356 CW89997	4UZAACB376 CW89998	4UZAACB396 CW89999	4UZAACB366 CW89989
2	Fleet # and Status*	7112-A	7113-A	7114-A	7115-A	7207-A	7208-A
3	Vehicle Type **	SMDB	SMDB	SMDB	SMDB	SMDB	SMDB
4	Make, Model	FRTL-ELDORA	FRTL-ELDORA	FRTL-ELDORA	FRTL-ELDORA	FRTL-ELDORA	FRTL-ELDORA
5	Year	2006	2006	2006	2006	2006	2006
6	Fuel Type	Propane	Propane	Propane	Propane	Propane	Propane
7	Fuel Use – 12 months	2,785	3,424	3,220	2,516	2,506	3,057
8	Mileage	88,888	93,923	103,306	94,361	92,592	90,110
9	12-month Mileage	10,199	15,265	13,888	10,588	10,485	13,265
10	Repair Cost - 12 months	14,172.78	15,494.21	9,479.04	11,592.22	15,202.62	10,380.60
11	Repair frequency - 12 months***	1-3, 2-6, 3-3	1-3, 2-6, 3-3	1-3, 2-5, 3-2	1-3, 2-4, 3-3	1-3, 2-7, 3-3	1-3, 2-6, 3-2
12	Vehicle appearance - interior	Good	Good	Good	Good	Good	Good
	Vehicle appearance - exterior	Good	Good	Good	Good	Good	Good
13	ADA Accessibility:						
	Equipped/Working	Yes	Yes	Yes	Yes	Yes	Yes
	Tie Down	Yes	Yes	Yes	Yes	Yes	Yes
	Announcement System	Yes	Yes	Yes	Yes	Yes	Yes
	Signage and Stops	Yes	Yes	Yes	Yes	Yes	Yes
14	Passenger Amenities						
	Air Conditioning	Yes	Yes	Yes	Yes	Yes	Yes
	Working Heater	Yes	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	Fare Box	Fare Box	Fare Box	Fare Box	Fare Box	Fare Box
16	Date of Inspection	12-10-12	12-10-12	12-10-12	12-10-12	12-10-12	12-10-12
17	Inspector's Name:	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan

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

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

MaineDOT Locally Coordinated Transit Plan - DTI

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

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2012							
AGENCY: DOWNEAST TRANSPORTATION							
1	VIN	4UZAACB337CY 91576	4UZAACB357CY 91577	4UZAACB357CY 91578	4UZAACB397CY 91579	4UZAACB357CY 91580	4UZAACB307CY 91583
2	Fleet # and Status*	7298-A	7299-A	7386-A	7387-A	7388-A	8157-A
3	Vehicle Type **	SMDB	SMDB	SMDB	SMDB	SMDB	SMDB
4	Make, Model	FRTL-ELDORA	FRTL-ELDORA	FRTL-ELDORA	FRTL-ELDORA	FRTL-ELDORA	FRTL-ELDORA
5	Year	2007	2007	2007	2007	2007	2007
6	Fuel Type	Propane	Propane	Propane	Propane	Propane	Propane
7	Fuel Use – 12 months	3,172	511	3,513	1,938	3,041	2,762
8	Mileage	89,600	77,659	104,424	98,380	87,096	108,093
9	12-month Mileage	13,487	2,223	15,367	8,669	13,399	12,289
10	Repair Cost - 12 months	13,984.19	30,894.04	22,121.00	11916.42	11,968.20	7,906.28
11	Repair frequency - 12 months***	1-3, 2-6, 3-5	1-1, 2-9, 3-5	1-4, 2-8, 3-6	1-2, 2-5, 3-3	1-3, 2-5, 3-5	1-4, 2-6, 3-2
12	Vehicle appearance - interior	Good	Good	Good	Good	Good	Good
	Vehicle appearance - exterior	Good	Good	Good	Good	Good	Good
13	ADA Accessibility:						
	Equipped/Working	Yes	Yes	Yes	Yes	Yes	Yes
	Tie Down	Yes	Yes	Yes	Yes	Yes	Yes
	Announcement System	Yes	Yes	Yes	Yes	Yes	Yes
	Signage and Stops	Yes	Yes	Yes	Yes	Yes	Yes
14	Passenger Amenities						
	Air Conditioning	Yes	Yes	Yes	Yes	Yes	Yes
	Working Heater	Yes	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	Fare Box	Fare Box	Fare Box	Fare Box	Fare Box	Fare Box
16	Date of Inspection	12-10-12	12-10-12	12-10-12	12-10-12	12-10-12	12-10-12
17	Inspector's Name:	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan

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

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

MaineDOT Locally Coordinated Transit Plan - DTI

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

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2012							
AGENCY: DOWNEAST TRANSPORTATION							
1	VIN	4UZAACB397CY 91582	4UZAACB377CY 91581	1BAGBCPHY F095699	1BAGBCPH 5YF095700	1BAGBBCPH OYF095703	1BAGBCPH5 YFO95700
2	Fleet # and Status*	8158-A	8159-A	8857-A	8859-A	8860-A	8863-A
3	Vehicle Type **	SMDB	SMDB	SMDB	SMDB	SMDB	SMDB
4	Make, Model	FRTL-ELD	FRTL-ELDORA	BB-CIFE2509C	BB-CIFE2509C	BB-CIFE2509C	BB-CIFE2509C
5	Year	2007	2007	2000	2000	2000	2000
6	Fuel Type	Propane	Propane	Propane	Propane	Propane	Propane
7	Fuel Use – 12 months	3,262	3,131	1,574	878	1,602	318
8	Mileage	99,368	102,486	151,332	185,735	146,308	154,989
9	12-month Mileage	14,731	13,912	6,577	4,412	6,503	1,491
10	Repair Cost - 12 months	8,342.92	4,064.27	8,206.64	1,990.34	4,131.97	502.32
11	Repair frequency - 12 months***	1-4, ,2-6, 3-2	1-4, 2-5 3-1	1-2, 2-5,3-1	1-2, 2-3	1-2, 2-4,3-1	1-2, 2-1
12	Vehicle appearance - interior	V. Good	Good	Good	Good	Good	Fair
	Vehicle appearance - exterior	V. Good	Good	Good	Good	Good	Fair
13	ADA Accessibility:						
	Equipped/Working	Yes	Yes	Yes	Yes	Yes	Yes
	Tie Down	Yes	Yes	Yes	Yes	Yes	Yes
	Announcement System	Yes	Yes	Yes	Yes	Yes	Yes
	Signage and Stops	Yes	Yes	Yes	Yes	Yes	Yes
14	Passenger Amenities						
	Air Conditioning	Yes	Yes	Yes	Yes	Yes	Yes
	Working Heater	Yes	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	Fare Box	Fare Box	Fare Box	Fare Box	Fare Box	Fare Box
16	Date of Inspection	12-10-12	12-10-12	12-17-12	12-10-12	12-10-12	12-10-12
17	Inspector's Name:	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan

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

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MaineDOT Locally Coordinated Transit Plan - DTI

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

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2012							
AGENCY: DOWNEAST TRANSPORTATION							
1	VIN	1BAGBCPH6Y FO95706	1BAGBCPH8Y FO95707	IGBG5V1909F 401038	IGBG5V199F 401135	4UZAACB34AC AP8290	4UZAACB38AC AP8289
2	Fleet # and Status*	8864-A	8865-A	9397-A	9398-A	9480-A	9481-A
3	Vehicle Type **	SMDB	SMDB	SMDB	SMDB	SMDB	SMDB
4	Make, Model	BB-CIFE2509C	BB-CIFE2509C	Chev-5500	Chev-5500	FRT-ELD	FRT-ELD
5	Year	2000	2000	2009	2009	2010	2010
6	Fuel Type	Propane	Propane	Diesel	Diesel	Propane	Propane
7	Fuel Use – 12 months	1,035	1,352	1,204	1,831	5,414	4,886
8	Mileage	120,605	149,644	62,240	71,716	62,064	57,877
9	12-month Mileage	4,358	5,201	13,336	18,987	24,319	22,415
10	Repair Cost - 12 months	4,152.91	5,711.25	3,654.86	6,907.06	7,109.20	9,599.07
11	Repair frequency - 12 months***	1-2, 2-1, 3-1	1-2, 2-3, 3-1	1-3, 2-8, 3-2	1-4, 2-9, 3-1	1-3, 2-2, 3-1	1-3, 2-4,
12	Vehicle appearance - interior	Fair	Fair	Good	Good	Excellent	Excellent
	Vehicle appearance - exterior	Fair	Fair	Good	Good	Excellent	Excellent
13	ADA Accessibility:						
	Equipped/Working	Yes	Yes	Yes	Yes	Yes	Yes
	Tie Down	Yes	Yes	Yes	Yes	Yes	Yes
	Announcement System	Yes	Yes	Yes	Yes	Yes	Yes
	Signage and Stops	Yes	Yes	Yes	Yes	Yes	Yes
14	Passenger Amenities						
	Air Conditioning	Yes	Yes	Yes	Yes	Yes	Yes
	Working Heater	Yes	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	Fare Box	Fare Box	Fare Box	Fare Box	Fare Box	Fare Box
16	Date of Inspection	12-10-12	12-10-12	12-17-12	12-17-12	12-17-12	12-17-12
17	Inspector's Name:	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan

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

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MaineDOT Locally Coordinated Transit Plan - DTI

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

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2012							
AGENCY: DOWNEAST TRANSPORTATION							
1	VIN	4UZAACB36AC AP8288	4UZAACB34AC AP8287	4UZAACB32AC AP8286	4UZAACB30AC AP8285	4UZAACB39AC AP8284	4UZAACB37AC AP8283
2	Fleet # and Status*	9482-A	9483-A	9484-A	9485-A	9486-A	9487 -A
3	Vehicle Type **	SMDB	SMDB	SMDB	SMDB	SMDB	SMDB
4	Make, Model	FRT-ELD	FRT-ELD	FRT-ELD	FRT-ELD	FRT-ELD	FRT-ELD
5	Year	2010	2010	2010	2010	2010	2010
6	Fuel Type	Propane	Propane	Propane	Propane	Propane	Propane
7	Fuel Use – 12 months	5,230	5,049	6,341	3,763	4,697	4,781
8	Mileage	64,704	58,624	64,576	51,228	59,869	61,986
9	12-month Mileage	23,519	23,550	29,097	16,774	22,695	22,507
10	Repair Cost - 12 months	6,012.20	8,264.99	9,035.32	6,644.74	13,445.80	9,094.88
11	Repair frequency - 12 months***	1-2, 2-4,3-1	1-2, 3-3, 3-1	1-5, 2-5, 3-2	1-3, 2-4	1-5, 2-4, 3-2	1 -3, 2-2,3-1
12	Vehicle appearance - interior	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
	Vehicle appearance - exterior	Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
13	ADA Accessibility:						
	Equipped/Working	Yes	Yes	Yes	Yes	Yes	Yes
	Tie Down	Yes	Yes	Yes	Yes	Yes	Yes
	Announcement System	Yes	Yes	Yes	Yes	Yes	Yes
	Signage and Stops	Yes	Yes	Yes	Yes	Yes	Yes
14	Passenger Amenities						
	Air Conditioning	No	Yes	Yes	Yes	Yes	Yes
	Working Heater	Yes	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	Fare Box	Fare Box	Fare Box	Fare Box	Fare Box	Fare Box
16	Date of Inspection	12-17-12	12-17-12	12-17-12	12-17-12	12-17-12	12-17-12
17	Inspector's Name:	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan

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MaineDOT Locally Coordinated Transit Plan - DTI

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

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2012							
AGENCY: DOWNEAST TRANSPORTATION							
1	VIN	1N9HEACL2AC 084323	1N9HEACL4AC 084324	1VHAH6G23865 02733	1VHAH6G25865 02734	1T75R2B292 1117940	1FDXE45586 DA25288
2	Fleet # and Status*	9492-A	9493-A	9499-A	9500-A	10114-A	10125-A
3	Vehicle Type **	MHDB	MHDB	SHDB	SHDB	SHDB	LDB
4	Make, Model	ELDNXHF	ELDNXHF	ONTRTK	ONTRTK	Thomas 1305N	Ford E-450
5	Year	2010	2010	2008	2008	2002	2006
6	Fuel Type	Diesel	Diesel	Diesel	Diesel	Diesel	Gas
7	Fuel Use – 12 months	3,752	4,831	2754	2957	1,957	950
8	Mileage	52,632	65,896	87152	105864	180,171	85,098
9	12-month Mileage	26,891	31,388	15031	17205	12,841	7,367
10	Repair Cost - 12 months	11,365.35	6,081.49	4356.77	3426.16	9,536.92	3,611.82
11	Repair frequency - 12 months***	1-6,2-4,3-1	1-7,2-3,3-1	1-3, 2-4	1-4, 2-3	1-5, 2-4, 3-2	1-2, 2-2, 3-1
12	Vehicle appearance - interior	Excellent	Excellent	V. Good	V. Good	Good	Good
	Vehicle appearance - exterior	Excellent	Excellent	V. Good	V. Good	Good	Good
13	ADA Accessibility:						
	Equipped/Working	Yes	Yes	Yes	Yes	Yes	Yes
	Tie Down	Yes	Yes	Yes	Yes	Yes	Yes
	Announcement System	Yes	Yes	Yes	Yes	No	No
	Signage and Stops	Yes	Yes	Yes	Yes	Yes	Yes
14	Passenger Amenities						
	Air Conditioning	Yes	Yes	Yes	Yes	Yes	Yes
	Working Heater	Yes	Yes	Yes	Yes	Yes	Yes
	Tinted Windows	Yes	Yes	Yes	Yes	Yes	Yes
	Padded Seats	Yes	Yes	Yes	Yes	Yes	Yes
15	Type of fare collection system	Fare Box	Fare Box	Fare Box	Fare Box	N/A	Fare Box
16	Date of Inspection	12-17-12	12-17-12	12-10-12	12-10-12	12-17-12	12-17-12
17	Inspector's Name:	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan	Tom Brennan

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MaineDOT Locally Coordinated Transit Plan - DTI

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

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2012							
AGENCY: DOWNEAST TRANSPORTATION							
1	VIN	1BAGNBXA 92F203344					
2	Fleet # and Status*	7296-I					
3	Vehicle Type **	SDHB					
4	Make, Model	BB-CSRE390					
5	Year	2002					
6	Fuel Type	Diesel					
7	Fuel Use – 12 months	190					
8	Mileage	223,818					
9	12-month Mileage	1,272					
10	Repair Cost - 12 months	886.92					
11	Repair frequency - 12 months***	1-1, 2-1					
12	Vehicle appearance - interior	V. Poor					
	Vehicle appearance - exterior	V. Poor					
13	ADA Accessibility:						
	Equipped/Working	Yes					
	Tie Down	Yes					
	Announcement System	No					
	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	N/A					
16	Date of Inspection	12-17-12					
17	Inspector's Name:	Tom Brennan					

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

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

MaineDOT Locally Coordinated Transit Plan - DTI

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

Appendix

Surveys and Studies

Design work on Phases II and III of the Acadia Gateway Center is currently underway. A survey of passengers on the Island Explorer is undertaken over a one-week period each August. There have been no passenger surveys on Downeast Transportation over the past two years.