



Transit Committee Meeting

Wednesday, October 6, 2021

9:30 a.m. – 11:30 a.m.

ZOOM Meeting

Agenda

1) Call to Order

2) Public Comment

Members of the public in attendance of today's meeting have an opportunity to provide public comment on today's agenda items.

3) Approval of August 4th, 2021 Transit Committee Meeting Minutes (Attachment A)

4) Staff Report (Attachment B)

5) Ridership Report (Attachment C)

Laurie Linscott will provide a brief overview of the ridership report.

Proposed Action: *For discussion only*

6) YTD Financial Report - Debbie Laurie- To be provided at the meeting

Debbie Laurie will provide a brief overview of the year to date financial report.

Proposed Action: *For discussion only*

7) RLS Report

Staff Report

The RLS report has been finalized after presentation to the Bangor City Council and the BACTS Policy Committee. The Community Connector and BACTS staff would like to have a discussion with the Transit Committee to identify potential next steps for the implementation of the RLS recommendations.

Proposed Action: *For discussion only*

8) Community Connector Budget Development Schedule

Staff Report

Staff will lead the discussion to discuss and plan for the development of the Community Connector budget.

Proposed Action: *For discussion only*

9) Rural, Intercity, and Commuter Transit Provider Updates

Any transit provider in attendance will provide an update on services, initiatives, and/or projects.

Proposed Action: *For discussion only*

10) Municipal Partner Updates

Members will provide updates on any initiatives or projects in the region which may affect transit.

Proposed Action: *For discussion only*

11) MaineDOT Update

MaineDOT staff will provide an update on any MaineDOT projects, policies, or plans.

Proposed Action: *For discussion only*

12) Other Business

Discussion of other items not on today's agenda.

13) Upcoming Meeting

December 1st, 2021

14) Adjournment



**Attachment A
Transit Committee Meeting
August 4th, 2021
Zoom Meeting**

Committee Members	Affiliation
Debbie Laurie	Bangor/Community Connector
Aaron Huotari	Bangor
Courtney O'Donnell	Bangor
John Theriault	Bangor
Karen Fussell	Brewer
Linda Johns	Brewer
Sherri Clark	Community Connector
Laurie Linscott	Community Connector
Amy Ryder	Hampden
Paula Scott	Hampden
Belle Ryder	Orono
Kyle Drexler	Orono
EJ Roach	Old Town
Mark Leonard	Veazie
MaineDOT	
Lori Brann, Fred Michaud, Ryan Neale	
BACTS	
Sara Devlin, Connie Reed, Paige Nadeau	
Members of the Public	
Stephanie Farrar (Penquis), Jack McKay (Transportation for All (TFA)), Steven Richard (Penquis), Judy Hastings (TFA), Laura Brown (RLS & Associates, Inc.)	

1) Call to Order

Meeting was called to order by Karen Fussell at 9:32 a.m. Introductions were made.

2) Public Comment

There were no public comments.

3) Approval of June 16th, 2021 Meeting Minutes

Karen Fussell asked if there were any comments or corrections to be made to the minutes. Seeing none, the minutes were accepted unanimously.

4) Presentation of Transit Structural Analysis Final Draft Report - Laura Brown, RLS & Associates, Inc.

Laura Brown is the lead RLS Senior Associate for Planning and has successfully assisted dozens of communities with transit governance, funding, administrative structures, and regional coordination. Over the past several months RLS has conducted one on one interviews with the Community Connector, partner communities, MaineDOT and BACTS regarding the organizational structure, administration and partnership with the Community Connector. Laura presented and compared three alternative governance structures for consideration and recommendations for changes to enhance local and regional strength and sustainability of the bus system.

RLS recommends the following; in the short term, to create a joint powers agreement (JPA) and the City of Bangor would continue to be the designated recipient for Federal Transit Administration (FTA) funds. The mid- to long-term recommendation is to develop a regional transportation authority (RTA), which would become the designated recipient for FTA funds.

Discussion ensued regarding the presentation of the draft report and recommendations. The following were general themes, comments, and concerns discussed among the BACTS Transit Committee members:

- Karen Fussell inquired regarding clarification between the JPA and governing board. Laura Brown elaborated, a joint powers agreement is an official agreement between the members. The agreement would include representation for each community, based on the level of service received. Members would designate a voting member to represent their community on the board. This structure is similar to an oversight board while encouraging communities to get more involved. The voting board members could become the governing board if an RTA was created down the road.
- Linda Johns asked how a JPA would be different from the current process. Laura Brown clarified that forming a JPA formalizes the requirements, roles, and responsibilities of each member through individual agreements.
- Courtney O'Donnell inquired about what the process would be if a municipality chose not to participate. Laura Brown said that an additional analysis could be done to accommodate that municipality's request including adding a clause to the JPA for the specific member.
- Jack McKay asked about rider representation in this structure. Laura Brown stated that it is very important to be clear with the community that any changes that may occur are for the benefit of the public and to encourage a cohesive regional transportation system. Laura Brown also added that an analysis could be performed to potentially have a public representative on the advisory board for an RTA.
- Sara Devlin asked for clarification regarding the cost sharing structure associated with a JPA and how to best approach the JPA creation to lend ease to a future transition to an RTA, while ensuring that current administrative costs currently burdened by the City are being properly allocated. Laura Brown clarified that a JPA is a transition step in RLS recommendation. An in depth analysis would need to be completed to fully capture and understand all administrative costs currently being paid by the City to ensure all members would be paying the appropriate amount.
- Belle Ryder inquired whether administrative costs could be potentially put out to bid as part of this change to an RTA down the road through an independent contractor or would the recommendation be to have a member continue to perform these duties. Laura Brown said that contracting is easier to manage, from her experience, but ultimately the members as a whole would have to make that decision.
- Sara Devlin added that there is limited growth able to be done with the current transit system as it is set up. Karen Fussell said Brewer is hesitant to an RTA and would want more information regarding this option and agrees that Bangor should not be paying more for administrative costs, Brewer would be open to a JPA in the short term to help formalize roles and responsibilities of members. Belle Ryder said the JPA is a reasonable way to start formalizing the relationships of the members and the transit system management and agrees that Bangor should not be paying more for administrative costs. Belle Ryder would be interested in the future the transit system moving to a standalone non profit with an oversight board and would

encourage members to assist administratively when possible and to learn more about the operations piece going forward. Paula Scott would like more information on the RTA, but Hampden would like to continue to be a partner going forward.

- Sara Devlin said the next steps for this will be the recommendations going to the Bangor city council on August 9th. Next steps are hoping to be discussed at the next meeting. Jack McKay requested some verbiage for rider representation be added to the draft report. Karen Fussell asked what the council will be doing with the report, Courtney O'Donnell clarified that the council meeting is an opportunity for discussion.
- Courtney O'Donnell asked if there were any comments from MaineDOT, Lori Brann suggested reaching out to Jen Williams for some insight on how contracting out administrative work may work. Ryan Neale added that from the state's perspective, the important takeaway is that the Bangor region has transportation.

5) Staff Report

John Theriault provided an update on the transit center construction - The City is trying to get additional funding for the project as bids came in very high. \$1.5M was budgeted and the base bid came in at \$3M. There are multiple reasons for overage including supply shortages, increased labor costs, and additional site work. The project was supposed to be starting in late summer/early fall but steel won't be available until next year. Karen Fussell asked how long the bids are good for, John Theriault said 60 days, the City is exploring additional funding options. John Theriault provided additional information regarding how the City broke out different pieces of the project to try to help with costs.

6) Ridership Report

Transit ridership levels have been significantly impacted by the COVID-19 pandemic health and safety concerns, as well as reduction in overall travel. Community Connector FY21 total system ridership is 386,583, a decrease of 38.51% from FY20, and 50.18% from FY19. The pandemic has caused historic declines in transit ridership everywhere. In comparison to transit ridership trends nationwide and in New England, as estimated by the American Public Transit Association (APTA), Community Connector ridership has fared better than average. APTA further reports that ridership in 2022 and 2023 is expected to remain lower than the 2019 - in part due to increased remote work opportunities and unemployment.

Linda Johns asked if this decrease is partially driven by the driver shortage, Laurie Linscott said this is not likely. Laurie Linscott is hopeful to see ridership increase in the fall as schools are opening back up. Laurie Linscott also added that they are not sure when they will be reopening for full service, the Community Connector has hired one more driver but still has a shortage.

7) YTD Financial Report - Debbie Laurie

FY21 fourth quarter financial report presented is preliminary. The final report will be completed at the end of September. The financial report includes an income statement showing budget to actual operating expenses and revenues, local share contributions, capital reserve fund balances, CARES Act and American Rescue Plan funding status, and capital project expenditures.

Debbie Laurie provided an overview of the preliminary figures. Debbie expects to have the member bills out for the first quarter of FY22 next week. Debbie Laurie asked the group to reach out to her regarding treatment of any potential excess member payments if they would like this applied to FY22 or returned.

8) 2022-2023 UPWP Transit Tasks - Sara Devlin

Metropolitan planning organizations (MPOs) are required to create a Unified Planning Work Program (UPWP) that documents the metropolitan transportation planning activities to be performed in compliance with federal regulation (23 CFR Part 450.308). The transportation

planning tasks identified in the UPWP are funded through a combination of federal, state, and local sources. Staff is developing the 2022-2023 UPWP, to be approved by the Policy Committee in October 2021 and has recommended a change in the document format to integrate transit work within all other tasks, rather than segregate it.

Currently, MaineDOT does not contribute a state match for FTA Section 5303 planning funds. BACTS uses in-kind contributions to meet the 20% local match requirement (approximately \$40,000 biennially). This reduces the amount of cash available to expend on transit planning. The State's four MPOs are preparing a joint request asking MaineDOT to consider contributing a 15% state match for FTA Section 5303 planning funds. If MaineDOT provides this match funding, it will provide BACTS with the resources to place a greater emphasis on transit planning in the region.

Sara Devlin provided an overview of the UPWP development process as well as suggested changes for the UPWP for 2022-2023 from prior ones, including that Transit related items will be included under each task of the UPWP instead of in its own task as previously done.

9) Rural, Intercity, and Commuter Transit Provider Updates

No updates at this time.

10) Municipal Partner Updates

No updates at this time.

11) MaineDOT Update

Fred Michaud provided an update - MaineDOT is developing a plan for handling the UPWP process with Tom Reinauer now in a new role.

Ryan Neale provided an update on the GoMaine ride sharing platform. MaineDOT is working on updating the platform and is working with a consultant to move along with the relaunch in early 2022.

12) Other Business

Laurie Linscott reminded the group that the trolley is available to rent and to reach out to her if interested.

Jack McKay inquired if anyone in the group had additional information regarding the emergency rides program, Connie Reed said she will send along information.

13) Next Meeting

November 3rd, 2021

14) Adjournment

Karen Fussell asked if there were any further comments or discussion warranted. Seeing none, the meeting adjourned. Meeting ended at 10:52 a.m.

Attachment B

Staff Report

October 2021

Service Updates -

- The Capehart Route is still being serviced by two buses. Service like Saturday.
- Hammond Street Route and Center Street Route is running as Saturday Service
- Black Bear Orono Express is operating from 7:30am to 6pm this semester.

Transit Center Update - Construction started on Sept 22nd, the last day of summer. Please see the website www.bangormaine.gov/transitcenter for weekly updates.

TIP Amendment - The following TIP amendment was posted for public comment on August 25. Written comments were due September 9th and none were received. The BACTS Policy Committee approved the TIP amendment on September 21st, 2021. The amendment was sent to MaineDOT for processing.

MaineDOT is proposing to transfer \$1,790,800 from FFY2020 and FFY2021 Section 5339 Bus and Bus Facilities Statewide National Distribution to the City of Bangor, as allowed by 49 USC 5339(e)(1), for the construction of the new transit center. This funding will supplement other funds already secured for the project.

This will result in an Amendment of the BACTS 2021 - 2024 TIP to include the following project in 2022:

Town	WIN	Scope	Federal	State	Local	Total
City of Bangor	022779.20	Transit Service Area Capital Equipment Purchase - Transit Center Construction	\$1,790,800		\$447,700	\$2,238,500
<i>Project Description: FTA §5339 - Capital Assistance for the Construction of the Bangor Transit Center.</i>						

Bus Stop Designation Project - Onboard data collection and infrastructure reviews to determine safe and appropriate locations for stops has been ongoing. This phase of the project is revealing several locations where infrastructure does not exist and/or there is no ROW available to develop. The next step will be to review suggested route modifications with Community Connector and then meet with municipal staff to review the stop location suggestions.

National Transit Institute (NTI) Transit Service Planning Course - Staff attended a four-day Transit Service Planning Course through the NTI. The course focused on the role of a transit planner, core planning concepts, route-level planning and design concepts, scheduling, budgeting, evaluating service, and planning a route-level service change.

Transit Newsletter - BACTS staff developed a quarterly transit newsletter to include updates from all transit providers serving and/or coming into the BACTS region. Attachment B-1.

BACTS Policy Committee Support of RLS Study - At the September Policy Committee meeting, the committee unanimously voted to send a letter of support to the Bangor City Council to express their support of the RLS study and continued support of the development of the recommendations of the study. The Committee also encouraged the Bangor City Council to allow the BACTS Transit Committee to work on the refinement of the recommendations and develop an implementation plan. Attachment B-2.

TRANSIT TIMES

Attachment B-1

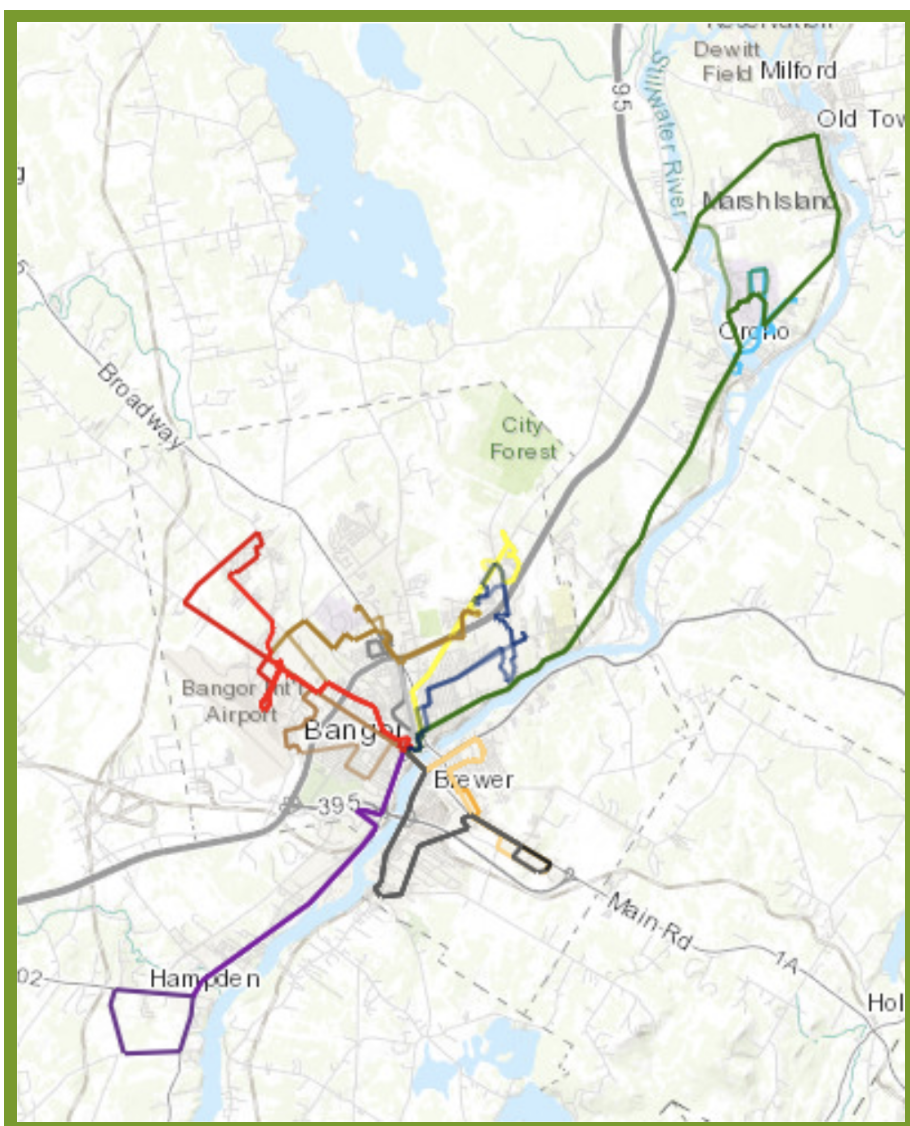
Newsletter:

Issue no.1

September 2021

All things transit in the Greater Bangor Region.

Welcome to the premier edition of Transit Times, a quarterly newsletter keeping up with initiatives, changes, and news about the transit services within and coming into the greater Bangor region. In this first edition, we are providing information about those service providers who operate in and around the Bangor region to allow the public to become familiar with all that transit has to offer in the region.



This newsletter is sponsored by the Bangor Area Comprehensive Transportation System, or BACTS. BACTS is a Metropolitan Planning Organization (MPO) designated to carry out a comprehensive, continuing, and cooperative transportation planning process for the greater Bangor region. BACTS' mission is focused on improving transportation in the greater Bangor region.

The fixed route operator in the BACTS region is the Community Connector. Owned by the City of Bangor, it operates 11 local bus routes, Monday - Saturday in Bangor, Brewer, Veazie, Orono, and Old Town; and Monday - Friday in Hampden.

There are several transit services which come in and out of the BACTS region every day. On any given day, there is transit service coming in from all directions of the State. These locations are shown in the tables below.

Provider/Frequency	From	To
Cyr Bus Lines Daily	Caribou, Presque Isle, Mars Hill, Houlton, Oakfield, Sherman, Medway, Howland	CCTC
Concord Coach Lines Daily	Boston, Portland, Auburn, Augusta Boston, Portland, Brunswick, Bath, Wiscasset, Damariscotta, Waldoboro, Rockland, Camden/Rockport, Lincolnville, Belfast, Searsport	CCTC
Greyhound Daily	Boston, Portsmouth, Wells, Portland, Lewiston, Augusta, Waterville	ORPR

Provider/Frequency	From	To
West's Transportation Daily	Calais, Perry, Pembroke, Dennysville, Whiting, Machias, Jonesboro, Columbia, Milbridge, Gouldsboro, Sullivan, Hancock, Ellsworth	CCTC, BGR
Downeast Transportation, Inc. Weekday	JAX Ellsworth, Jackson Lab Bar Harbor - C Bar Harbor, Trenton, Ellsworth	ORPR PIA BGR, CCTC, MALL, EMMC, PKSQ
Mid Coast Public Transportation Friday (currently not operating due to COVID-19)	Belfast, Searsport, Stockton Springs, Prospect, Frankfort, Winterport - R	Bangor
Downeast Community Partners 1st Thursday of the month 3rd Tuesday of the month	Lubec and Eastport - S, F Bucksport - S, F	Bangor

Provider/Frequency	From	To
Penquis Lynx Monday	Glenburn, Dexter, Dover-Foxcroft, Abbot, Charleston, Chester, Enfield, Exeter, East Millinocket, Garland, Greenbush, Greenville, Guilford, Howland, Hudson, Kenduskeag, Levant, Lincoln, Mattawamkeag, Medway, Milford, Millinocket, Monson, Passadumkeag, Sangerville, Stetson, Winn, West Enfield - R Milford - R	Bangor Old Town
Penquis Lynx Tuesday	Glenburn, Dexter, Dover-Foxcroft, Orrington, Lagrange, Carmel, Corinna, Dixmont, Etna, Hermon, Newport - R	Bangor
Penquis Lynx Wednesday	Lagrange - R	Bangor
Penquis Lynx Thursday	Bradford, Brownville, Holden, Milo, Sebec Corner, Orrington, Lagrange, Dover-Foxcroft, Glenburn - R Holden - R	Bangor Brewer

C - Commuter Subscription ■ **F** - First come, first served ■ **R** - Advanced Reservation Required ■ **S** - Seniors Only

BGR - Bangor International Airport ■ **CCTC** - Concord Coach Transportation Center ■ **EMMC** - Eastern Maine Medical Center ■ **MALL** - Bangor Mall ■ **ORPR** - Odlin Road Park and Ride ■ **PIA** - Penobscot Ice Arena ■ **PKSQ** - Pickering Square

Job Opportunity!

The City of Bangor is seeking Transit and Paratransit Drivers! Applicants must have an active Class B license. Additional details can be found [here!](#)



Want more information?

Website

Email

Facebook

YouTube



Bangor Area Comprehensive Transportation System, 2021

FIXED-ROUTE SERVICE

Monday - Saturday Service



207.992.4670

[Schedules](#) | [Email](#)

Community Connector is the urban fixed-route public transit system with 11 local routes serving Bangor, Brewer, Hampden, Veazie, Orono, and Old Town. In general, bus service runs from 6:00 a.m. to 6:00 p.m. with trips every hour or half-hour. Except for the Mall Hopper and the Black Bear Orono Express, all routes originate and end at the bus hub located at Pickering Square in downtown Bangor.

Weekday Service

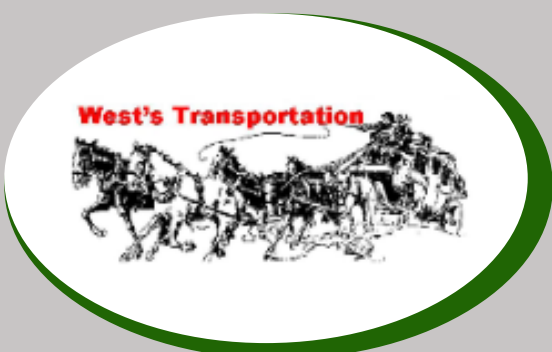


207.667.5796

[Schedules](#) | [Email](#)

Downeast Transportation, Inc. (DTI) operates Monday through Friday round-trip subscription commuter service to Jackson Lab from Bangor and Brewer to Ellsworth and Bar Harbor. DTI also provides regularly scheduled weekday service from Bar Harbor and Ellsworth, with stops at Bangor International Airport, the Concord Coach Transportation Center, Bangor Mall, Eastern Maine Medical Center, and Pickering Square.

Daily Service



207.546.2823 •
1.800.596.2823

[Schedules](#) | [Email](#)

West's Coastal Connection operates regularly scheduled seven-day a week roundtrip service between Calais and Bangor, with stops at Bangor International Airport and the Concord Trailways Transportation Center.

DEMAND-RESPONSE SERVICE

DEMAND RESPONSE



207-973-3695 • 1-866-853-5969

(Toll Free)

[Website](#) | [Email](#)

Lynx provides demand-response transportation services in Penobscot and Piscataquis counties by appointment. Transportation services include general public transportation for rural areas outside of the BACTS region with regularly scheduled trips into the region. Lynx also provides transportation services within the BACTS region for the elderly population, MaineCare recipients, social service customers, veterans, and individuals with a disability.

WEEKDAY DEMAND RESPONSE



207.664.0012 • 207.546.7547

• 877.374.8396 (Toll Free)

[Website](#) | [Email](#)

Downeast Community Partners (DCP) provides demand-response transportation services in Washington and Hancock Counties. In cooperation with Eastern Area Agency on Aging and the FTA, DCP also offers first-come, first-serve regularly scheduled free transportation for seniors from Lubec and Eastport to Bangor and from Bucksport to Bangor.

DEMAND RESPONSE



207.338.4769

[Website](#) | [Email](#)

MidCoast Public Transportation is operated by Waldo County Action Partners (WCAP), providing general public, MaineCare, and other contractual services within the Mid-Coast region. MidCoast Public Transportation also operates regularly scheduled demand-response service by appointment to Bangor from Belfast, Searsport, Stockton Springs, Prospect, Frankfort, and Winterport, requiring an appointment to be made. Due to the COVID-19 pandemic, this service is currently not operating.



INTERCITY/INTERSTATE SERVICE

DAILY SERVICE



207.827.2335
800.244.2335

[Schedules](#) | [Email](#)

Cyr Bus Line is a privately-owned bus company headquartered in Old Town. Cyr Bus Line offers regularly scheduled round-trip daily service between Bangor and Caribou with a connection at the Concord Coach Transportation Center in Bangor.

DAILY SERVICE



800.639.3317 • TTY Relay 800.735.2964

[Schedules](#) | [Email](#)

Concord Coach Lines is a privately-owned bus company offering daily regularly scheduled intercity service from their Transportation Center in Bangor to Augusta and Portland, as well as towns and cities in the Mid-Coast region, to South Station and Logan Airport in Boston. Concord Coach Lines connects with the Amtrak Downeaster at the Visitor's Center in Brunswick; as well as offers connecting service to New York City with a transfer at the Portland Transportation Center.

DAILY SERVICE



[Schedules](#) | [Email](#)

Greyhound Lines, Inc. is a private for-profit bus offering daily intercity service from Bangor at the Park and Ride on Odlin Road. The bus makes stops in Waterville, Augusta, Lewiston, Portland, Wells, and Portsmouth, New Hampshire, arriving at Boston's South Station where passengers can transfer to buses reaching destinations throughout the continental United States.

Attachment B-2



September 27th, 2021

Bangor City Council
73 Harlow Street
Bangor, ME 04401

Dear Bangor City Council,

We are writing to express strong support of the analysis conducted in the RLS Report for improving the governance structure of the regional transit system in the greater Bangor region. In June 2020, the Bangor Area Comprehensive Transportation System (BACTS) sponsored a Transit retreat where the Community Connector, members municipalities of the Community Connector system, MaineDOT, and Federal Transit Administration were invited to participate in a facilitated discussion focused on clarifying roles and responsibilities with regards to planning and managing our regional transit system to better serve the transit needs of the region. The discussion concluded with a recommendation to conduct a structural analysis focused on the following:

- Support the system's regional focus by strengthening the administrative and governance structure
- Structure financial and service planning decisions to include open communication and input
- Openly collaborate and cooperate
- Respond to public needs for transit service
- Contribute to continued growth of Community Connector

The RLS report provided useful recommendations for the Community Connector and the City of Bangor to consider. The BACTS Policy Committee would like to strongly encourage the Bangor City Council to support the BACTS Transit Committee to utilize the findings and information in this report to continue to analyze and develop a possible implementation strategy for moving forward with those recommendations. One potential next step is to present the RLS report and recommendations to the partner municipalities for input and feedback.

BACTS looks forward to continuing to partner with the Bangor City Council and others to collaborate and contribute to the growth of transit in our region.

Regards,

Sara Devlin

Sara Devlin, Executive Director, on Behalf of the BACTS Policy Committee

Attachment - C

FISCAL YEAR 2022																		
Month	FIXED ROUTE														ADA	Black Bear	TOTAL FY21	
	Hampden	Brewer North	BrewerSouth	VOOT 1	VOOT 2	Capehart 1	Capehart 2	Capehart 3	HammondStreet	Center Street	Center/Hammond	Mall Hopper	StillwaterAve	MountHope	Total	Paratransit	Orono Express	SYSTEM RIDERSHIP
July	1,375	2,637	2,638	2,217	2,733	3,207	3,217	0	0	0	4,584	2,115	4,008	2,422	31,153	831	0	31,984
Aug	1,386	2,640	2,431	2,388	2,889	3,130	2,846	0	0	0	4,403	1,966	3,814	2,562	30,455	852	205	31,512
Sep	732	1,590	1,613	1,707	2,193	1,998	1,857	0	0	0	2,880	1,420	2,754	1,872	20,616	0	1,683	22,299
Oct	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nov	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dec	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Feb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mar	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
May	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total YTD	3,493	6,867	6,682	6,312	7,815	8,335	7,920	0	0	0	11,867	5,501	10,576	6,856	82,224	1,683	1,888	85,795

PAST YEARS

FISCAL YEAR 2021 July 2020 - June 2021																		
	FIXED ROUTE															ADA	Black Bear	TOTAL FY21
Month	Hampden	Brewer North	Brewer South	VOOT 1	VOOT 2	Capehart 1	Capehart 2	Capehart 3	Hammond Street	Center Street	Center/Hammond	Mall Hopper	Stillwater Ave	Mount Hope	Total	Paratransit	Orono Express	SYSTEM RIDERSHIP
July	1,678	2,720	2,413	2,168	2,141	2,413	2,002	1,438	3,059	2,740	271	1,923	3,558	2,515	31,039	630		31,669
Aug	1,600	2,774	2,378	2,133	2,483	2,187	2,138	1,382	3,027	2,436	469	1,920	3,473	2,857	31,257	655	32	31,944
Sep	1,480	2,598	2,473	2,578	2,729	2,131	2,304	1,378	3,043	2,777	378	2,132	3,578	2,846	32,425	679	965	34,069
Oct	1,587	2,846	2,680	2,569	3,086	3,111	3,057	138	3,277	3,004	503	2,229	4,194	3,050	35,331	725	914	36,970
Nov	1,146	2,474	2,364	1,973	2,621	2,746	2,634		2,778	2,668	392	1,756	3,674	2,527	29,753	626	745	31,124
Dec	1,234	2,793	2,706	1,988	2,237	2,755	2,622		2,887	2,795	347	1,915	3,921	2,970	31,170	729		31,899
Jan	1,189	2,582	2,503	1,773	2,116	2,666	2,605		2,524	2,573	437	1,995	3,860	2,581	29,404	683	227	30,314
Feb	1,128	2,467	2,307	2,032	2,321	2,470	2,704	421		436	3,116	1,996	3,680	2,296	27,374	640	903	28,917
Mar	1,299	3,016	2,993	2,499	2,635	3,327	3,002		4,944	2,363	4,944	2,363	4,380	2,521	32,979	857	1,084	34,920
Apr	1,313	2,671	2,855	1,849	2,788	3,024	2,940		4,523	2,054	4,523	2,054	4,054	2,345	30,416	818	882	32,116
May	1,192	2,414	2,486	1,938	2,516	3,294	3,044		4,366	2,074	4,366	2,074	3,976	2,144	29,444	793		30,237
Jun	1,473	2,498	2,691	2,384	2,880	3,106	3,128		4,756	2,318	4,756	2,318	3,990	2,369	31,593			31,593
Total YTD	16,319	31,853	30,849	25,884	30,553	33,230	32,180	4,336	21,016	19,429	24,502	24,675	46,338	31,021	372,185	7,835	5,752	385,772

FISCAL YEAR 2020July 2019 - June 2020																			
	FIXED ROUTE															ADA	Black Bear	Express	OTAL FY20
Month	Hampden	Brewer North	Brewer South	VOOT 1	VOOT 2	Capehart 1	Capehart 2	Capehart 3	Hammond Street	Center Street	Center/ Hammond	Mall Hopper	Stillwater Ave	Mount Hope	Total	Paratransit	Orono Express	Bus	SYSTEM RIDERSHIP
July	3,066	4,468	3,805	4,113	4,770	4,642	4,573	2,771	6,945	4,825	792	2,784	6,137	5,186	58,877	697			59,574
Aug	3,049	4,675	4,010	4,142	4,864	4,698	4,573	2,564	6,933	4,974	1,068	3,052	6,915	5,311	60,828	712			61,540
Sep	2,939	4,259	3,656	4,475	5,386	4,185	4,117	2,359	6,169	5,057	833	3,406	6,063	5,027	57,931	737	3,926		62,594
Oct	3,255	4,915	4,264	5,149	5,692	4,769	4,628	3,077	7,110	5,245	763	3,540	7,028	5,650	65,085	823	4,397		70,305
Nov	2,898	4,574	4,005	4,225	5,064	4,085	4,064	2,607	6,401	4,728	858	3,270	6,610	5,557	58,946	655	4,075		63,676
Dec	2,981	4,531	3,975	3,935	4,372	3,848	3,674	2,401	5,969	4,456	722	2,901	6,474	4,758	54,997	701	3,411		59,109
Jan	3,016	4,731	3,899	4,149	4,901	4,196	3,882	2,569	6,247	5,087	773	2,771	6,256	5,081	57,558	798	2,337		60,693
Feb	2,653	4,518	3,800	4,077	4,838	3,693	3,819	2,421	5,965	4,554	1,011	3,003	6,126	4,836	55,314	768	5,121		61,203
Mar	2,179	4,011	3,049	3,146	3,473	3,169	3,128	2,061	5,314	3,666	603	2,330	5,131	4,076	45,336	597	2,609		48,542
Apr	1,084	2,387	1,833	1,221	1,373	1,692	1,810	1,101	3,056	1,668	405	1,184	2,734	1,954	23,502	322		137	23,824
May	1,182	2,574	2,121	1,387	1,567	1,855	2,074	1,167	2,711	1,866	433	1,410	2,752	2,182	25,281	484		133	25,898
Jun	1,462	3,009	2,405	1,755	2,049	2,446	2,290	1,508	3,316	2,578	466	1,990	3,305	2,550	31,129	581			31,710
Total	29,764	48,652	40,822	41,774	48,349	43,278	42,632	26,606	66,136	48,704	8,727	31,641	65,531	52,168	594,784	7,875	25,876	270	628,805

FISCAL YEAR 2019July 2018 - June 2019																		
	Fixed Route															ADA	Black Bear	TOTAL FY19
Month	Hampden	Brewer North	Brewer South	VOOT 1	VOOT 2	Capehart 1	Capehart 2	Capehart 3	Hammond Street	Center Street	Center/ Hammond	Mall Hopper	Stillwater Ave	Mount Hope	Total	Paratransit	Orono Express	SYSTEM RIDERSHIP
July	2,421	3,869	3,886	3,513	4,070	4,290	4,233	2,040	7,358	4,047	965	2,820	6,739	5,406	55,457	451		55,908
Aug	2,928	4,121	4,376	4,332	4,588	4,950	4,621	2,631	7,582	4,640	884	3,332	7,373	6,273	62,631	421		63,052
Sep	2,809	3,684	3,772	4,616	5,325	4,498	4,364	2,115	6,753	4,159	1,148	3,476	6,714	5,759	59,192	580	4,104	63,876
Oct	3,478	4,679	4,259	5,428	5,557	5,035	4,646	2,433	8,135	5,201	918	3,820	7,454	6,575	67,618	611	5,328	73,557
Nov	3,101	4,611	3,778	4,843	5,139	4,413	4,479	2,312	7,269	4,738	892	3,276	7,067	6,220	62,138	594	4,736	67,468
Dec	2,926	4,620	4,077	4,078	4,948	4,642	4,395	2,091	6,192	4,271	1,217	3,272	6,861	5,837	59,427	561	3,904	63,892
Jan	3,226	4,409	3,628	4,495	4,801	4,410	4,315	2,275	7,243	4,739	853	2,998	6,413	5,637	59,442	639	2,307	62,388
Feb	2,907	4,129	3,606	4,762	5,023	4,495	4,416	2,301	6,124	4,582	896	2,980	5,841	5,469	57,541	574	5,424	63,539
Mar	3,232	4,995	4,137	4,826	5,559	4,838	4,625	2,606	6,545	4,936	1,210	3,299	6,346	6,077	63,231	679	4,481	68,391
Apr	3,095	4,954	3,947	5,047	5,901	5,101	4,796	2,296	6,847	4,469	1,901	3,182	6,362	6,336	64,234	710	5,394	70,338
May	3,550	4,973	4,228	4,955	5,437	4,840	4,471	2,655	7,306	5,120	1,001	3,034	6,555	5,983	64,108	685	1,615	66,408
Jun	3,098	4,228	3,503	3,967	4,753	4,588	4,268	2,367	6,449	4,262	1,089	2,596	6,129	5,178	56,475	662		57,137
Total	36,771	53,272	46,997	54,862	61,101	56,100	53,629	28,122	83,803	55,164	12,974	38,095	79,854	70,750	731,494	7,167	37,293	775,954