

Androscoggin Transportation

Resource Center

2010 - 2011 Unified Planning Work Program

Draft

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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.

The UPWP outlines the work plan and budget for the two-year cycle which starts on July 1, 2009, and is intended to serve the following purposes:

- Describe the technical and administrative activities to be undertaken by ATRC in FY 2010 and 2011;
- Constitute the Scope of Work of an AGREEMENT between ATRC and the MaineDOT for the transfer of Federal Highway Administration (FHWA) "PL" funds, authorized by 23 USC104f for carrying out the planning process required by 23 USC134, used to 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.

This UPWP meets the intent of the FTA and FHWA Planning Emphasis Areas.

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 through:

- (1) a direct mailing to the *affected and interested parties* listed in the Public Participation Policy; and
- (2) a public notice in the local daily newspaper.

Comments are made available to the ATRC Technical Committee and Policy Committee before they begin the development of the UPWP. Copies of the Draft UPWP and approved UPWP are available to the general public upon request.

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

This report was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Transportation Issues for FY 2010-11

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. ATRC will be expanding the management system to incorporate more signals and 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 be leading 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 through out the Traffic Signal Management System.

Intelligent Transportation Systems

The ATRC will be 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.

PROGRAM SUPPORT AND ADMINISTRATION

These series of tasks cover those organizational activities that are ongoing and/or routine in nature.

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 capital needs of the overall urban planning program - historically used for improving the technical capacity of staff.
- 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 (formerly Section 9) 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.
- Monitored the construction of the new bus station and conducted interviews in compliance with Davis-Bacon.
- Prepared and submitted FTA Section 5307 and Section 5303 planning grant applications for AVCOG to support ATRC's FY 2008-2009 UPWP.

- Presented to the ATRC Policy Committee the preliminary allocation of Section 5307 operating and capital funds. Prepared and submitted Section 5307 grant applications for FY 2006 and 2007 for LATC, and WMTS.
- Worked with the Town of Lisbon to ensure continuation of transit funding from rural sources, and no longer urban, since the 2000 Census removed Lisbon from the urbanized area.

PRODUCTS AND ACTIVITIES

1. Keep abreast of the east-west highway efforts.
2. Work with MTA and MaineDOT on the Downtown Connector Phase II Study.
3. Develop process to work with MaineDOT, Portland Area Comprehensive Transportation System (PACTS), Greater Portland Council of Governments (GPCOG), Bath, and Brunswick on future planning issues.
4. Monitor the establishment of a Free Trade Zone in the Auburn-Lewiston Municipal Airport/Freight Intermodal area.
5. Participate in the Passenger Intermodal Facility development and airport activities.
6. Monitor the addition of a new rail line in the area of the airport on the old trolley line.
7. Monitor the acquisition of the Lewiston Lower Road rail line.
8. Develop Scopes of Work, RFQs, RFPs, contracts, etc.
9. FY 2012-13 UPWP.
10. Document management.
11. Reports to MaineDOT on PL and FTA funded activities.
12. Coordination with MaineDOT on their 6 year and 20 year plans.
13. Staff representation at ATRC, LATC and other meetings.
14. Staff representation at local, regional and statewide transportation related meetings.
15. TIP, Long Range Transportation Plan (LRTP) and UPWP amendments.
16. Policy and Position Statements regarding state and federal regulatory development, as deemed appropriate.
17. Public Information and Affairs - including assisting committees with public information/education efforts and developing an ATRC informational brochure.
18. Staff coordination with the regional planning process.
19. Soliciting public comment and input on transportation planning activities through public information meetings, both hosted and attended by ATRC.
20. Maintain the ATRC Web page.
21. Training for staff.
22. Draft all Section 5307 FTA Planning, Operating and Capital Grants for the Lewiston-Auburn urban area.
23. Grants compliance.

METHODOLOGY

Develop, oversight and administration of consultant studies listed in the UPWP will be accomplished through the Technical Committee framework. Develop, oversight and administration of FTA funded tasks and consultant studies, policy and position statements, public participation involvement, TIP, UPWP, LRTP, 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	Administration	Responsibility	
FHWA "PL"	\$304,000	IN-HOUSE	\$555,000
FTA 5307	\$60,000	CONSULT.	
FTA 5037 C.O.	0	CAPITAL	
FTA 5303	\$80,000	MAINEDOT	
FTA 5303 C.O.	0		
MAINEDOT	\$76,000		
AVCOG	\$35,000		
TOTAL	<hr/> \$555,000.00 <hr/>		

This Task will cover both FY 2010 and 2011

TASK 2 - TIP/ 6-YEAR PLAN/MaineDOT Capital Work Plan

OBJECTIVE

- To produce a six-year transportation capital program for the ATRC area.
- To produce a multimodal 2010-2013 TIP and begin the process for the 2012-2015 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 Lewiston-Auburn 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 under funded.

PREVIOUS WORK

- This is an ongoing task and ATRC has developed TIPs and supported MaineDOT's efforts in producing, a 6-Year Plan and MaineDOT Capital Work Plans.

PRODUCTS AND ACTIVITIES

1. A six-year plan of projects as community priorities.
2. A financially constrained 2010-2013 Transportation Improvement Program.
3. Activities contributing to a better understanding of transportation funding issues affecting the ATRC area.
4. Analysis of base material core samples from selected area road sections.
5. A selection for roadways in the analysis process will be developed as part of this task.
6. Staff will prepare regular updates to various town and city boards and commissions on the status of federally funded projects selected in past TIPs.
7. Review and reassess the project selection criteria for MaineDOT Capital Work Plans/TIPs.
8. Begin the MaineDOT Capital Work Plan process for 2012-13.

METHODOLOGY

1. Develop, analyze, recommend priorities, develop applications and ensure consistency with ATRC's Long-Range Plan.
2. Ensure an adequate public participation process as identified in ATRC's Public Involvement Process.
3. Draft and forward adopted 2010-2013 TIP to MaineDOT and other federal agencies and begin work on the 2012-2015 TIP.
4. Draft and adopt a 6-year plan and project list.
5. 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.
6. In the past, MaineDOT has provided cost estimates for projects considered for inclusion in the ATRC project selection process. Often times the cost estimates were significantly different from the true cost of construction, so ATRC will be working with MaineDOT and the communities to better develop cost estimates that are more reflective of the actual project costs.

Funding		Responsibility	
FHWA "PL"	\$25,600	IN-HOUSE	\$32,000
FTA 5307	0	CONSULT.	
FTA 5303	0	CAPITAL	
MAINEDOT	\$6,400	MAINEDOT	
AVCOG	0		
IKS	0		
<i>TOTAL</i>	<u>\$32,000.00</u>		

This Task will cover FY 2010 and 2011

Data Support and Short Range Planning

This group is comprised of tasks where further development of the tools used in transportation planning is needed. It is also comprised of tasks that are short-range in nature.

TASK 3 - TRANSPORTATION PLANNING TOOL DEVELOPMENT

OBJECTIVE

- The ongoing maintenance and continued development of the Travel Demand Model is the primary objective of this task.
- Under this task, staff will assist member agencies and towns 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. Linking with databases within AVCOG's GIS that will contain operating, revenue, passenger, ridership and trip information, capital equipment, facilities inventory, location of assets, etc.
5. Ongoing education and training on travel demand modeling.
6. Timely reports for transportation decision makers.
7. An integrated and spatially coordinated database of all ATRC traffic and transportation-related data.
8. These databases will become part of ATRC's GIS as necessary without duplicating MaineDOT's efforts.
9. Travel Demand Model runs for planning studies listed in this UPWP.
10. Travel Demand Model runs for the state implementation plan (SIP) conformity process.
11. Geographic expansion of the transportation network.

METHODOLOGY

1. Determine database components and composition.
2. Track performance review indicators/efficiency measures.
3. Integrate data from the Census Journey-to-Work Planning Package, ATRC's database, MaineDOT's TINNIS System, where appropriate, ATRC's traffic model, statewide demographic and socioeconomic

data, etc. to lay the groundwork for the management systems and the Geographic Information System (GIS).

4. Input and maintain a traffic model traffic projection count base.
5. Coordinate with the transit work completed under FTA grants and a complete capital inventory of transit equipment in the region.
6. Technical training for staff.
7. Purchase Maintenance Agreements Upgrades and Capital.
8. Travel Demand Model expansion will be carried out in-house with some data acquisition from outside sources.
9. A detailed scope of work will become part of this document prior to beginning the request-for-proposal (RFP) process for data acquisition.

Funding		Responsibility	
FHWA "PL"	\$19,200	IN-HOUSE	\$4,000
FTA 5307	0	CONSULT.	\$20,000
FTA 5303	0	CAPITAL	
MAINEDOT	\$4,800	MAINEDOT	
AVCOG	0		
IKS	0		
<i>TOTAL</i>	\$24,000.00		

This Task will cover both FY 2010 and 2011

TASK 4 - TRAFFIC DATA COLLECTION

OBJECTIVE

To develop more complete coverage of traffic volumes (AADT) and turning movement counts at selected locations throughout the ATRC region. This program will supplement (not replace) 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.
- ATRC staff worked with MaineDOT traffic count crews, while in the Lewiston-Auburn area. At this time, staff was able to observe MaineDOT's count procedures.

PRODUCTS AND ACTIVITIES

1. Evaluate new traffic counting equipment.
2. Work with the ATRC Technical Committee to determine permanent count locations.
3. Annual report of supplemental counts with data analysis, trend lines and mapping.
4. Counts will be used to validate outputs from ATRC's Traffic Forecasting Model and will be incorporated into ATRC's GIS.
5. Counts will be used in traffic reviews/assistance and to supplement special studies.
6. ATRC will work with MaineDOT and their traffic count program to increase count data and work to speed up the data processing time to get a product earlier.

METHODOLOGY

1. Staff will identify areas that lack traffic count data and continue supplying MaineDOT's and ATRC's communities with this data.
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		Responsibility	
FHWA "PL"	\$19,200	IN-HOUSE	\$24,000
FTA 5307	0	CONSULT.	
FTA 5303	0	CAPITAL	
MAINEDOT	\$4,800	MAINEDOT	
AVCOG	0		
IKS	0		
<i>TOTAL</i>	<hr/> \$24,000.00		

This Task will cover both FY 2010 and 2011

TASK 5 – 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) 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 2001 Evaluation of the Fixed Route Bus System in Lewiston-Auburn.

To work with the ADA Complementary Paratransit Advisory Committee 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.

PREVIOUS WORK

MARKETING

- In 2007, LATC worked with ATRC and their consultant, Geekteam.com, to design and host a website for citylink.
- In 2007, LATC contracted with Tom Crikelair Associates to update its bus schedule.
- In 2005, staff began “citylink 101” to educate and familiarize people with *citylink*. This is 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.
- In FY 2002, LATC awarded a contract to Tom Crikelair Associates to develop a new bus schedule and a multi-lingual brochure on “how to ride” the bus. Work with TCA is ongoing.
- In FY 2002, with assistance from Tom Crikelair, LATC renamed the bus system “citylink,” and changed the system colors to purple with silver and gold complements.
- In FY 2009, LATC awarded a new five-year operating and maintenance contract to WMTS to begin October 2008.
- In FY 2001, ATRC staff conducted a one-day survey of the Lewiston-Auburn fixed route bus system.
- In FY 2001, a RFP for marketing assistance was released.
- In FY 2001, changes were made to the schedule to reflect route and timetable changes, new information on bicycle racks, Bus N’ Buy, and Free Fare Zone. Staff worked with WMTS to update kiosk displays and distribute schedules.

ADA

- In FY 2007, staff and the ADA Advisory Committee reviewed and updated LATC’s ADA Policies and Procedures.
- In FY 1997, staff prepared an ADA Complementary Paratransit Plan Update with appropriate information forwarded to FTA and MaineDOT, and updated the ADA Policies and Procedures Manual.
- In FY 1995, staff drafted LATC’s ADA Complementary Paratransit Policies and Procedures manual, in addition to updating the ADA Plan. AVCOG commissioned Katherine Hooper and Associates to evaluate the existing service and ADA process. The study resulted in the 1995 ADA Service Performance Evaluation, which was approved by LATC and ATRC. Staff assisted LATC in the first year evaluation of service. LATC granted WMTS a contract extension for the ADA Complementary Service.
- In FY 1992 to FY 1997, AVCOG prepared and submitted an ADA Complementary Paratransit Plan for federal, state and local review.

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/reimbursement program with MaineDOT 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, wheelchair 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		Responsibility	
FHWA "PL"	0	IN-HOUSE	\$81,250
FTA 5307	\$15,000	CONSULT.	\$25,000
FTA 5307 C.O.	\$20,000	CAPITAL	
FTA 5303	\$50,000	MAINEDOT	
FTA 5303 C.O.	0		
MAINEDOT	0		
AVCOG	\$21,250		
LOCAL	0		
TOTAL	\$106,250.00		

This Task will cover both FY 2010 and 2011

TASK 6 - TRAFFIC REVIEWS/PLANNING ASSISTANCE

OBJECTIVE

- To provide transportation and traffic engineering/planning 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 under Task 7 or 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 including land use, Census journey-to-work, traffic counts, traffic forecasting data, and more.

PREVIOUS WORK

- Traffic review/assistance is an ongoing ATRC function.
- Assisting Lewiston on Russell Street Project.
- Meetings with MaineDOT on Traffic Data Collection.
- Providing Traffic and Crash data to Lisbon for Route 9.
- Compiling and reviewing traffic data for Kittyhawk Avenue, Auburn and developing recommendations.
- Reviewing 12 intersections with MaineDOT identified by cities as having safety problems, developing recommendations.
- Reviewing site plans with cities on projected developments.

PRODUCTS AND ACTIVITIES

1. Written response/reports to all municipal requests for assistance.
2. Written or telephone response to all public requests for data.
3. Technical memorandum and reports as requested by the ATRC Technical Committee; staff review of conclusions with the Technical Committee.

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.

Funding		Responsibility	
FHWA "PL"	\$32,000	IN-HOUSE	\$40,000
FTA 5307	0	CONSULT.	
FTA 5303	0	CAPITAL	
MAINEDOT	\$1,041	MAINEDOT	
AVCOG	0		
LOCAL	\$6,959		
<i>TOTAL</i>	<u>\$40,000.00</u>		

This Task will cover both FY 2010 and 2011

TASK 7 - 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.

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 of existing databases for traffic signals, traffic counts, reports and studies in the area and connect those databases into the GIS system to better provide a more comprehensive product that is easier to access and a better planning tool.
2. Develop a tracking program for 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.
- Develop document tracking system and database to be included in GIS.
- Use existing training programs to aid employees to better utilize GIS.
- Maintain capital inventory of transit equipment in the region.

Funding		Responsibility	
FHWA "PL"	\$12,800	IN-HOUSE	\$41,000
FTA 5307	0	CONSULT.	
FTA 5303 (carry over)	\$20,000	CAPITAL	
MAINEDOT	\$3,200	MAINEDOT	
AVCOG	\$5,000		
IKS	0		
TOTAL	\$41,000.00		

This Task will cover both FY 2010 and 2011

Planning Studies

The core of the work program, these series of tasks includes long and medium range studies, whose recommendations are generally expected to be implemented in the five to twenty year time horizon.

TASK 8 - TRANSIT PLANNING EMPHASIS AREA

OBJECTIVE

- To evaluate 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 new 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 MSA expressing interest in transit service
- LATC has recently entered into a third five-year contract with WMTS, which began October 2008. 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.
- Identify new management structures for the Lewiston-Auburn's fixed route bus system focusing on operation and maintenance.
- 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 coordinate services.
- Expand coordination with health and human services.
- 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 a grant proposal for federal funding for a Job Access Reverse Commute project and/or other funding sources.
- Participate in Stakeholder Meetings with the Maine Clean Communities (MC²) to advance clean air objectives, expand refueling infrastructure and reduce reliance on foreign energy sources.
- Continue development of safety and security plan and procedures.

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.
- In FY 2002, the Health Transportation Network held meetings in the tri-county area to identify transportation issues and determine measures that could be taken to improve transit services from a basic level on up.
- The Lewiston-Auburn Refugee Collaborative submitted a grant application to the Community Transportation Association of America seeking planning funds to address transit issues faced by the immigrant/refugee community. Preliminary meetings have been held with key transit providers in the area to determine the direction of the subcommittee and the subcommittee structure.

- In FY 1998, MaineDOT completed the Strategic Passenger Transportation Plan.
- Lewiston-Auburn Fixed Route Transit Short-Range - Contingency Plan for Public Takeover, 1983.
- Lewiston-Auburn Urbanized Area Fixed Route Transit – Public Operation Program Update, 1984.
- An Evaluation of the Fixed-Route Bus Service in Lewiston-Auburn, 1995.
- An Evaluation of the Fixed Route Bus System in Lewiston-Auburn, April 2001.

PRODUCTS AND ACTIVITIES

1. Contract to add the transit system into ATRC’s Travel Demand Model to provide a modal split in the modeling effort for the MPO, and better manage the fixed route transit system.
2. A report identifying management structures suitable for the area, detail of proposed management team, cost comparison between management structures (administration, driver wages, maintenance, etc.) and an implementation plan.
3. Prepare an update to the short-range contingency plan.
4. LATC is responsible for providing transit information to the Policy Committee.
5. Survey of ADA and other paratransit and fixed route patrons.
6. Short-range and long-range transit plans for ATRC and the region that will define transit and capital needs.
7. Transit investment plan.
8. Strategies for Improving Access to Jobs.

METHODOLOGY

- This study is expected to be completed using ATRC staff and consultants. The consultant’s work will be reviewed by the working committee, the ATRC Policy Committee and MaineDOT.
- 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 transit dependant populations, including but not limited to elderly, individuals with special needs, and refugee and immigrants.

Funding		Responsibility	
FTA 5307	\$15,000	IN-HOUSE	\$139,250
FTA 5307 (Carry Over)	\$20,000	CONSULT.	
FTA 5303	\$20,000	CAPITAL	
FTA 5303 (Carry Over)	\$40,400	MAINEDOT	
AVCOG	\$23,850		
IKS	\$20,000		
TOTAL	\$139,250.00		

This Task will cover both FY 2010 and 2011

TASK 9 – 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.
- The Central Business District Study, 2007, and the Center Street TSM, 2008, identified signal timing issues throughout the downtowns. Future growth and new connections to the Maine Turnpike, I-95, necessitate developing a congestion management strategy that insures regular review of signal timing and management of the signal systems.

PREVIOUS WORK

- 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 bring signal management under a management team representing the communities, ATRC and the MaineDOT.
2. An analysis of improvement alternatives and recommendations will result.
3. Examine, develop and implement timing strategies.

METHODOLOGY

- Develop turning movement count prioritized list and begin a program of turning movement counts.
- Review turning movement counts and develop signal timing recommendations.
- An RFP will 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.
- Manage the StreetWise Signal Management Program.

Funding		Responsibility	
FHWA "PL"	\$80,000	IN-HOUSE	\$80,000
FTA 5307	0	CONSULT.	\$20,000
FTA 5303	0	CAPITAL	
MAINEDOT	0	MAINEDOT	
AVCOG	0		
Local	\$20,000		
IKS			
TOTAL	\$100,000.00		

This Task will cover both FY 2010 and 2011

TASK 10 – SABATTUS BIKE/PEDESTRIAN PLAN

OBJECTIVE

- Develop a Bike and Pedestrian plan for the Town of Sabattus. While the ATRC has an existing plan updated in 2008, Sabattus plans have yet to be fully established. A plan will be developed in cooperation with the community and local input.

PREVIOUS WORK

- The ATRC Bike/Ped Plan was last updated in 2008 and the ATRC Long Range Plan was completed in December 2008.

PRODUCTS AND ACTIVITIES

1. A facilities plan that meets the socioeconomic, land use, development and environmental needs of the community and is consistent with the requirement set forth in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
2. A prioritized list of activities to be undertaken to improve biking and walking in the Town of Sabattus.

METHODOLOGY

- Perform walking and biking audits.
- Develop project proposals.
- Produce maps with alternatives.
- Develop project suggestions and recommendations.

Funding		Responsibility	
FHWA "PL"	\$12,000	IN-HOUSE	\$15,000
FTA 5307	0	CONSULT.	
FTA 5303	0	CAPITAL	
MAINEDOT	0	MAINEDOT	
AVCOG	0		
LOCAL	\$3,000		
OTHER	0		
TOTAL	\$15,000.00		

This Task will begin in FY 2010 and be completed in early FY 2011

TASK 11 – UPDATE OF THE EXIT 86 STUDY

OBJECTIVE

- Exit 86, on the Maine Turnpike, opened in 2004 and the Town of Sabattus has experienced an increase in traffic along Route 9, Route 126 and Route 132 which needs to be reviewed.
- A previous study, completed in 2003, examined the traffic along Routes 126, 132 and 9 and attempted to project future traffic impacts following the opening of Exit 86 which needs to be compared with current traffic.
- This effort will gather traffic data and examine the traffic impacts from the new exit.

PREVIOUS WORK

- A traffic study was completed in the area of Exit 86 prior to its opening and attempted to project future traffic impacts.

PRODUCTS AND ACTIVITIES

1. Perform traffic counts and compare with previous data.
2. Examine changes in traffic patterns.
3. Review the travel demand model's previous projections for comparison and provide new future traffic impacts.
4. A report identifying and quantifying safety and operational concerns in the area.

METHODOLOGY

- Traffic counts will be taken on the road network.
- Traffic counts will be compared with previous traffic data to determine pattern changes.
- The Travel Demand Model will be used to project future traffic based on latest data.
- A report will be developed to provide recommendations on future projects.

Funding		Responsibility	
FHWA "PL"	\$8,000	IN-HOUSE	\$10,000
FTA 5307	0	CONSULT.	
FTA 5303	0	CAPITAL	
MAINEDOT	0	MAINEDOT	
AVCOG	0		
Auburn	\$2,000		
IKS	0		
TOTAL	\$10,000.00		

This Task will begin in FY 2010 and be completed in FY 2011

TASK 12 - LEWISTON – RIVERFRONT ISLAND NORTH TRAIL MASTER PLAN

OBJECTIVE

- The objective is to provide the City of Lewiston, and ATRC with a phased study for a multi-use trail along the Androscoggin River from the proposed “Riverfront Island” in downtown Lewiston north, through Sunnyside Park (off Winter Street) and the David Rancourt Preserve (Tall Pines Drive), to the terminus of Switzerland Road at Gulf Island Pond. The integration of a non-motorized transportation corridor with adjoining neighborhoods and local parks along the river will enhance the “quality of place” of Lewiston and strengthen its ability attract residents, businesses and visitors.

PREVIOUS WORK

- The ATRC has developed a bicycle and pedestrian facilities plan that looks at the MPO as a whole.
- The City has developed several trails and some networks within the City, including Sunnyside Park as a neighborhood, riverside park
- The Androscoggin Land Trust (ALT) and its LA Trails program led the development of a multi-town Androscoggin Greenways open space and trail plan, Urban Trail Master Plans, and has invested in the David Rancourt Preserve in a riverside neighborhood of the City.

PRODUCTS AND ACTIVITIES

1. Develop a Master Plan for a Riverfront Island North Trail along the Androscoggin River.
2. Review appropriate building/development setbacks and zoning ordinances applicable to riverfront parcels, gather model ordinances from other municipalities that provide for recreation easements or deeded trails, and recommend changes that would permit the creation of a multi-use trail system.
3. Assess neighborhood access points to a multi-use trail that would link to the “Riverfront Island” while preserving the current character of neighborhoods.
4. Inventory existing parks and recreation facilities and plans proximate to “Riverfront Island” and review potential to connect to a new multi-use riverside trail to maximize their use and meet the needs of immediate City neighborhoods and possible connectivity to other communities.
5. Base mapping/inventory to be presented at a public/neighborhood meeting and used to identify areas that require further deed research
6. Coordinate with the City to host neighborhood meetings in the Sunnyside, River Valley and Switzerland Road neighborhoods to obtain input about potential multi-trail corridors as well as the need for bicycle and pedestrian connectivity.
7. Right-of-way research along proposed trail alignments where property rights are initially unclear
8. Conceptual design plans depending on the potential to develop a multi-use trail over phases;
 - a. Phase 1: Riverfront Island to Sunnyside Park,
 - b. Phase 2: Sunnyside Park to David Rancourt Preserve,
 - c. Phase 3: David Rancourt Preserve to Switzerland Road,
 - d. Phase 4: Switzerland Road to Gulf Island Pond.
 - e. Additional phases or augmenting of proposed phases may develop, including identifying a connection to Auburn north of Riverfront Island.

METHODOLOGY

- ATRC will work with the City and stakeholders to identify specific projects to connect existing trails.
- ATRC will develop a final report, based on the Phases in priority order that includes:
 - Conceptual plans with site identification and infrastructure needs, possible acquisition approaches (ordinance, fee, easement, etc), opinions of probably cost, and identify of funding approaches including public and private partnerships, grants and other sources.

Funding		Responsibility	
FHWA "PL"	\$20,000	IN-HOUSE	\$25,000
FTA 5307	0	CONSULT.	
FTA 5303	0	CAPITAL	
MDOT	0	MDOT	
AVCOG	0		
LOCAL	\$5,000		
TOTAL	\$25,000.00		

This Task will cover both FY 2010 and 2011

TASK 13 – AUBURN - EXIT 75/AIRPORT AREA STUDY

OBJECTIVE

- Traffic growth, safety and operational problems are developing at Exit 75 of the Maine Turnpike, and land development in the Auburn-Lewiston Municipal Airport area has been growing over the past several years. This study will attempt to identify and quantify safety, operational and access management as well as access to development property in the airport area. An analysis of improvement alternatives and recommendations will result.

PREVIOUS WORK

- In the Lewiston-Auburn Downtown Connector/Turnpike Interchange Feasibility Study, Phase I, undertaken by ATRC, projected growth in the airport area was shown to produce increasing traffic on Kittyhawk Avenue and at Exit 75.
- The Environmental Assessment for the Passenger Intermodal Facility at the airport indicated a need to look at both development in the area and the connection to the Maine Turnpike.

PRODUCTS AND ACTIVITIES

1. Identify and quantify safety, operational and access management concerns at Exit 75 and problems with access to the airport area. An analysis of improvement alternatives and recommendations will result.
2. A report identifying existing and expected future growth and problems will be completed.
3. A report examining the impact of alternatives and recommendations will be completed.

METHODOLOGY

- Staff will work with the City of Auburn and other stakeholders to identify specific concerns in this study as well as geographic limits. This group will provide guidance throughout the study process.
- Staff will complete collecting and analyzing information on existing access locations, signal systems, signage and crashes, and other traffic data in the corridor.
- A traffic-engineering consultant will be hired to address technical issues.

Funding		Responsibility	
FHWA "PL"	\$24,000	IN-HOUSE	\$3,000
FTA 5307	0	CONSULT.	\$27,000
FTA 5303	0	CAPITAL	
MAINEDOT	0	MAINEDOT	
AVCOG	0		
Auburn	\$6,000		
IKS			
TOTAL	\$30,000.00		

This Task will begin in FY 2010 and be completed in FY 2011

TASK 14 – INTELLIGENT TRANSPORTATION SYSTEMS

OBJECTIVE

- The ATRC will research transit ITS technologies and determine the feasibility of each system.
- The ATRC will identify pro's and con's for each system, develop a prioritized list and formulate a recommendation.
- The ATRC will collaborate with transit operators and the cities to determine any coordination and/or sharing of resources.

PREVIOUS WORK

- There is no previous work under this task.

PRODUCTS AND ACTIVITIES

- Research ITS technology including, GPS, smart card, data collection systems, traveler information systems, and public safety.

METHODOLOGY

- Work with the LATC, WMTS and the cities, to determine the scope and feasibility of ITS technology for transit and fleet applications.
- Develop an RFP to purchase ITS technologies.

Funding		Responsibility	
FHWA "PL"	0	IN-HOUSE	\$8,250
FTA 5307 (Carry Over)	\$6,600	CONSULT.	
FTA 5303	0	CAPITAL	
MAINEDOT	0	MAINEDOT	
AVCOG	\$1,650		
LOCAL			
IKS			
TOTAL	\$8,250.00		

This Task will cover both FY 2010 and 2011

TASK 15 – CONTINGENCY

OBJECTIVE

- While budgeting for a two-year program may seem easy, estimating consultant and staff costs two years in advance is estimated at best. This contingency account will allow a small buffer in the event that consultant estimates are understated. ATRC Policy Committee approval would be required prior to moving these funds to another task.

Funding		Responsibility
FHWA "PL"	\$32,000	IN-HOUSE
FTA 5303	\$9,950	CONSULTANT
MAINEDOT	0	CAPITAL
AVCOG	\$2,488	MAINEDOT
LOCAL	\$8,000	
IKS		
Total	<hr/> <u>\$52,438.00</u> <hr/>	

Figure 1. Matrix of 8 SAFETEA-LU Planning Factors (a check in the box indicates that task addresses the evaluation factor)

8 SAFETEA-LU 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	Task 14	Task 15
	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 Nonmotorized Users	X	X	X		X	X	X	X	X	X	X	X	X	X	
Increase Security of Transportation	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	X	
Protect and Enhance the Environment, Promote Energy Conservation and Improve Quality of Life	X	X	X	X		X	X	X	X	X	X	X	X	X	
Enhance Integration and Connectivity of Transportation System, Across Modes, for People and Freight	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	X	
Emphasize Preservation of Existing Transportation System	X	X	X	X	X	X	X	X	X	X	X	X	X		

Table 1

ATRC FY2010-2011 Unified Planning Work Program

Task	Funding Source:		FTA 5307		FTA 5303		MDOT	AVCOG	IKS	Local	Total	Staff	Consultant	Total
	FHWA "PL"	FTA 5307	Carry Over	FTA 5303	Carry Over									
1 Program Admin	\$304,000	\$60,000		\$80,000		\$76,000	\$35,000				\$555,000	\$555,000		\$555,000
2 TIP/6-Yr Plan/MaineDOT Capital Work Plan	\$25,600					\$6,400					\$32,000	\$32,000		\$32,000
3 Transportation Planning Tool (Model)	\$19,200					\$4,800					\$24,000	\$4,000	\$20,000	\$24,000
4 Traffic Data Collection	\$19,200					\$4,800					\$24,000	\$24,000		\$24,000
5 Urban Transit Marketing/ADA Planning		\$15,000	\$20,000	\$50,000			\$21,250				\$106,250	\$81,250	\$25,000	\$106,250
6 Traffic Reviews/Planning Assistance	\$32,000					\$1,041			\$6,959		\$40,000	\$40,000		\$40,000
7 GIS	\$12,800				\$20,000	\$3,200	\$5,000				\$41,000	\$41,000		\$41,000
8 Transit Planning/Transit System		\$15,000	\$20,000	\$20,000	\$40,400		\$23,850	\$20,000			\$139,250	\$139,250		\$139,250
9 Congestion Management(Traffic Signal Mgmt)	\$80,000								\$20,000		\$100,000	\$80,000	\$20,000	\$100,000
10 Sabattus Bike/Ped Plan	\$12,000								\$3,000		\$15,000	\$15,000		\$15,000
11 Update of Exit 86 Study	\$8,000								\$2,000		\$10,000	\$10,000		\$10,000
12 Lewiston - Riverfront Trail Master Plan	\$20,000								\$5,000		\$25,000	\$25,000		\$25,000
13 Exit 75/Airport Area Study	\$24,000								\$6,000		\$30,000	\$3,000	\$27,000	\$30,000
14 Intelligent Transportation Systems			\$6,600				\$1,650				\$8,250	\$8,250		\$8,250
15 Contingency	\$32,000			\$9,950			\$2,488		\$8,000		\$52,438			\$52,438
	\$588,800	\$90,000	\$46,600	\$159,950	\$60,400	\$96,241	\$89,238	\$20,000	\$50,959		\$1,202,188	\$1,057,750	\$92,000	\$1,202,188

