

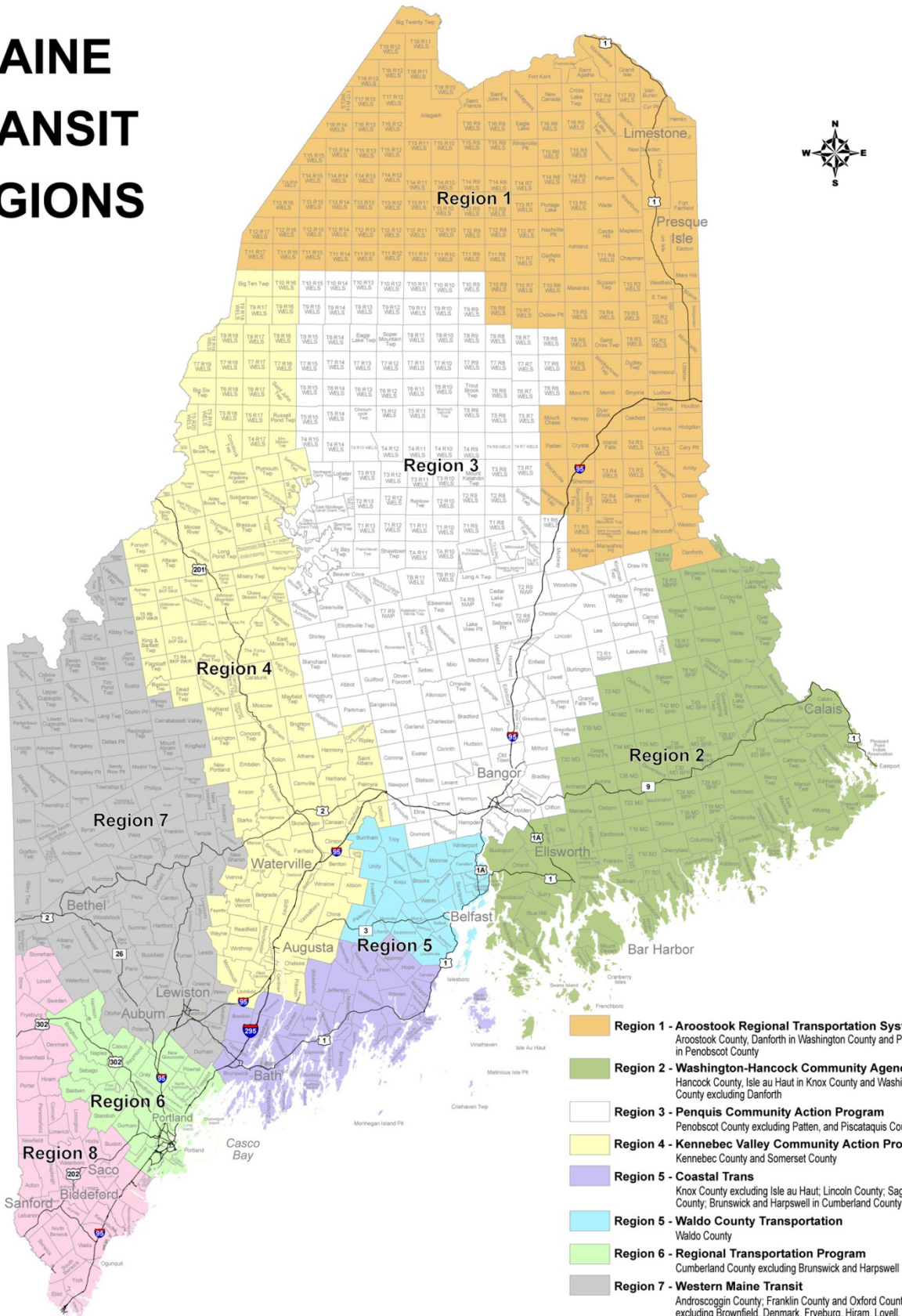
MaineDOT Region 1

Locally Coordinated Plan

FY 2013 – FY 2017

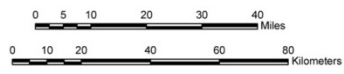
Aroostook Regional Transportation System

MAINE TRANSIT REGIONS



- Region 1 - Aroostook Regional Transportation System**
Aroostook County, Danforth in Washington County and Patten in Penobscot County
- Region 2 - Washington-Hancock Community Agency**
Hancock County, Isle au Haut in Knox County and Washington County excluding Danforth
- Region 3 - Penquis Community Action Program**
Penobscot County excluding Patten, and Piscataquis County
- Region 4 - Kennebec Valley Community Action Program**
Kennebec County and Somerset County
- Region 5 - Coastal Trans**
Knox County excluding Isle au Haut; Lincoln County; Sagadahoc County; Brunswick and Harpswell in Cumberland County
- Region 5 - Waldo County Transportation**
Waldo County
- Region 6 - Regional Transportation Program**
Cumberland County excluding Brunswick and Harpswell
- Region 7 - Western Maine Transit**
Androscoggin County; Franklin County and Oxford County excluding Brownfield, Denmark, Fryeburg, Hiram, Lovell, Porter, Stoneham, Stow and Sweden
- Region 8 - York County Community Action Program**
York County and Brownfield, Denmark, Fryeburg, Hiram, Lovell, Porter, Stoneham, Stow and Sweden in Oxford County

Maine Transit Districts
Maine Department of Transportation
Prepared by
Bureau of Maintenance & Operations
2014



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MaineDOT Region 1

Regional Overview

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MaineDOT Region 1 Locally Coordinated Plan

Regional Overview

Location of Region 1

Region 1 encompasses all of Aroostook County, the Danforth area in Washington County, and the Patten area in Penobscot County. The service area is over 6,600 square miles in size and has a population of 73,476 (71,870 in Aroostook County, 589 in Danforth, 1,017 in Patten; 2010 Census). Aroostook County is Maine's northernmost county, as depicted in the MaineDOT Transit Region map located at the front of this document. It is also the largest county east of the Mississippi River. The Aroostook Regional Transportation System, Inc. (ARTS), the County's only regional provider, is headquartered in Presque Isle.

Population of Region 1

As shown in the table below, Aroostook County had a year 2010 population of 71,870. Unlike most areas of Maine, Aroostook County lost about 3% of its population between 2000 and 2010. In fact, the County has been losing population since at least 1960. The overall population decline between 1960 and 2010 was 32%.

Population of Aroostook County and Maine		
Year	Aroostook County	Maine
1960	106,064	970,689
1970	92,463	992,048
1980	91,331	1,124,660
1990	86,936	1,227,928
2000	73,938	1,274,923
2010	71,870	1,328,361
1970-80 change	-1%	13%
1980-90 change	-5%	9%
1990-00 change	-15%	4%
2000-10 change	-3%	4%
1960-10 change	-32%	37%

Source: US Census

Aroostook County's median household income in the year 2010 (\$35,439) was substantially below the state figure (\$46,541). The percentage of people living below the poverty level (16.9%) was higher than at the state level, as was the percentage of people aged 65 and over (19.0%)

Aroostook County Population Profile – 2010		
Measure	Aroostook County 2010	Maine 2010
Total Population	71,870	1,328,361
Total Households	30,961	557,219
Average Household Size	2.41	2.43
Median Household Income	\$35,439	\$46,541
Persons below Poverty	16.9%	12.6%
65 Years and Over	19.0%	15.9%

Source: 2010 U.S. Census, American Community Survey

Transit Needs Analysis Region 1

What is the transit need in Aroostook County? It is important to look at the number of households in the County without an automobile. By applying the methodology described below, the estimated need of trips on an annual basis can be determined. When comparing annual need in Aroostook County to the actual service provided by ARTS, the unmet need can be estimated at 78%.

The Transit Cooperative Research Program (TCRP) in Washington, D.C., developed and made available in 2013 an objective methodology for analyzing transit needs in rural areas. The methodology is contained in “TCRP Report 161 Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation: Final Workbook.” The formula used in this technical memorandum utilizes the number of no-vehicle households to determine overall transit needs. The formula includes a mobility gap, which is basically the difference between the number of trips per day that a household with one vehicle would take and the number of trips that a household with no vehicles would take (1.7 trips/day).

The number of no-vehicle households is derived from the American Community Survey (ACS) five-year estimates, 2008-2012. The five-year estimate for the ACS is based on the largest sample size and is therefore the most reliable compared to other ACS data collected over shorter periods of time.

The formula is conservative (it may significantly understate the need) because it does not take into account people who may have a vehicle but can't rely on it or may need to use transit because of a disability or limitations due to old age.

The key question which the formula addresses is how much transit service would be needed to fully address the mobility needs of transit dependent persons?

No-Vehicle Households

The TCRP Report 161 formula utilizes the number of no-vehicle households in various jurisdictions to calculate transit needs. The following table provides an overview of the number of no vehicle households in Aroostook County. The table also contains information on other counties for comparison purposes.

No-Vehicle Households by County		
County	# of No-Vehicle Households	% of state
Aroostook	2,472	6%
Androscoggin	4,329	11%
Cumberland	9,448	24%
Franklin	804	2%
Hancock	1,383	3%
Kennebec	4,197	11%
Knox	1,044	3%
Lincoln	375	1%
Oxford	1,515	4%
Penobscot	4,943	12%
Piscataquis	543	2%
Sagadahoc	953	2%
Somerset	1,503	4%
Waldo	1,059	3%
Washington	1,166	3%
York	3,981	10%
Total - Maine	39,697*	100%

Source: American Community Survey 5-Year Estimates Table B08201

*Does not exactly equal the sum of the 16 counties, but is the number reported in the ACS.

The table above shows that there are 2,472 no-vehicle households in Aroostook County which is 6% of the 39,697 identified households in Maine.

Transit Needs

The following paragraphs contain a summary of transit needs in Aroostook County. Information from other counties is shown for comparison purposes. The data on numbers of trips is based on FY 2012 trips (the last full year of service prior to implementation of the broker system) as shown in the Locally Coordinated Plans for the various providers and in municipal ride reports prepared by regional providers.

One of the most important yardsticks in measuring transit services is the percentage of needs actually met. TCRP Report 161 states that “In the testing of these suggested methodologies with a number of rural transit agencies, it was found that, at best, only about 20% of the mobility gap trip-based need was met.” Therefore, for the purposes of this analysis, meeting 20% of the need is deemed to be a good baseline goal for rural services.

The data are also subject to the following:

- The number of trips provided includes the total of transit and MaineCare trips.
- Trip data includes fixed route, flex route, and MaineCare (agency vehicle, volunteers, friend and family).
- The information includes only land-based transit (ferry trips are not included).
- Seasonal service data is not included.

- Intercity trips are included in the data for the county of origin.

The following table provides an overview of Aroostook County of the annual transit need, the number of trips provided, and the number of trips provided as a percentage of the annual need. All other counties are shown for comparison purposes.

County Summary of Transit Need and Trips Provided FY 2012			
County	Annual Need (Trips)	Trips Provided	Trips Provided as a % of Annual Need
Aroostook	1,260,600	278,172	22%
Androscoggin	6,025,200	654,002	11%
Cumberland	11,696,100	2,099,781	18%
Franklin	410,100	90,833	22%
Hancock	705,330	115,027	16%
Kennebec	2,131,290	310,322	15%
Knox	532,440	37,166	7%
Lincoln	191,250	23,178	12%
Oxford	772,800	178,367	23%
Penobscot	5,788,600	1,420,462	25%
Piscataquis	276,930	43,029	16%
Sagadahoc	486,000	40,507	8%
Somerset	766,540	136,829	18%
Waldo	540,000	115,009	21%
Washington	594,600	81,317	14%
York	3,535,800	607,019	14%
Total, Maine	35,713,580	6,231,020	17%

Source: American Community Survey 5-Year Estimates Table B08201, TCRP Report 161, Locally Coordinated Transit Plans for all transit providers receiving MaineDOT financial support.

The table above shows that Aroostook County has an annual need for 1,260,000 trips. ARTS, with MaineDOT financial assistance, provided 278,172 trips in FY 2012, which was 22% of the overall need and slightly above the baseline service figure of 20%. As the table indicates, only five (5) counties exceed the baseline when trying to meet the estimated annual need.

The following table demonstrates the estimated trip need at the local level.

**Aroostook County
Summary of Transit Need and Transit Trips Provided in FY 2012**

	Annual Need (trips)	% of County Need	Trips Provided	Trips Provided as a % of Annual Need
Aroostook County Total	1,260,600	100%	278,172	22%
Caribou	174,000	14%	*	*
Houlton	129,000	10%	*	*
Presque Isle	339,600	27%	*	*
Remainder of County	618,000	49%	*	*

Source: Locally Coordinated Transit Plan FY 2013-2017, ARTS, Municipal Ride Report, and TCRP Report 161.

*Detail not available from transit provider.

The above table shows that 51% of the county’s transit need is concentrated in just three communities - Caribou, Houlton, and Presque Isle. Overall, ARTS met 22% of the County’s transit needs. This is above the baseline figure of 20%. The number of trips provided in Caribou, Houlton, and Presque Isle was unavailable.

Estimating General Public Demand

Estimating overall trip needs is important because it includes the travel needs of the general public as well as people being served by various social service programs such as the MaineCare non-emergency medical transportation. It also provides a starting point for determining the number of trips in a given area as a percentage of the overall need and from that, whether additional trips are needed to meet an overall baseline service goal of 20% (trips as a percentage of overall need).

However, for the purposes of long-range transit planning to meet the needs of the general public, it’s important to ask “how much transit will the public use in rural/non-urban areas?” TCRP Report 161 has a formula for estimating general public transit demand in rural areas:

Trips / year =

- 2.2 x the population 60 and over
- + 5.21 x the mobility limited population 18-64
- + 1.52 x the number of residents in households with no vehicles

The data sources for use in the formula are derived from the American Community Survey, 2008-2012 five-year estimates, Locally Coordinated Transit Plans for the various providers, and provider municipal ride reports.

The formula is intended to apply to rural/non-urban areas. As shown in the table below, ARTS met 83% of general public demand. Other counties are shown for comparison purposes which demonstrates ARTS had one of the highest percentages of trips provided in meeting annual general public need in Region 1.

**County Summary of General Public Transit Demand
and Trips Provided FY 2012**

County	Annual General Public Need	General Public Trips Provided	Trips Provided as a % of General Public Demand
Aroostook	60,716	50,360	83%
Androscoggin (rural only) ¹	27,886	746	3%
Cumberland (rural only) ²	60,131	6,456	11%
Franklin	22,360	3,434	15%
Hancock	41,227	62,412	151%
Kennebec	47,024	65,416	139%
Knox	31,294	2,953 ⁵	9%
Lincoln	28,070	1,887 ⁵	7%
Oxford	43,744	2,925	7%
Penobscot (rural only) ³	61,543	2,355	4%
Piscataquis	15,353	3,618	24%
Sagadahoc	24,691	15,794 ⁵	64%
Somerset	40,504	611	2%
Waldo	28,670	10,328	36%
Washington	28,305	9,491	34%
York (rural only) ⁴	97,019	71,133	73%
Total, Maine	658,537	431,314	65%

Sources: American Community Survey 5-Year Estimates Table B08201, TCRP Report 161, Locally Coordinated Transit Plans for all transit providers receiving MaineDOT financial support, municipal ride reports, transit providers.

¹Exclusive of Citylink service area (Lewiston/Auburn)

²Exclusive of METRO service area (Portland, Westbrook, Falmouth) and South Portland Bus Service jurisdiction

³Exclusive of Community Connector service area (Bangor, Brewer, Hampden, Old Town, Orono, Veazie)

⁴Exclusive of ShuttleBus service area (Biddeford, Saco, Old Orchard Beach)

⁵Coastal Trans general public trips were estimated using total general public trips time ratios of county trips to total trips in CTI service area

Overview of the Elderly Population

The tables on the following page provide an overview of the elderly population in Maine and Aroostook County. As shown in the first table, the elderly population in Aroostook County was 19% of the County's total population. The second table shows that between 2015 and 2025 this population is expected to see an increase of 4,847 people or 28.0%. The overall state increase is expected to be 31%.

Distribution of Maine's Elderly Population 2010					
County	Population	# 65 +	% of County	% of State	Median Age
Aroostook	71,870	13,651	19.0	6.5	45.3
Androscoggin	107,702	15,184	14.1	7.2	39.8
Cumberland	281,674	40,157	14.3	19.0	41
Franklin	30,768	5,160	16.8	2.4	43.4
Hancock	54,418	9,937	18.3	4.7	46.3
Kennebec	122,151	18,960	15.5	9.0	42.8
Knox	39,736	7,594	19.1	3.6	46.2
Lincoln	34,457	7,393	21.5	3.5	48.1
Oxford	57,833	9,843	17.0	4.7	44.6
Penobscot	153,923	22,253	14.5	10.5	39.9
Piscataquis	17,535	3,564	20.3	1.7	48.1
Sagadahoc	35,293	5,788	16.4	2.7	44.1
Somerset	52,228	8,537	16.3	4.0	43.6
Waldo	38,786	6,280	16.2	3.0	44.1
Washington	32,856	6,426	19.6	3.0	46.1
York	197,131	30,353	15.4	14.4	43
Maine	1,328,361	211,080	15.9	100	42.7

Source: U.S. Census 2010.

Growth of Maine's Elderly Population 2015 to 2025					
County	Population In 2010	Population In 2015	Population In 2025	# Change 2015-2025	% Change 2015-2025
Aroostook	13,651	15,371	18,599	3,228	21.0%
Androscoggin	15,184	17,322	22,169	4,847	28.0%
Cumberland	40,157	47,635	65,838	18,203	38.2%
Franklin	5,160	6,015	7,765	1,750	29.1%
Hancock	9,937	11,835	14,970	3,135	26.5%
Kennebec	18,960	21,939	28,645	6,706	30.6%
Knox	7,594	9,069	11,765	2,696	29.7%
Lincoln	7,393	8,877	10,844	1,967	22.2%
Oxford	9,843	11,204	14,417	3,213	28.7%
Penobscot	22,253	25,635	33,674	8,039	31.4%
Piscataquis	3,564	4,194	5,130	936	22.3%
Sagadahoc	5,788	7,019	9,406	2,387	34.0%
Somerset	8,537	10,025	12,842	2,817	28.1%
Waldo	6,280	7,868	10,409	2,541	32.3%
Washington	6,426	7,489	9,019	1,530	20.4%
York	30,353	36,860	50,832	13,972	38.0%
Maine	211,080	248,358	326,320	77,962	31.0%

Sources: U.S. Census 2010 and Maine Office of Policy and Management

Regional Public and Private Transportation Providers

Public Transportation Providers

Aroostook Regional Transportation System, Inc. (ARTS)

Private Transportation Providers

Bus Companies

John T. Cyr Bus Line, Old Town, 827-2335, a private intercity bus company providing daily services between Bangor, and Caribou.

Charter Service

John T. Cyr Bus Line, Old Town, 827-2335

Taxi Service

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

Burke's Riverside Taxi: 694 Main Street, Van Buren, 868-513.

Dow's Taxi, 356 Military St., Houlton, 694-0647

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

Shiretown Taxi, 77 Somerville Road, Linneus, 532-7173.

Town Taxi, 13 Laurette Street, Caribou, 496-3146, 538 Fort Fairfield Road

Town Taxi, Washburn Road, Presque Isle, 764-3200.

WBK Taxi, 41 Pease Rd, Mapleton, 764-2899.

Other Services

Veterans Administration Transportation Program. The Veterans Administration operates a transportation program utilizing vans and volunteer drivers to transport veterans from around the state to Togus Hospital in Augusta. 207-623-5725.

Potential Transportation Providers. In 2014, MaineDOT sent a transportation survey to assisted living facilities, service organizations, volunteer groups and others, requesting information about their transportation services. Several survey respondents in this region indicated a conditional interest in providing transportation to the general public. Contact MaineDOT for information about these survey respondents.

Providers Seeking Section 5311 Assistance

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

Development of the Locally Coordinated Plan

Coordination of public transit services is at the core of MaineDOT's mission of providing statewide public transportation through the development and maintenance of efficient, effective, and safe transit systems that meet the access and mobility needs of its citizens. Coordination occurs not only at the state agency level, but also at the regional and local levels to assist in prioritizing transit needs, identifying funding sources, and avoiding duplication of services.

The Locally Coordinated Plan is a planning process that documents and prioritizes local, regional and statewide transit needs, creates opportunities for discussion regarding potential projects and funding mechanisms, and reports out on adequacy of current services. The coordination of transit planning is a federal (SAFETEA-LU) and state (23 MRSA §4209 et seq.) requirement when selecting transportation projects for funding to ensure public participation and equitable distribution of available funding among disadvantaged populations such as the elderly, low-income, and individuals with disabilities.

Below are the various processes used in meeting the locally coordinated plan requirements and the state mandates on coordination of human services:

- Collect, analyze, and evaluate existing coordination efforts among transportation stakeholders within each region to determine how best to maximize available resources to meet the transportation needs of the region, as described below;
- Organize statewide public Transit Summit Meetings to collaborate on existing and future transit needs as described below;
- Schedule meetings as needed with interested parties such as advocacy groups and volunteer organizations interested in transportation services;
- Develop and implement outreach efforts with other stakeholders such as tribal governments, regional planning organizations, and the Maine Transit Association to expand potential transportation funding partnerships; and
- Report quarterly to the Governor's Interagency Transportation Coordinating Committee.

Existing Coordination Efforts in Aroostook County

ARTS has worked closely for many years with social service agencies, service providers, and others to ensure that its limited resources are used as efficiently as possible. As shown in the chart below, 74% of total revenues received in FY 2010 were derived from MaineCare funds. Consequently, ARTS relied heavily on their MaineCare transportation services to leverage other funding sources and coordinate trips to remain as a viable public transportation provider in the region. The importance of using a variety of funding sources, as reflected in the chart, provides the region with an affordable, integrated, and comprehensive transit service. Moreover, the ability to leverage a variety of funding sources, instead of relying on a single source of revenue, is critical to support the current level of service or the expected demand for more services. Coordination of services occurs at all levels of planning and implementation at ARTS to ensure that a comprehensive, regional approach is used when evaluating available transportation services, including those agencies and organizations that request transportation services on a programmatic level. ARTS dispatchers, in particular, are responsible for ensuring eligibility of services as well as appropriate mode of service. Dispatchers take incoming calls

from a variety of individuals seeking transportation, including the general public, individuals with disabilities, low-income, and the elderly. Coordination with other social service agencies is also critical to ensure the most efficient and appropriate ride is arranged for their clients if no other means of transportation is available.

Transit Summit Meeting

The Maine Department of Transportation and the Aroostook Regional Transportation System, Inc. solicited widespread input in the development of the locally coordinated plan using a Transit Summit Meeting held on November 7, 2013, at the University of Maine in Presque Isle. An extensive list of interested parties was developed representing various organizations such as social service agencies, tribal governments, regional planning organizations, hospitals, nursing homes, advocacy groups, providers of transportation services, and interested citizens. Notices of the meeting were mailed to the interested parties and public notices were advertised in the Bangor Daily News.

The notices included the purpose of the Transit Summit Meeting as follows:

- Evaluate current transit services and mobility management efforts for:
 - Low income individuals
 - Elderly individuals
 - Individuals with disabilities
 - General public
- Evaluate and prioritize future transit projects as identified by the transit provider;
(a list of the projects were provided with the invitation)
- Collect information on coordination efforts.

An opportunity was provided for attendees to identify needs and propose additional strategies and projects for the region.

The response from the meeting was comprehensive and participants specifically expressed the need for additional service days in outlying communities (more service to small towns), along with repair of the garage roof and purchasing of vehicles. They considered service expansions funded by New Freedom dollars as very important. The majority of the individuals attending the meeting expressed overwhelming dissatisfaction with new MaineCare broker in Region 1. Attendees strongly indicated that the quality of service was poor; seniors, people with disabilities, and low-income individuals were not able to get to their medical appointments on a consistent basis since the responsibility for brokering MaineCare trips was removed from ARTS purview. See “MaineDOT Locally Coordinated Transit Plan Region 1, Aroostook Regional Transportation System, ARTS, FY 2013 – 2017” for a summary of the results of the Transit Summit.

Ongoing Collaboration

MaineDOT meets with non-profit agencies, advocacy groups, transportation providers, volunteers, religious organization, and individual members of the public as requested to provide information regarding funding opportunities, approaches to effective collaboration within existing transit regions, and innovative solutions to transit challenges such as leveraging of other federal and state grants to

assist communities in seeking local match for both operating and capital grant requests through the Federal Transit Administration.

Outreach Efforts

MaineDOT, through its various planning processes, regularly seeks public input to help identify transit priorities and funding solutions to meet the needs for each of the transit regions. MaineDOT's long-range plan, mid-range plan, and the two-year capital work plan are just some examples of the ongoing public participation efforts used to achieve comprehensive and equitable transportation planning priorities. Organizations such as the economic development districts, regional planning organizations, tribal governments, municipalities, Maine Turnpike Authority, and Maine Transit Association are examples of transportation partners that MaineDOT relies upon in order to fully implement transit strategies at local, regional and statewide levels.

Interagency Transportation Coordinating Committee

The Interagency Transportation Coordinating Committee is the result of a state mandate requiring three state agencies to collaborate with each other in the delivery of passenger transportation services in Maine. Specifically, the law mandates the Departments of Transportation, Health and Human Services, and Labor serve on the committee to promote efficiency, cooperation, and strategic planning for public transportation purposes.

The law also requires that the Biennial Operations Plan (now called the Locally Coordinated Transit Plan, LCP), which serves as the basis for federal and state funding of public transportation projects, be approved by the ITCC as way to ensure that collaboration and coordination is achieved in order to maximize efficiencies in the delivery of human transportation services. The LCP is an additional tool used by the committee to review current fixed-route and demand-response mass transportation services, and to identify opportunities for enhancing these services. As noted earlier, the development of the LCP offers the service providers and transit users an opportunity for structured dialogue concerning the opportunities and obstacles to providing efficient and productive mobility for travelers in Maine.

Periodic Review of Service

Overview

MaineDOT, through its contract agreements with ARTS, has identified performance measures and ridership reporting requirements to analyze transit services in the region. Region 1 challenges are unique in that it has a vast geographic area with only a few transportation options available to the public. Increased service and expansion of services is difficult to achieve as the ridership revenue does not support the expense of such an expansion. Changes to existing services are made as service statistics demand. The preparation of the Locally Coordinated Plan provides an opportunity for such participation through the public notice process.

The combination of a large geographic territory and a decline in the population growth in Region 1 makes it difficult for a single route to be self-sufficient for general public transportation. Aroostook Regional Transportation System, Inc. provides one day a week service to each town in Region 1 and coordinates services to the general public, individuals with disabilities, and the elderly. Additional transportation services are provided to the Maine Department of Health and Human Services, as well

as a variety of social service agencies in Aroostook County. Challenges associated with expanding coordination to include other private transportation providers in the region are the need for area-wide service, the special needs of client groups, and the large geographical area to be served.

Locally Established Criteria

Aroostook Regional Transportation System, Inc. periodically looks at ridership and the region to ensure that the widest possible range of transportation services is provided in Region 1, particularly for those persons who are low income, individuals with disabilities, or elderly.

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

Methodology for True Cost Comparison

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

Complaints From Private Operators

There have been no complaints from private operators.

Americans with Disabilities Act Plans

ARTS is in compliance with the "Non Discrimination on the Basis of Handicap" in Financial Assistance Programs in accordance with CFR Parts 27 and 609, Federal Register, May 23, 1986. ARTS has taken steps to ensure access to transportation services by elderly persons and persons with disabilities. Vehicles are accessible as required.