

**Androscoggin Transportation
Resource Center**

2020 – 2021 Unified Planning Work Program

APPROVED
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Amended
December 12, 2019

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Amendments

1. December 12, 2019 - Minor revision to reflect 2019 FTA 5303 allocation; increase in Task #12 budget of \$4,056

INTRODUCTION

The Unified Planning Work Program (UPWP) describes the transportation planning process in the Lewiston-Auburn area in light of the particular problems and opportunities the area faces. Federal legislation and regulations govern, as well as fund the activities of the Androscoggin Transportation Resource Center (ATRC). ATRC is a Metropolitan Planning Organization (MPO), and nationwide is one of over 300 similar organizations in metropolitan areas with over 50,000 urbanized population.

ATRC is made up of elected and appointed officials from the cities of Lewiston and Auburn and the towns of Lisbon and Sabattus. Other members of this MPO include the Maine Department of Transportation (MaineDOT), the Maine Turnpike Authority (MTA) and the Androscoggin Valley Council of Governments (AVCOG). The non-voting members are the Androscoggin County Chamber of Commerce, the Lewiston-Auburn Transit Committee, Western Maine Transportation Services (WMTS), AVCOG Transportation Committee and the four modal administrations of the U.S. Department of Transportation.

One of the key requirements is that the ATRC conduct a metropolitan transportation planning process that is continuous, cooperative, and comprehensive. As part of this process, the ATRC must adopt a Unified Planning Work Program (UPWP) that provides for consideration and implementation of projects, strategies and services that will address the following ten factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. MAP-21 transformed federal transportation grant programs by establishing new requirements for performance management and performance-based planning and programming to ensure the most efficient investment of federal transportation funds. The Fixing America's Surface Transportation Act (FAST Act) was signed into law in 2015 and continued the performance management and performance-based planning and programming requirements of MAP-21 with minor changes. In implementing MAP-21 and FAST Act, state Departments of Transportation (DOT's), MPO's, and providers of public transportation must:

- establish performance targets that reflect the measures;
- report on progress towards achieving those targets;
- develop performance based plans for safety and asset management; and
- implement a performance based approach to planning and programming.

The UPWP outlines the work plan and budget for the two-year cycle which starts on January 1, 2020, and is intended to serve the following purposes:

- Describe the technical and administrative activities to be undertaken by ATRC in CY 2020 and 2021;
- Constitute the Scope of Work of an AGREEMENT between ATRC and the MaineDOT for the transfer of Federal Highway Administration (FHWA) "PL" funds, authorized under the applicable provisions of Titles 23, 40, and 49 of the US Code and the Code of Federal Regulations that call for a continuing, comprehensive, and cooperative metropolitan transportation planning process. These PL funds finance a major portion of the work to be performed;
- Constitute the Scope of Work for the Section 5303 and 5307 Federal Transit Administration (FTA) grants; and
- Identify functional and financial responsibilities for carrying out individual tasks.

To ensure that the biennial ATRC Work Plan, the Unified Planning Work Program (UPWP), provides for effective public involvement, ATRC solicits comments on proposed planning activities by a direct electronic communication to the *affected and interested parties* listed in the Public Participation Policy. Comments are made available as they are known to the ATRC Technical Committee and Policy Committee as they develop the UPWP. Copies of the Draft UPWP and approved UPWP are available to the general public upon request and on the ATRC website.

Format

The following format will be used to describe the planning tasks set forth in the UPWP:

TASK TITLE

OBJECTIVE sets forth the purpose of the task

PREVIOUS WORK delineates prior efforts related to the task

PRODUCTS delineates anticipated results of the task's efforts

METHODOLOGY summarizing activities and procedures expected to be involved in completing the task

FINANCIAL RESPONSIBILITY identifies the sources of funding for each task

FUNCTIONAL RESPONSIBILITY identifies the entities responsible for carrying out the planning tasks and the amount of resources allocated to each entity

TRANSPORTATION ISSUES FOR CY 2020-2021

Congestion Management through Traffic Signal Management

The use of a centralized system to control and manage the signals in the area is essential to Congestion Management. The system exists and is capable of being managed, monitored and updated remotely. ATRC has determined the system's capabilities and requirements, as well as the management requirements to optimize the signal systems in the area. With the recently completed upgrade of signal management software, ATRC will again focus on optimizing the signal systems.

Geographic Information Systems (GIS) Improvements

The communities in the MPO, ATRC/AVCOG and the MaineDOT are all using GIS in their respective areas to manage data and produce graphic products for themselves and areas they serve. ATRC/AVCOG will continue to participate in the effort to organize, share and minimize duplication of data between all organizations. ATRC/AVCOG will be making major additions to its GIS capabilities and increase our support to the area.

Data Collection

The ATRC will be concentrating on data collection from traffic counts to turning movement counts and updates to the GIS System. The majority of the traffic data will be used to aid in the Congestion Management throughout the Traffic Signal Management System and as requested by the municipalities.

Intelligent Transportation Systems

The ATRC will continue examining Intelligent Transportation Systems (ITS) being used in the transit industry and evaluating the feasibility of implementing this technology in Lewiston-Auburn. ITS technology to be considered includes global positioning satellite systems, smart card technology, traveler information, and public safety.

Transit System

The current transit system design has remained relatively unchanged since its inception. However, the needs and expectations of the communities have changed significantly over the years. ATRC will work with the Lewiston-Auburn Transit Committee (LATC) and a consultant to review the transit needs of the MPO area and determine the most efficient and effective manner of providing transit in the ATRC area and to develop a plan to transition the existing system.

TASK 1 - PROGRAM ADMINISTRATION

OBJECTIVES

- To provide administrative direction of ATRC's Planning Program, staffing for both ATRC Policy and Technical Committees and the Lewiston-Auburn Transit Committee (LATC), staff attendance at regional and statewide transportation meetings, staff attendance at Maine Transit Association meetings, ATRC Policy and Program Development, and normal administrative duties, which include the Transportation Improvement Program (TIP), UPWP and Bylaw amendments.
- To respond to changing state and federal laws and regulations, as they apply to the ATRC communities. Staff shall ensure regulatory compliance of the ATRC program. Staff will provide input into the regulatory process, as directed by the ATRC Policy Committee. Staff will develop new local policy to comply with new federal and state initiatives.
- To administer Requests for Qualifications (RFQs), Requests for Proposals (RFPs), the consultant selection process, contract development, administration and oversight of all consultant work identified in the Unified Planning Work Program.
- To inform the public, both individual citizens and groups, about the ATRC transportation planning program.
- Provide funds for attendance at technical workshops, seminars, courses and other training programs. To provide capital funds to meet the needs of the overall urban planning program - historically used for improving the technical capacity of staff such as computer software, traffic counters, etc....
- To provide ongoing administrative oversight and technical support for various transit services in the Lewiston- Auburn area, including *citylink*, Western Maine Transportation Services (WMTS), and the Lisbon Commuter Service. This includes Congestion Mitigation and Air Quality (CMAQ) and FTA Section 5307 grants management, required reporting of the service(s), ridership and costs to MaineDOT, and procurement of capital and/or services.
- To prepare and submit all Section 5307 FTA Planning, Operating and Capital Grants. Assist LATC, WMTS, Lisbon and other transit providers in the procurement of buses and other capital equipment. Provide technical assistance to WMTS, as it relates to Section 15 reporting, ensure compliance with federal and state transit policies. Intergovernmental review of all planning grant applications. State Triennial Review.
- To assist with monitoring and evaluating the service operations and ridership to determine the need and course for implementing service improvements.

PREVIOUS WORK

Program Administration is an ongoing ATRC and AVCOG function.

- Prepared supporting documentation for a FTA capital grant application submitted by MaineDOT on behalf of LATC for construction of a new bus station.
- Prepared and submitted FTA Section 5307 and Section 5303 planning grant applications for AVCOG to support previous UPWPs.
- Presented to the ATRC Policy Committee the preliminary allocation of Section 5307 operating and capital funds. Prepared and submitted Section 5307 grant applications for LATC and WMTS.
- Worked with the Town of Lisbon to ensure continuation of transit funding from rural sources.
- All mailings supporting the ATRC Policy, Technical Committee and ad hoc committees.
- Developing agendas and presentations for the ATRC Policy, Technical and ad hoc committees.
- Provide an interface with the regional transportation efforts.

PRODUCTS AND ACTIVITIES

1. Work with MTA and MaineDOT on studies and activities as they pertain to the ATRC area.
2. Develop process to work with MaineDOT, Portland Area Comprehensive Transportation System (PACTS), Greater Portland Council of Governments (GPCOG) and others as needed on future planning issues.

3. Participate in discussions and/or planning the Passenger Intermodal Facility development, expanded passenger rail service and airport activities.
4. Monitor the acquisition of the Lewiston Lower Road rail line.
5. Develop Scopes of Work, RFQs, RFPs, contracts, etc.
6. Develop the CY 2022-2023 UPWP.
7. Document management.
8. Reports to MaineDOT on PL and FTA funded activities.
9. Coordination with MaineDOT on its 20-year plan.
10. Staff representation at ATRC, LATC and other meetings.
11. Staff representation at local, regional and statewide transportation related meetings.
12. TIP, Metropolitan Transportation Plan (MTP) and UPWP amendments.
13. Policy and Position Statements regarding state and federal regulatory development, as deemed appropriate.
14. Staff coordination with the regional planning process.
15. Training for staff.
16. Draft all Section 5307 FTA Planning, Operating and Capital Grants for the Lewiston-Auburn urban area.
17. Grants compliance.

METHODOLOGY

Development, oversight and administration of consultant studies listed in the UPWP will be accomplished through the Technical Committee framework. Development, oversight and administration of FTA funded tasks and consultant studies, policy and position statements, public participation involvement, TIP, UPWP, MTP, bylaw amendments are accomplished under the Policy Committee framework. All activities to be performed on behalf of LATC will be accomplished under the LATC framework. LATC activities will be forwarded to the ATRC Policy Committee, where it will be reviewed for conformity to the ATRC Long-Range Transportation Plan.

Provide continued technical assistance to all Section 5307 applicants, as it relates to reporting, compliance with federal, state and local transit policies; and grants management and contract services.

This task generally does not lend itself to any specific methodology.

Funding Source		Responsibility	
FHWA "PL"	\$140,000	In-House	\$325,000
FTA 5307	\$90,000	Consultant	
FTA 5303	\$30,000		
MaineDOT	\$26,250		
AVCOG	\$13,000		
IKS	\$17,000		
Local	\$8,750		
LATC			
TOTAL	\$325,000		

This Task will cover both CY 2020 and 2021

TASK 2 – PLANNING SUPPORT/ASSISTANCE

OBJECTIVE

- To respond to planning needs in ATRC communities that require more involvement than Task 1 allows and that are not associated with a specific UPWP task, on an as-needed basis. Generally, these tasks should be able to be completed in less than 20 staff hours. A task that is expected to require more time than this will be brought to ATRC Technical and Policy Committees for approval for funding as a separate task.

PREVIOUS WORK

Planning Support/Assistance is an ongoing ATRC and AVCOG function.

PRODUCTS AND ACTIVITIES

1. Participation in community meetings.
2. Written or verbal response to requests for information on grant applications, etc.
3. Report of attendance at community meetings.

METHODOLOGY

1. Work with ATRC communities on activities as needed.
2. Review past studies in the vicinity of the area of interest.
3. Background/historical data provided to communities, as appropriate.
4. Complete additional data collection, if necessary.

Funding Source			Responsibility	
FHWA "PL"	\$150,000		In-House	\$187,500
FTA 5307			Consultant	
FTA 5303				
MaineDOT	\$28,125			
AVCOG				
IKS				
Local	\$9,375			
LATC				
TOTAL	\$187,500			

This Task will cover both CY 2020 and 2021

TASK 3 – PUBLIC EDUCATION AND OUTREACH

OBJECTIVE

- To enhance public participation in the transportation planning process for the ATRC area.
- To enhance public education on specific areas of interest in transportation planning and development, such as, but not limited to, bicycle and pedestrian safety, and stormwater

PREVIOUS WORK

- This is work that ATRC staff has done to support other UPWP tasks over the years.

PRODUCTS/ACTIVITIES/METHODOLOGY

1. Review and update the ATRC Public Participation Policy.
2. Work with the public works staff from the communities to improve awareness of stormwater issues as related to the transportation system.
3. Work with the local Police Departments to improve communications, develop Q&A for on and off-road bicycle facilities (rules, laws, enforcement, etc.).
4. Work with local agencies/organizations to provide more information on bicycle/pedestrian facilities within the ATRC area.
5. Answer questions from the public, agencies, etc. related to transportation in the ATRC area.
6. Help to promote awareness of all modes of the transportation system in the ATRC area.
7. Public Information and Affairs - including assisting committees with public information/education efforts and developing an ATRC informational brochure.
8. Soliciting public comment and input on transportation planning activities through public information meetings, both hosted and attended by ATRC.
9. Maintain the ATRC Web page

Funding Source		Responsibility	
FHWA "PL"	\$12,000	In-House	\$15,000
FTA 5307		Consultant	
FTA 5303			
MaineDOT	\$2,250		
AVCOG			
IKS			
Local	\$750		
LATC			
TOTAL	\$15,000		

This Task will cover both CY 2020 and 2021

TASK 4 – TIP/MAINEDOT CAPITAL WORK PLAN/PERFORMANCE MEASURES

OBJECTIVE

- To produce a multimodal 2020-2023 Transportation Improvement Program (TIP) and begin the process for the 2021-2024 TIP. These TIPs will be financially constrained by the anticipated federal, state and local funding levels anticipated for each funding program.
- To examine and communicate issues affecting transportation funding to the State of Maine and to the ATRC area.
- To develop an improved understanding of the underlying condition of roadways in area towns that are likely to be considered for funding through the ATRC project selection process.
- To improve the cost estimation process for projects to minimize the number of projects that are underfunded.

PREVIOUS WORK

- This is an ongoing task and ATRC has developed TIPs and supported MaineDOT's efforts in producing the MaineDOT Work Plan and the MaineDOT LRTP.

PRODUCTS AND ACTIVITIES

1. A financially constrained 2020-2023 Transportation Improvement Program.
2. A financially constrained 2021-2024 Transportation Improvement Program.
3. Activities contributing to a better understanding of transportation funding issues affecting the ATRC area.
4. A selection for roadways in the analysis process will be developed as part of this task.
5. Staff will prepare updates to various town and city boards and commissions on the status of federally funded projects selected in past TIPs, as requested.
6. Review and reassess the project selection criteria for MaineDOT Capital Work Plans/TIPs.
7. Assist as requested with the MaineDOT Work Plan development process for 2021-23.
8. Assist as requested with the MaineDOT Work Plan development process for 2022-24.
9. TIP, Metropolitan Transportation Plan (MTP) and UPWP amendments
10. Review and updates of performance measures
11. Examine ATRC policy goals and processes, and project goals, to document existing performance measures.
12. Continued incorporation of performance measures into ATRC processes, as appropriate.
13. Develop and or enhance performance measures for ATRC, as needed.
14. Incorporate the adopted performance measures into ATRC processes.

METHODOLOGY

1. Develop, analyze, recommend priorities, develop applications and ensure consistency with ATRC's Metropolitan Plan.
2. Ensure an adequate public participation process as identified in ATRC's Public Involvement Process.
3. Draft and forward adopted 2020-2023 TIP to MaineDOT and other federal agencies and begin work on the 2021-2024 TIP.
4. To develop an improved understanding of the underlying condition of roadways in area towns that are likely to be considered for funding through the ATRC project selection process.
5. Ensure that road data used for project selection prioritization is accurate and complete.

Funding Source			Responsibility	
FHWA "PL"	\$60,660		In-House	\$75,825
FTA 5307			Consultant	
FTA 5303				
MaineDOT	\$11,374			
AVCOG				
IKS				
Local	\$3,791			
LATC				
TOTAL	\$75,825			

This Task will cover both CY 2020 and 2021

TASK 5 - TRANSPORTATION PLANNING TOOL DEVELOPMENT

OBJECTIVE

- The ongoing maintenance and continued development of the Travel Demand Model is the primary objective of this task.
- Staff will assist member agencies and municipalities with traffic model work in support of such efforts as estimating traffic for the Maine Turnpike interchanges and other studies
- Much of the staff's work with the model will be with a number of UPWP tasks discussed elsewhere in this document.
- To provide data requested by MaineDOT in support of other transportation projects conducted by MaineDOT and other agencies in the modeled area.
- To allow for continued staff development and education in making the model more useful to ATRC.

PREVIOUS WORK

- This is a continuing task.
- The Travel Demand Model was developed as part of previous UPWPs .

PRODUCTS AND ACTIVITIES

1. ATRC Travel Demand Model network.
2. Data acquisition and input.
3. Model refinement.
4. Use the Model for Specific Studies, such as:
 - ATRC subarea or corridor studies
 - Specific requests from AVCOG communities
 - Special requests from MaineDOT and the Maine Turnpike Authority
5. Travel Demand Model runs for planning studies listed in this UPWP.

METHODOLOGY

1. Determine database components and composition.
2. Track performance review indicators/efficiency measures.
3. Input and maintain a traffic model traffic projection count base.

Funding Source			Responsibility	
FHWA "PL"	\$6,000		In-House	\$2,500
FTA 5307			Consultant	\$5,000
FTA 5303				
MaineDOT	\$1,125			
AVCOG				
IKS				
Local	\$375			
LATC				
TOTAL	\$7,500			

This Task will cover both CY 2020 and 2021

TASK 6 - TRANSPORTATION DATA COLLECTION

OBJECTIVE

- To develop more complete coverage of traffic volumes (AADT) and turning movement counts and other transportation data at selected locations throughout the ATRC region. This program will supplement the annual count program carried out by MaineDOT.

PREVIOUS WORK

- Implementation of ATRC's Supplemental Traffic Count Program was initiated by the ATRC Technical Committee in FY 1996 and has continued to this date.
- Staff currently collects and maintains motor vehicle, bicycle and pedestrian traffic count and turning movement count data
- Staff has attended FHWA data collection training and state counting committees

PRODUCTS AND ACTIVITIES

1. Evaluate new traffic counting equipment.
2. Annual report of supplemental counts with data analysis, trend lines and mapping.
3. Counts will be used to validate outputs from ATRC's Traffic Forecasting Model and will be incorporated into ATRC's GIS.
4. Counts will be used in traffic reviews/assistance and to supplement special studies.
5. ATRC will work with MaineDOT and its traffic count program to increase count data and work to speed up the data processing time to get a product earlier.
6. Continue the Turning Movement Counting Program, at an average of 40 counts per year.

METHODOLOGY

1. Staff will identify areas that lack traffic count data and continue supplying MaineDOT's and ATRC's data to ATRC communities.
2. Staff will solicit count locations from member communities and identify counting needs in conjunction with special studies.
3. Routine maintenance of equipment and purchase of supplies.

Funding Source		Responsibility	
FHWA "PL"	\$48,000	In-House	\$36,500
FTA 5307		Consultant	\$23,500
FTA 5303			
MaineDOT	\$9,000		
AVCOG			
IKS			
Local	\$3,000		
LATC			
TOTAL	\$60,000		

This Task will cover both CY 2020 and 2021

TASK 7 – SHORT RANGE PLANNING-URBAN TRANSIT MARKETING-ADA PLANNING

OBJECTIVE

- To improve transportation services and options available to commuters, students, elderly, disabled and transit dependent people with an emphasis on improvements envisioned by the Americans with Disabilities Act (ADA) and Title VI through marketing assistance, planning and research on an ongoing, consistent and systematic basis.
- To assist the LATC and WMTS in the marketing of new and modified transit services resulting from the 2009 Evaluation of the Fixed Route Bus System in Lewiston-Auburn.
- To work to improve access to transit for people with disabilities and to address any issues. To maintain full compliance of the urban public transportation system under ADA and Title VI.

PREVIOUS WORK

- In 2016, LATC awarded a new three-year operating and maintenance contract to WMTS. This contract also had two one-year options to extend, which have been executed.
- In 2005, staff began “*citylink* 101” to educate and familiarize people with *citylink*. This was a 90 minute presentation that includes an overview of how to read the schedule, an opportunity to check out the bus, and to ride the bus on one of its routes. These presentations continue on a fairly regular basis.
- Staff and the ADA Advisory Committee have been reviewing and updating LATC’s ADA Policies and Procedures.

PRODUCTS AND ACTIVITIES

1. Distribute new route maps, schedules, informational aids at kiosks, promotional material, campaigns, etc.
2. Ongoing implementation of the public outreach and public administrative recommendations resulting from the 1994 ATRC TDM Study, 1995 Evaluation of Transit for People with Disabilities, 1995 ATRC Fixed-Route Transit Study, 2009 Fixed-Route Transit Study, Regional Long-Range Transit Plan and Intermodal Passenger Study.
3. Evaluate the ADA complementary paratransit ridership, costs and the potential for coordination and cost efficiencies.
4. Implement and update a marketing plan for the service(s), including past sales program, advertising, schedules, route maps, distribution, etc.
5. Coordination of transit services to gain cost efficiencies and ridership.
6. Develop a database and reporting system for monthly reports to include ridership, eligible operational costs, service quality assessment, etc.
7. Continue development of new advertising sponsors to defray costs of service and enhance marketing efforts.
8. Develop an ADA brochure addressing available services, mobility device specifications, and other relevant issues.

METHODOLOGY

- Assist communities through procurement review of capital equipment to ensure ADA compliance.
- Staff will attempt to link the service(s) with other existing and proposed services to improve ridership particularly those services developed as part of other UPWP studies.

Funding Source		Responsibility	
FHWA "PL"		In-House	\$68,750
FTA 5307		Consultant	
FTA 5303	\$55,000		
MaineDOT			
AVCOG	\$12,750		
IKS	\$1,000		
Local			
LATC			
TOTAL	\$68,750		

This Task will cover both CY 2020 and 2021

TASK 8 - TRAFFIC REVIEWS/TECHNICAL ASSISTANCE

OBJECTIVE

- To provide transportation and traffic engineering/technical assistance to ATRC municipalities on an as-requested basis. Generally, these tasks should be able to be completed in less than 20 staff hours. A task that is expected to require more time than this will be brought to ATRC Technical and Policy Committees for approval for funding as a separate task. This task also provides staff time to respond to requests from the municipalities and general public for traffic and transportation related data.

PREVIOUS WORK

- Traffic review/technical assistance is an ongoing ATRC function.
- Meetings with MaineDOT on Traffic Data Collection.
- Reviewing site plans with cities on projected developments.
- Participation at Traffic Movement Permit Scoping Meetings.

PRODUCTS AND ACTIVITIES

- Written or telephone response to all municipal requests for assistance.
- Written or telephone response to all public requests for data.
- Technical memorandum and reports as requested by the ATRC Technical Committee; staff review of conclusions with the Technical Committee.
- Participation in Traffic Movement Permit application process by attending scoping meetings, reviewing applications, and providing any comments to the appropriate municipality and/or MaineDOT.

METHODOLOGY

- Make determination that a traffic concern will likely take less than 20 staff hours.
- Review past studies in the vicinity of the study area.
- Complete additional data collection, if necessary.
- Analyze the data and review potential recommendations within the context of the long-range plan.
- Prepare a written response to the Technical Committee with recommended action.
- Attend Traffic Movement Permit application scoping meetings and provide comments as appropriate.

Funding Source		Responsibility	
FHWA "PL"	\$44,000	In-House	\$55,000
FTA 5307		Consultant	
FTA 5303			
MaineDOT	\$8,250		
AVCOG			
IKS			
Local	\$2,750		
LATC			
TOTAL	\$55,000		

This Task will cover both CY 2020 and 2021

TASK 9 - GIS

OBJECTIVE

- Review and upgrade the GIS system and build better cooperation between the municipalities, AVCOG/ATRC and MaineDOT to identify what data is available, what can be shared, and aid in eliminating duplication.
- Establish a working protocol with MaineDOT to provide information to communities and support MaineDOT's efforts to upgrade their data.
- Develop and improve the existing GIS data and make more efficient use of the data in planning efforts for future development.
- Create maps and tools that enhance transportation planning.
- Construct and maintain transit database for effective transit planning.

PREVIOUS WORK

- The use of GIS has been an ongoing effort.

PRODUCTS AND ACTIVITIES

1. Upgrade existing databases for traffic signals, traffic counts, reports and studies in the area and connect those databases into the online GIS system to better provide a more comprehensive product that is easier to access and a better planning tool.
2. Provide project data, studies and planning efforts to incorporate that information into the GIS database.
3. Develop and provide maps as needed to support requests.

METHODOLOGY

- Review and update existing databases for transportation to include traffic signal information, traffic counts, reports and studies.
- Transfer and link those existing databases into the GIS for signal management access including online capabilities.
- Use existing training programs to aid employees to better utilize GIS.
- Maintain capital inventory of transit equipment in the region and other transit planning enhancement activities.

Funding Source		Responsibility	
FHWA "PL"	\$20,000	In-House	\$25,000
FTA 5307		Consultant	
FTA 5303			
MaineDOT	\$3,750		
AVCOG			
IKS			
Local	\$1,250		
LATC			
TOTAL	\$25,000		

This Task will cover both CY 2020 and 2021

TASK 10 – CONGESTION MANAGEMENT (TRAFFIC SIGNAL MANAGEMENT)

OBJECTIVE

- Traffic growth, safety and operational problems have become issues within the ATRC area. The continued growth in the Lewiston and Auburn downtowns has exacerbated traffic flow issues and needs to be addressed.

PREVIOUS WORK

- Created and implemented time of day signal timing plans for the Court St/Main St corridor, Minot Avenue, Sabattus Street, East Avenue, and the Center Street corridor.
- Updates to the timing plans of isolated signals.
- On-going monitoring of signal coordination and remote video vehicle detection.
- The Central Business District Study and the Center Street TSM identified the need for better signal timing and recommendations on linking signals in the area.
- The ATRC completed a Traffic Signal Management Study in 2008 and 2009 that created a plan to implement a structure to manage signals in the ATRC area.

PRODUCTS AND ACTIVITIES

1. This effort will continue to identify signal systems that should be linked, expand the timing review efforts and plan for future expansion of the signal system.
2. An analysis of improvement alternatives and recommendations will result for proposed changes to corridors.
3. Examine, develop and implement timing and coordination strategies.

METHODOLOGY

- Develop turning movement count prioritized list and continue a program of turning movement counts.
- Review turning movement counts and develop signal timing recommendations.
- An RFP may be developed to hire a consultant to provide peer review of signal timing recommendations.
- Using data collected before and after to compare improvements and examine impacts of changes.
- Assist, in person and remotely through signal system, municipalities with traffic signal issues.
- Manage the advanced Traffic Signal Management Program.

Funding Source		Responsibility	
FHWA "PL"	\$88,000	In-House	\$70,000
FTA 5307		Consultant	\$40,000
FTA 5303			
MaineDOT	\$16,500		
AVCOG			
IKS			
Local	\$5,500		
LATC			
TOTAL	\$110,000		

This Task will cover both CY 2020 and 2021

TASK 11 - TRANSIT PLANNING EMPHASIS AREA

OBJECTIVE

- To review alternative organizational/management structures for transportation facilities and services in the greater Lewiston-Auburn Area. Currently, there are separate management structures for air, rail, transit, and possibly another for managing the approved Passenger Intermodal Facility.
- The Lewiston-Auburn Transit Committee (LATC), owners of the fixed route system, was established in 1976 with the charge to provide mass public transportation. The current management structure is a governing committee that contracts with a transit provider for the operation and maintenance of the bus system.
- Public transportation in the Lewiston-Auburn area has since changed, with the town of Lisbon managing a commuter service, and other towns in the Metropolitan Statistical Area (MSA) expressing interest in transit service.
- LATC entered into a new three-year contract (with two one-year options) with WMTS, beginning October 2016. The contract with WMTS includes operation of the fixed route service, maintenance of fixed route buses, and certification, scheduling and operation of ADA Complementary Paratransit service.
- Follow-up and implement recommendations from the 2009 fixed route service evaluation.
- Work with the MPO, MaineDOT and other agencies on local and statewide planning.
- Develop goals and objectives for the ATRC area and the surrounding region focusing on available public and private transit services, community needs, funding sources, and the allocation of these funds and coordinated services.
- Expand coordination with health and human service agencies transit programs.
- Continue efforts on establishing transit services meeting the needs of people on welfare or the working poor, the elderly, and the immigrant and refugee population, and to develop grant proposals as available for federal funding and/or other funding sources.
- Continue development of safety and security plans and procedures.
- Implement recommendations from the short-range transit plan.

PREVIOUS WORK

- Worked with the Lewiston-Auburn Refugee Collaborative to prepare and submit a grant application to the Community Transportation Association of America for planning assistance funds. The group was not awarded the grant; however, work is continuing to address the transportation needs of the refugee/ immigrant population.
- An Evaluation of the Fixed Route Bus System in Lewiston-Auburn, July 2009.
- An Evaluation of the Fixed Route Bus System in Lewiston-Auburn, March 2016.

PRODUCTS AND ACTIVITIES

1. Prepare an update to the short-range contingency plan.
2. LATC is responsible for providing transit information to the Policy Committee.
3. Survey of ADA and other paratransit and fixed route patrons.
4. Short-range and long-range transit plans for ATRC and the region that will define transit and capital needs.
5. Transit investment plan.
6. Strategies for Improving Access to Jobs.

METHODOLOGY

- Work with local officials to promote and expand clean fueled fleet vehicles. Work with MC² to keep abreast of new technologies and funding opportunities.

- Work with the agencies, organizations and local groups to assess the transit needs of transit dependent populations, including but not limited to elderly, individuals with special needs, and refugee and immigrants.

Funding Source			Responsibility	
FHWA "PL"			In-House	\$62,500
FTA 5307	\$50,000		Consultant	
FTA 5303				
MaineDOT				
AVCOG	\$11,500			
IKS	\$1,000			
Local				
LATC				
TOTAL	\$62,500			

This Task will cover both CY 2020 and 2021

TASK 12 - TRANSIT SYSTEM STUDY

OBJECTIVE

- The current transit system design has remained relatively unchanged since its inception. The goal of the study is to determine the most efficient and effective manner of providing transit in the Lewiston-Auburn area and develop a plan to transition the existing system.

PREVIOUS WORK

- Multiple transit route planning studies

PRODUCTS AND ACTIVITIES

- Review prior transit route planning studies as well as historic ridership statistics to establish a baseline for comparison with a new proposed transit system.
- Host an initial public meeting to receive feedback from local stakeholders and transit users.
- Conduct an analysis of the demographics in the Lewiston-Auburn area
- Identify public transit demand (i.e. employment centers, medical facilities, educational institutions, human service agencies, housing developments, retail and food establishments, and civic, social, and religious organizations, etc.)
- Examine connections to regional transportation services, such as WMTS fixed route service to Farmington, Lisbon, etc.
- Examine funding opportunities and eligibility such as federal, state, private, local, etc with the proposed system.
- Provide a report detailing an optimal transit system and service design for the Lewiston-Auburn area.
- Provide a report detailing a transition plan to shift the existing system towards the proposed optimal system.

METHODOLOGY

- Examine and analyze area demographics, review prior studies, host three (3) public meetings and provide a report detailing proposed optimal routes, route schedules, fare systems, fleet capacity, connections to other transportation links in the region, and eligibility for federal funding, etc and a report detailing a transition plan towards the transit system outlined in the first report.

Funding Source		Responsibility	
FHWA "PL"	\$26,034	In-House	\$37,500
FTA 5307		Consultant	\$109,109
FTA 5303	\$71,253		
MaineDOT	\$4,881		
AVCOG	\$17,813		
IKS			
Local	\$1,627		
LATC	\$25,000		
TOTAL	\$146,609		

This Task will cover both CY 2020 and 2021

TASK 13 – MALL AREA PEDESTRIAN IMPROVEMENTS (Auburn)

OBJECTIVE

- Review existing pedestrian accommodations in the Mall Area and identify improvements

PREVIOUS WORK

- Existing plans

PRODUCTS AND ACTIVITIES

- Host an initial public meeting for input
- Review existing challenges and identify improvements that could make it easier for pedestrians to move between stores in the mall area

METHODOLOGY

1 public meeting, recommend design of infill sidewalk connections and crossings.

Funding Source			Responsibility	
FHWA "PL"	\$22,000		In-House	\$27,500
FTA 5307			Consultant	
FTA 5303				
MaineDOT	\$4,125			
AVCOG				
IKS				
Local	\$1,375			
LATC				
TOTAL	\$27,500			

This Task will cover both CY 2020 and 2021

Planning Evaluation Factors	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7	Task 8	Task 9	Task 10	Task 11	Task 12	Task 13
Support economic vitality of urbanized area	X	X	X	X	X	X	X	X	X	X	X	X	X
Increase safety of transportation system for motorized and non-motorized users	X	X		X	X		X	X	X	X	X	X	X
Increase security of transportation system for motorized and non-motorized users	X	X		X	X		X	X	X	X	X	X	X
Increase accessibility and mobility options for people and freight	X	X	X	X	X		X	X	X	X	X	X	X
Protect and enhance environment, promote energy conservation and improve quality of life	X	X	X	X	X		X	X	X	X	X	X	X
Enhance integration and connectivity of transportation system (all modes) for people and freight	X	X	X	X	X	X	X	X	X	X	X	X	X
Promote efficient system management and operation	X	X	X	X	X	X	X	X	X	X	X	X	X
Emphasize preservation of existing transportation system	X	X	X	X	X	X	X	X	X	X	X	X	X
Improve resilience and reliability of transportation system and reduce or mitigate stormwater impacts	X	X	X	X	X	X		X	X	X			
Enhance travel and tourism	X	X	X	X	X	X	X	X	X	X	X	X	X

Figure 1. Matrix of the ten FAST Act Planning Factors

Table 1

ATRC CY2020-2021 Unified Planning Work Program

Amended 12-12-19

Task		Funding Source:											
		FHWA "PL"	FTA 5307	FTA 5303	MDOT	AVCOG	IKS	Local	LATC	Total	Staff	Consultant	Total
1	Program Admin	\$140,000	\$90,000	\$30,000	\$26,250	\$13,000	\$17,000	\$8,750		\$325,000	\$325,000		\$325,000
2	Planning Support/Coordination/Assistance	\$150,000			\$28,125			\$9,375		\$187,500	\$187,500		\$187,500
3	Public Education/Outreach	\$12,000			\$2,250			\$750		\$15,000	\$15,000		\$15,000
4	TIP/Work Plan/Performance Measures/FAST Act	\$60,660			\$11,374			\$3,791		\$75,825	\$75,825		\$75,825
5	Transportation Planning Tool (Model)	\$6,000			\$1,125			\$375		\$7,500	\$2,500	\$5,000	\$7,500
6	Traffic Data Collection	\$48,000			\$9,000			\$3,000		\$60,000	\$36,500	\$23,500	\$60,000
7	Urban Transit Marketing/Short Range & ADA Planning			\$55,000		\$12,750	\$1,000			\$68,750	\$68,750		\$68,750
8	Traffic Reviews/Technical Assistance	\$44,000			\$8,250			\$2,750		\$55,000	\$55,000		\$55,000
9	GIS	\$20,000			\$3,750			\$1,250		\$25,000	\$25,000		\$25,000
10	Congestion Management(Traffic Signal Mgmt)	\$88,000			\$16,500			\$5,500		\$110,000	\$70,000	\$40,000	\$110,000
11	Transit Planning		\$50,000			\$11,500	\$1,000			\$62,500	\$62,500		\$62,500
12	Transit System Study	\$26,034		\$71,253	\$4,881	\$17,813		\$1,627	\$25,000	\$146,609	\$37,500	\$109,109	\$146,609
13	Mall Area Pedestrian Access	\$22,000			\$4,125			\$1,375		\$27,500	\$27,500		\$27,500
Total:		\$616,694	\$140,000	\$156,253	\$115,630	\$55,063	\$19,000	\$38,543	\$25,000	\$1,166,184	\$988,575	\$177,609	\$1,166,184

Municipality	2010 Pop.	% of Pop.	VMT	% of VMT	Local Share
Auburn	17,924	30.22%	151,593,482	43.31%	36.76%
Lewiston	33,768	56.93%	153,923,067	43.97%	50.45%
Lisbon	5,528	9.32%	32,315,784	9.23%	9.28%
Sabattus	2,095	3.53%	12,199,408	3.49%	3.51%
Total	59,315	100.00%	350,031,741	100.00%	100.00%

Municipal Biennial Local Share

		<u>2020-2021</u>
Auburn	36.76% of \$38,543=	\$ 14,168.41
Lewiston	50.45% of \$38,543=	\$ 19,444.94
Lisbon	9.28% of \$38,543=	\$ 3,576.79
Sabattus	3.51% of \$38,543=	\$ 1,352.86
Total		\$ 38,543.00

Amendments

1st Minor revision to reflect 2019 FTA 5303 allocation

12/12/2019