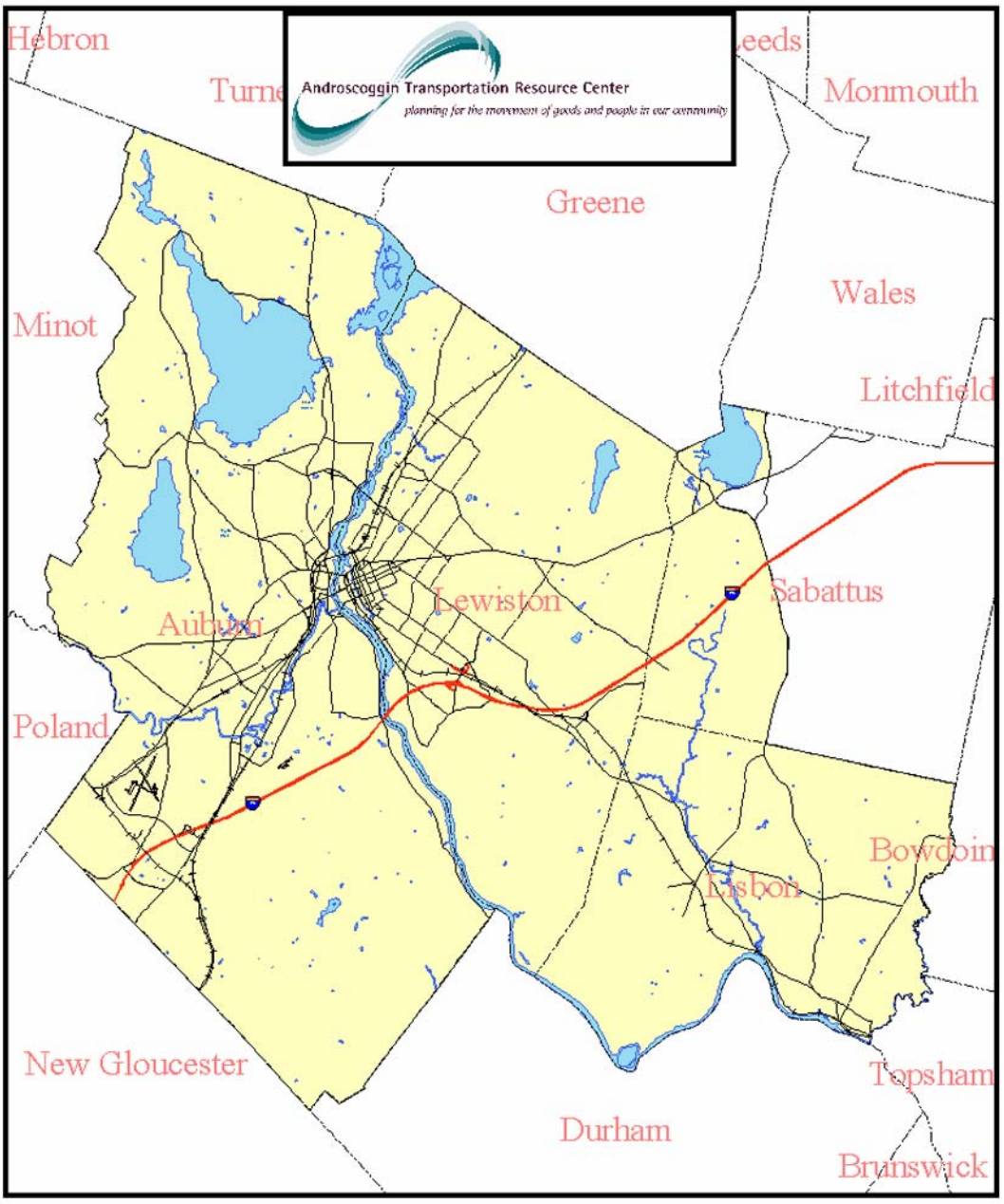
CONNECTING THE FUTURE



TRANSPORTATION PLAN FOR 2003-2025

December 2003

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I. INTRODUCTION

A. Statement of Purpose

The Androscoggin Transportation Resource Center (ATRC) has been designated as the Metropolitan Planning Organization (MPO) responsible for carrying out the transportation planning process for the urbanized area comprising Lewiston, Auburn, Lisbon and a portion of Sabattus. The ATRC MPO has a population of approximately 79,000 people, which is the second largest in the state. The geographic boundaries of the MPO are depicted on the map on the cover.

ATRC is governed by a Policy Committee comprised of elected and appointed local, state, regional and federal representatives, who are advised by a Technical Committee. The very first ATRC Transportation Plan was developed by Wilbur Smith nearly 30 years ago. ATRC has periodically updated the Plan over this period. This Transportation Plan summarizes the ATRC Policy Committee's views on transportation planning in the State of Maine and its long-range goals for transportation in the ATRC area. The Plan will provide the foundation for transportation decisions by local, regional and state officials.

ATRC has considered all modes of transportation in this plan including the highway system, railroads, air transport, public transit, bicycle and pedestrian systems. The plan describes the development of these systems to the current day and suggests improvements that will provide the region with an effective multimodal transportation system into the 21st Century.

B. Goals and Objectives

The following goals and objectives have been developed over the past ten years and are reflective of the present conditions and atmosphere in the ATRC area. These goals and objectives have been accepted and endorsed by the ATRC Policy Committee.

Goal One: The creation of an Integrated Multimodal Metropolitan Transportation System, which:

- Moves people and goods safely and efficiently throughout the metropolitan area.
- Provides an interface with the rural transportation systems adjacent to the metropolitan area.
- Provides safe and convenient access for all users.
- Promotes more efficient use of the existing transportation system.
- Promotes the development of transit markets that provide residents with a realistic alternative to the automobile.
- Promotes continuous safe, accessible routes for bicycle and pedestrian transportation in the region.
- Is consistent with all relevant federal, state and local governmental laws needed for implementation.
- Is consistent with ATRC communities' land use, social, economic and energy conservation goals and objectives.

Objectives:

(1) Improve and promote better traffic management techniques that will contribute to the safety of travelers.
(2) Improve the performance of existing highway and transit systems through Transportation Systems Management (TSM) and Travel Demand Management (TDM).
(3) Encourage the use of new technology and programs, including Intelligent Transportation System programs, to improve the operation of the transportation system, improve safety and reduce congestion.
(4) Improve peak-hour levels of service by eliminating delays and minimizing congestion.
(5) Integrate the Maine Turnpike's bridge crossing of the Androscoggin River into the metropolitan transportation system.
(6) Promotes new and expanded use of rail lines for passenger and freight transportation.
(7) Support projects that facilitate ease of transfer between modes.
(8) Increase the percentage of person-trips made on modes other than the single-occupant vehicle (SOV).
(9) Provide for pedestrian, bicycle and transit access.
(10) Improve transportation services provided to those traditionally underserved by the transportation system.
(11) Provide mobility for the elderly and mobility impaired.
(12) Increase bus ridership, on-time performance and trips completed for transit during peak hours.
(13) Reduce air pollution emissions and reliance on foreign fuel sources.

Goal Two: To provide a sound financial plan that maximizes the total anticipated resources available to achieve the integrated multimodal transportation system for the ATRC area.

Objectives

(1) To provide a reasonable cost estimate of the total transportation need within the ATRC area.
(2) To identify and seek all federal, state and local government funding opportunities for the development of this transportation system.
(3) To provide a reasonable estimate of resources that will be available to develop and operate the planned integrated multimodal transportation system.
(4) To maximize all available resources in order to plan, build and maintain the planned transportation system responsibly.

The strategies which support these goals and objectives can be found in the Plan in the context of each transportation mode. Each strategy is coded to show the corresponding goal and objective to which it relates (e.g. G1-O3 refers to Goal #1, Objective #3).

C. ATRC Transportation Plan

Highway Plan

The largest and most important component of the ATRC transportation system is the highway network. The overwhelming majority of people and goods in the ATRC area are moved over the region's 400 lane miles of functionally classified roadways. Nearly 440,000,000 annual vehicle miles are traveled within the ATRC area. The highway system carries the cars, trucks, bicycles and buses that "move" the region's economy forward.

Hundreds of millions of dollars have been invested in the ATRC roadway system. This investment should be managed, utilized and preserved. Highways and bridges must not be allowed to decay into functional obsolescence. System maintenance and system preservation, however, do not come cheaply.

The ATRC area is expected to have an increase in population and with that an increase in traffic out to the year 2025. ATRC has a Travel Demand Model, which is used to forecast traffic out to the year 2025. The model was developed using several sources to project data into the future. Those sources included the University of Southern Maine's Center for Business and Economic Research, Maine Department of Labor, Maine State Planning Office, Maine Department of Transportation and its Travel Demand Model, and the U.S. Census. The results of that effort give us a possible glimpse into the future of our region. The assumptions that are built into the model predict that:

- Population is expected to increase by an average of 0.2% per year.
- Employment is expected to increase by approximately 35% over the next two decades.
- There are expected to be a total of 106,926 households by 2025, an increase of 21%
- Average number of automobiles per household is expected to increase by 4% to 1.8.
- Total number of automobiles registered in ATRC communities is predicted to increase by 26.4%.

All of this information, although predictions, is based on past trends and does not take into consideration unexpected changes in the economy or efforts made by ATRC communities or neighboring towns to either expand or restrict growth in the future.

Recent consultant studies in the ATRC area, looking at congestion and traffic flow issues, identified numerous intersections that are currently at a failing Level-of-Service (LOS). Many more are very close to failing with existing traffic volumes. Using model projections, those intersections will be even worse in the future and more intersections will be added to the list that failed without substantial improvement to existing conditions. These model-generated predictions are based on the expected traffic in the future.

All of these scenarios provide ATRC with challenges that this Plan is attempting to address. The funding that ATRC receives for infrastructure maintenance and improvements is very limited and must be expended in a logical and constructive manner. Utilizing the goals, objectives and strategies of this Plan, ATRC will be working to minimize the detrimental impacts of the increasing burden on its roads. The use of Traffic System Management (TSM) and Travel Demand Management (TDM) techniques, as well as careful investment in our infrastructure, will

assist the communities and the traveling public in meeting and overcoming these obstacles. One effort currently underway is the implementation of a Traffic Signal Management System that will incorporate all the traffic signals in the ATRC area into a centrally managed system. This system will enable the management of traffic flow and assist in easing urban congestion.

The following are needs that ATRC has determined to be the centerpiece of our highway improvement effort. Each of them require a feasibility study to determine if they are able to meet the needs of ATRC and if they are able to be built. These studies are consistent with the goals and objectives of this Plan as well as the goals of the Maine Department of Transportation (MDOT). These studies will enable us to prepare for identified transportation system needs and are intended to supplement ongoing efforts to maintain the regional transportation infrastructure within the confines of limited funding. TEA-21 requires the ATRC Long-Range Transportation Plan to only list the commit project proposals, which can realistically be funded based on anticipated revenues over the next 20 years.

Lewiston/Auburn Downtown Connector/MTA Interchange Environmental Assessment, Design and Construction

- Environmental Assessment, design and construction of a connector and interchange that effectively incorporates the highway capacity of the Maine Turnpike into the local highway network. This project is necessary due to the tremendous resurgence of the development in the central core of the Twin Cities and the overall capacity needs of the highway network. (G1-O5)

Route 196/Bypass Feasibility Study/Environmental Assessment

- Route 196, which is a substandard component of the National Highway System, provides a major linkage between two interstate corridors; I-95 in the Brunswick area and I-495 in the Lewiston area. Major conflicts exist between its function as a regional connector for through traffic and the Town of Lisbon that wants to maintain the small community aspects of a local road. The capacity of the roadway has been reached at the three major points; Lisbon Center, Lisbon Falls and Lisbon, and the town has determined that it is necessary to incorporate previous studies and examine a bypass solution (G1-O1 and G1-O4).

Coastal Connector Feasibility Study/Environmental Assessment

- A large workforce in the Lewiston/Auburn area travels to the Bath Iron Works on a daily basis and access to the Brunswick/Freeport area from Androscoggin and Franklin Counties funnels through Lewiston/Auburn on roads that are not meant to carry these volumes present. A Coastal Connector via either Route 196/bypass or Route 136 is necessary. Either road would need to be upgraded to handle the volume of traffic traveling between Androscoggin County and the coastal communities (G1-O1 and G1-O4).

  The Route 196 corridor from Lewiston to Brunswick has long been recognized for its economic importance as a major east-west corridor linking the Maine Turnpike to I-95. In 1998, Route 196 was designated a “Corridor of Economic Significance” by the Maine

Legislature. In 1994, ATRC, MDOT and FHWA agreed that Route 196 should become part of the nation's National Highway System.

Significant investments have been made to portions of this corridor over the years, including construction of a fifth lane in Lewiston and construction of the $40 million coastal connector linking Topsham and Brunswick via a new bridge over the Androscoggin River. However, the two-lane roadway that exists between these two projects will struggle to meet acceptable operating conditions as demand for the corridor grows.

Route 126 Connector Environmental Assessment

- Environmental Assessment of a new road and interchange that would link the Route 126 corridor with the Maine Turnpike and Route 196. Overall growth in the region has created a demand on local roads to meet unsuitable traffic types and volumes. This project will ease congestion and increase safety (G1-O1 and G1-O4).

Route 9 Improvements

- Complete the design and construction of Route 9 improvements from Sabattus to Lisbon Falls. The addition of a new interchange on Route 9 in Sabattus will greatly increase the utilization of Route 9 to provide access for regional movement. Route 9 is a substandard arterial roadway with a significant crash history along the entire length and MDOT has committed to reconstructing this entire corridor (G1-O1 and G2-O4).

Park & Ride Facilities

- ATRC will continue to work with the Maine Turnpike Authority (MTA) to examine the feasibility of establishing Park & Ride facilities adjacent to new interchanges that may be developed in the future (G1-O7, G1-O8 and G1-O13).

Truck Freight Plan

- Establish a Metropolitan Truck Routing System - ATRC will continue to work towards its goal of developing a metropolitan area truck route network which will effectively serve the needs of industry and commerce, while protecting the integrity of residential neighborhoods. This network will be comprised primarily of principal and minor arterials and only include major collectors where absolutely necessary. In this way, ATRC will be able to strategically invest its limited resources in a defined truck routing network, which requires additional investment to meet structural, operational and geometric standards for heavy trucks (G2-O3 and G2-O4).

Rail Freight Plan

St. Lawrence & Atlantic Railroad (SLR) – Auburn to Canada

- ATRC will continue to seek federal designation of the SLR corridor between Auburn and Canada as a High-Speed Rail Corridor (G1-O6 and G2-O4).

In spite of recent investments to the rail systems in ATRC area, the railroad represents underutilized capacity, which could accept a significant amount of freight shipments from the highway system. Shifting demand to the rail may, in some instances, reduce the need for widening an over-capacitized roadway.

This will allow St. Lawrence & Atlantic Railroad, with shippers along the line (Safe Handling Corp., Pioneer Plastics, New England Public Warehouse, etc.) to provide premium intermodal service via Canadian National (CN), to and from the Chicago Gateway and all major metropolitan areas within Canada. The environmental, safety and economic justification for continued investment in this corridor is compelling.

Lewiston Lower Branch (MEC) – Lewiston to Brunswick

- ATRC will continue to seek funding for the state's acquisition and preservation of the Lewiston Lower Branch of the Maine Central Railroad from Lewiston to Lisbon Falls (G1-O6 and G2-O4).

  The importance of this rail line as a future transportation corridor to the ATRC region cannot be overstated. The railroad runs parallel to Route 196, a congested major east-west arterial highway linking Maine's second largest urban area to the coast. This railroad line directly links two interstate highways (I-95 and the Maine Turnpike); five MDOT Park & Ride lots; industrial parks in Lewiston, Lisbon and Topsham; and retail centers in Lewiston, Topsham and Brunswick.

Passenger Transportation Plan

Transit

- Expansion of fixed-route service in support of the Auburn Passenger Intermodal Facility (G1-O6, G1-O7, G1-O8, G1-O9, G1-O10, G1-O11, G1-O12, G1-O13, G2-O3 and G2-O4).

- Explore the feasibility of expanding the urban fixed-route service to evenings and weekends (G1-O6, G1-O8, G1-O9, G1-O10, G1-O11, G1-O12, G1-O13, G2-O3 and G2-O4).

- Explore the feasibility of expanding the urban fixed-route system to surrounding rural communities (G1-O6, G1-O8, G1-O9, G1-O10, G1-O11, G1-O12, G1-O13, G2-O3 and G2-O4).

Passenger Intermodal Facility

- The MDOT passenger plan calls for the development of a passenger intermodal facility in the Auburn-Lewiston Airport area to meet current and future demands for the traveling and commuting public. In order to preserve current and future freight and passenger rail operations, approximately one mile of new rail line needs to be laid on the old trolley line bed that connects the SLR line to Lewiston Junction Road (G1-O6, G1-O7, G1-O8, G1-O9, G1-O10, G1-O13, G2-O3 and G2-O4).

Passenger Rail Plan

Portland to Montreal

- ATRC will continue to seek federal designation of the SLR corridor between Auburn and Canada as a High-Speed Rail Corridor (G1-O6 and G2-O4).

  Design and upgrade needs to occur on the rail from Portland to the New Hampshire border to meet passenger rail standards. The corridor from Portland to Montreal must be designated by the Federal Rail Authority as a High-Speed Rail Corridor in order to facilitate the development of passenger rail service between Maine and Montreal. Market studies indicate a strong demand for the service.

Bicycle-Pedestrian Plan

In 2002, ATRC completed a bicycle-pedestrian plan for the urban area. *Bridging the Gaps: A Long-Range Facilities Plan for Bicycling and Walking in the Lewiston-Auburn Area*, proposes investments that will make bicycling and walking a viable and attractive choice to get "around town", especially for those residents who do not drive. The goals from the facilities plan include:

- Create bikeways on arterial and collector roads (G1-O9, G1-13 and G2-O3)
- Construct sidewalks on both sides of arterials and collectors within the urban core (G1-O9, G1-13 and G2-O3)
- Ensure safe crossings of arterial and collector roads to reduce bicycle and pedestrian crashes (G1-O9, G1-13 and G2-O3)
- Create streetscapes in dense, mixed-use districts that encourage bicycling and walking (G1-O9, G1-13 and G2-O3)
- Develop an off-road network that completes street gaps, maximizes scenic assets and creates neighborhood short cuts (G1-O9, G1-13 and G2-O3)

D. Investment Strategies

The effort put forth in this Plan is to identify the ATRC region, the needs of the area and what goals, objectives and strategies we will use to meet that effort. As stated in the goals of our Plan, ATRC wants to work to move people and goods into and through the region in the most efficient and feasible manner. Maintaining our existing infrastructure is a first step in that process. ATRC and its communities are committed to investing the funding to maintain existing infrastructure. Improvements and upgrades are considered to be a priority in maintaining the system. ATRC has a larger backlog of projects to maintain its infrastructure than funding will cover. ATRC has and does prioritize its projects based on that premise. ATRC funding priority is to maintain the existing transportation system through:

- Optimizing technology, TSM and TDM to extend the life of the facility
- The inclusion of enhancements "where practicable and feasible", such as bicycle and pedestrian facilities.

In order to go beyond those funding limitations, ATRC must rely on MDOT, MTA and possible earmarks as sources of funding. ATRC is working to utilize TSM and TDM as a means to solve transportation problems and reduce congestion in the urban area. ATRC is committed to

promoting transit, bicycle and pedestrian transportation and making these modes an integral part of the planning/project selection process.

E. Legislative Mandates

The ATRC transportation planning process has been dramatically changed with the advent of seven relevant laws: The Intermodal Surface Transportation Efficiency Act (ISTEA), Transportation Efficiency Act for the 21st Century (TEA-21), Maine's Sensible Transportation Policy Act (MSTPA), the Clean Air Act Amendments of 1990 (CAAA), the National Environmental Policy Act (NEPA), Title VI of the 1964 Civil Rights Act and the Americans with Disabilities Act (ADA).

Under ISTEA/TEA-21, the FHWA/FTA developed the federal rules, 23 CFR Part 450, which describes the planning process and planning requirements for MPOs. It identified sixteen factors, later changed to seven, for consideration in the metropolitan transportation planning process. These factors are addressed at appropriate levels of detail throughout this document.

ISTEA/TEA-21 emphasize the need for metropolitan planning organizations to promote the development of transportation systems that embrace various modes of transportation in a manner which efficiently maximizes the mobility of people and goods within and through the urbanized area while minimizing transportation-related air pollution. Further, the planning process must not only include more players at the decision-making table, but must also include additional considerations such as land use, intermodal connectivity, methods to enhance transit service, and needs identified through systems management.

The MSTPA, like ISTEA/TEA-21, recognizes that mobility is no longer an inexhaustible resource but rather a resource that needs to be both supplied and conserved. The Rule pursuant to the Act states that before highway capacity is increased via road building, a full range of reasonable transportation alternatives must be evaluated to determine if there are any demand-side congestion solutions, including regional rideshare and park-and-ride efforts, increased transit service, non-motorized commuting, land use policies, etc.

The CAAA of 1990 challenges the transportation planning community to develop projects and programs that contribute to improved air quality. Among the goals of the CAAA are providing for greater integration of the transportation and air quality planning processes; ensuring that transportation plans, programs, and projects conform with the state air quality implementation plans; and reducing the growth in vehicle-miles-traveled (VMT) and congestion levels in areas that have not attained the Environmental Protection Agency's air quality standards. ATRC is currently classified non-attainment for ground-level ozone under the One-Hour Ozone standard; and, thus is required to conform and demonstrate conformity when developing plans and programs.

The basic doctrine of NEPA requires the federal government to use all practicable means and measures to protect environmental values. Section 101 (b) of the Act states “it is the continuing responsibility of the federal government to use all practicable means, consistent with other essential considerations of national policy” to avoid environmental degradation, preserve

historic, cultural and natural resources, and "promote the widest range of beneficial uses of the environment without undesirable and unintentional consequences." Therefore, NEPA makes environmental protection a part of the mandate of every federal agency and department. NEPA requires analysis and a detailed statement of the environmental impact of any proposed federal action that significantly affects the quality of the human environment. Each agency designates a "responsible official" who must ensure NEPA issues are addressed as part of the agency's actions. All agencies must use a systematic interdisciplinary approach to environmental planning and evaluation of projects that may have an affect on our environment.

Title VI prohibits discrimination of any type and the Environmental Justice Orders amplify Title VI by providing that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

The ADA stipulates that public entities operating fixed-route transportation service for the general public must provide complementary paratransit service to people unable to use the fixed route system due to a disability. ADA also establishes standards and requirements for pedestrian facilities and signage.

F. Public Participation Process

State and federal lawmakers have created new opportunities for the public to be involved in the transportation decision-making process. ATRC recognizes the need to provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with a reasonable opportunity to comment at several junctures in the transportation planning process.

ATRC has maintained a formal public participation policy since April 1992. The policy is continuously under review and is updated as needed. The current Public Involvement Process, adopted in 1997, is scheduled for update in 2004. This Plan was developed and is consistent with all of the public participation requirements established therein.

1. Community Outreach

ATRC established Working Groups that were comprised of municipal officials from the ATRC communities as well as towns throughout Androscoggin County, the general public and interested stakeholders. The working groups included the Aviation Working Group, Freight Working Group, Roads/Bridges Working Group and Transit Working Group. Each working group was charged with identifying regional transportation issues, needs and opportunities germane to their respective modes. These working groups met for a year prior to completion of this Plan, and their work has been summarized and included in this Plan. ATRC is grateful to those individuals who committed their time and energy serving on the working groups in an effort to assist with this long-range planning process.

Regional roundtable meetings were held in most Androscoggin County communities as a way to gauge the impacts urban transportation planning has had and will continue to have on the surrounding communities. Roundtable meetings were held in Greene, Leeds, Lisbon, Mechanic Falls, Poland and Turner. ATRC staff discussed all modes, issues and opportunities within each town and the region, local transportation systems as it relates to the ATRC area, how local systems fit into the ATRC system, municipal officials' perspectives about how the region looks, where the region should go, where are we, where should we be going, and how to get there. Generally, these communities were pleased to be included in the ATRC long-range planning process and willingly assisted with the planning effort.

G. Overview of the Plan

This long-range plan has been prepared with considerable input from municipal officials from ATRC and rural Androscoggin County communities, regional businesses, the public and other interested stakeholders. This plan has been arranged by transportation mode that includes an inventory of existing conditions, issues and opportunities as well as plans, by mode, for future investment and improvement. Following this introduction, the plan contains socioeconomic characteristics and demographics of the ATRC region, highway section, freight section, passenger transportation section, aviation section, fiscal constraints and air quality analysis.

H. Overview of the ATRC Region

ATRC is a federally designated metropolitan planning organization located in the southern portion of Androscoggin County. ATRC is comprised of the cities of Auburn and Lewiston, the town of Lisbon and a portion of the town of Sabattus.

Historical land use patterns reflect the influences of readily available waterpower. The major rivers in the ATRC area are the Androscoggin and Little Androscoggin. The Lewiston Falls on the Androscoggin River first attracted settlers in the 1770s, and an agricultural community was developed. The coming of the Industrial Revolution led settlers to take advantage of the power source provided by the Androscoggin River, and the first mill for finished cloth was built in the early 1800s.

Textile manufacturing was the dominant force in Lewiston, Auburn and Lisbon's early development and was supplemented by shoe manufacturing, which were the area's two major industries until well into the 1900s. Following World War II, the textile industry went into a decline as a result of foreign competition, but the jobs lost were replaced by a variety of mainly manufacturing industries that moved into the area.

The ATRC region is diverse in its land use patterns and the cities of Auburn and Lewiston serve as the nucleus for all of western Maine. The ATRC region's population increased steadily from about 40,000 persons in 1900 to about 73,000 in 1964, remaining fairly stable since that time. In the late 1980s, the area experienced an unprecedented level of development activity, which seemed to be a result of northward movement of the economic boom in the southern part of the state and New England in general. There is currently significant commercial, industrial and

residential development activity, and the ATRC area's economy is no longer based on manufacturing, but has a number of diversified service industries.

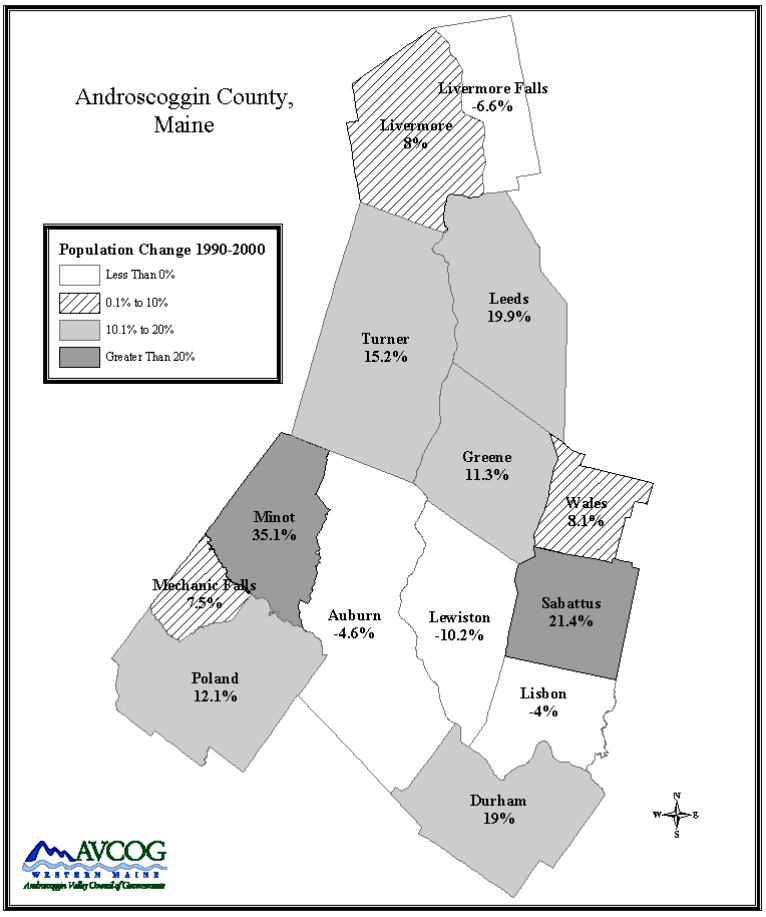
Community assets include excellent educational opportunities in both public and private schools. Recreational opportunities include a wide variety of summer and winter sports at the area's many lakes and resorts. Excellent municipal services are provided to residents such as an adequate water supply, wastewater system, emergency response and public and private medical facilities.

II. SOCIOECONOMIC CHARACTERISTICS/DEMOGRAPHICS

A. Population

Androscoggin County is experiencing redistribution of population with a slight decrease between 1990 and 2000. Prior to World War II, urban areas were home to the majority of residents and employers in Maine. After the war, people started migrating to the suburbs. That trend has continued during the past ten years, such that the largest communities in Androscoggin County (Auburn, Lewiston and Lisbon) all lost population between 1990 and 2000. At the same time, many suburban communities gained more than 10% of their 1990 populations, notably Durham, Greene, Minot, Poland, Sabattus and Turner. ATRC communities comprise approximately 30% of Androscoggin County's overall population. Between 1990 and 2000, population in Androscoggin County decreased by 1.4%. The overall population growth in the state during this time totaled 3.8%.

The following map represents population change from 1990-2000 for each community in Androscoggin County. The towns of Minot (35.1%) and Sabattus (21.4%) were the fastest growing municipalities in the county, followed by the towns of Leeds (19.9%), Durham (19%), Turner (15.2%), Poland (12.1%) and Greene (11.3%). Three of the four Androscoggin County communities that lost population between 1990 and 2000 are located within the ATRC region.

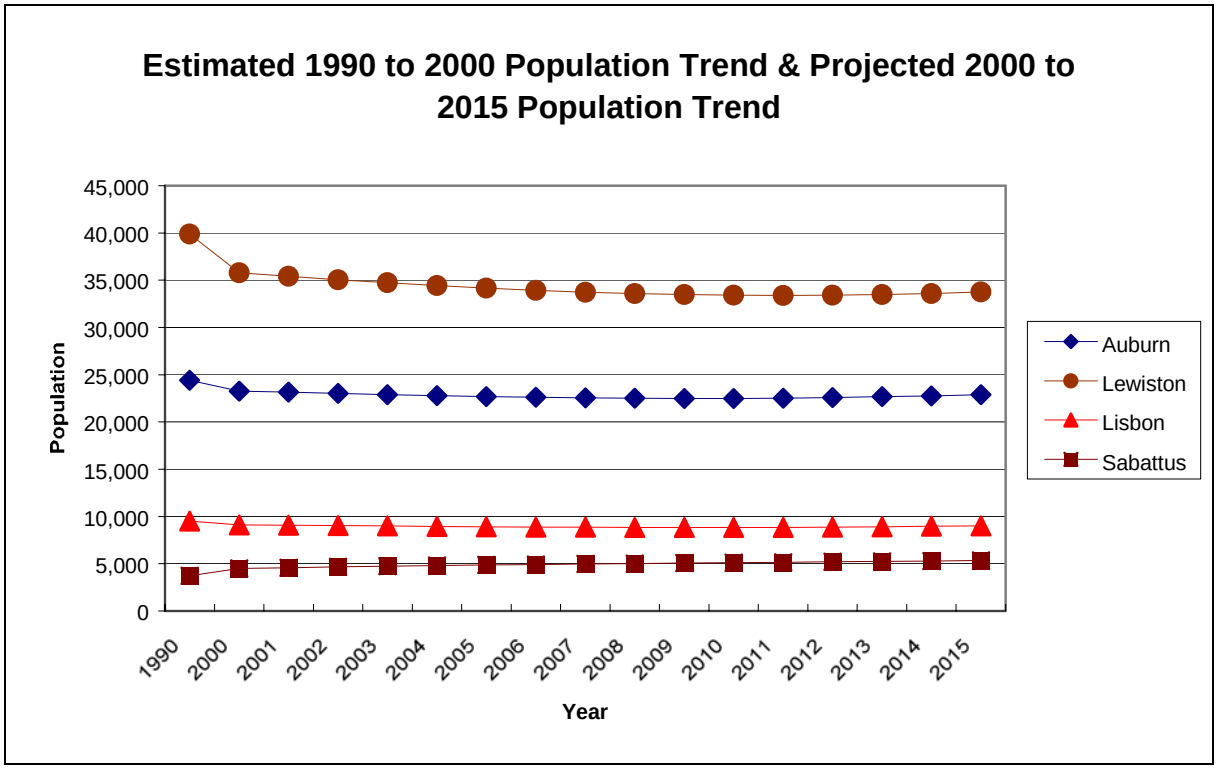


The urban municipalities within the MPO have experienced a population decline, while traditional rural communities are growing. The population of the MPO communities of Auburn, Lewiston, Lisbon and Sabattus collectively dropped from 77,219 in 1990 to 72,456 in 2000, which represents a population loss of 6%. The most rural of the MPO communities, Sabattus, experienced a 21% increase in population which is consistent with growth patterns in other rural areas in the state and is indicative of the suburbanization that is occurring throughout the region.

	Population		Difference	
	1990	**2000**	**#**	**%**
Auburn	24,309	23,203	(1,106)	-4.5
Lewiston	39,757	35,690	(4,067)	-10.2
Lisbon	9,457	9,077	(380)	-4.0
Sabattus	3,696	4,486	790	21.4
Auburn, Lewiston, Lisbon	73,523	67,970	(5,553)	-7.6
ATRC Region	77,219	72,456	(4,763)	-6.2
Androscoggin County	**105,259**	**103,793**	**(1,466)**	**-1.4**
State of Maine	**1,227,928**	**1,274,923**	**46,995**	**3.8**

Source: US Census

According to Maine State Planning Office (SPO) estimates and projections, population in the ATRC region will continue to decline through the year 2011, at which time the population of the four ATRC communities is projected to be 69,917. After 2011, SPO projects the ATRC population will rise slowly to 71,005 in the year 2015. Because SPO has not projected population growth beyond 2015, population estimates to 2025 are not available.



Source: Maine State Planning Office

Several factors cause ATRC to believe that the SPO projections for population in 2015 are too low. Significant recent economic development efforts in Auburn, Lewiston and Lisbon, a recent influx of immigrants into the cities, redevelopment of the Pineland facility in New Gloucester, as well as a new trend of in-migration from people in the Greater Portland Region, who are looking for affordable housing and reasonable commuting times to the Portland area are expected to result in additional employment opportunities and new demands on housing which will result in higher population figures than being predicted by the SPO.

The growth in housing units underlines the urban-to-rural population shift discussed previously. The table below shows total number of households for 1990 and 2000, for each ATRC community, the ATRC region, Androscoggin County and State of Maine. Sabattus is the only ATRC community to experience significant growth (31%) in households over the last ten years. Overall, the ATRC region had less than a 1% increase in the number of households over the last decade, while Androscoggin County had a 5% increase.

Total Households	1990	2000	1990-2000 # Change	1990-2000 % Change
Auburn	9,547	9,764	217	2.3
Lewiston	15,823	15,290	(533)	-3.4
Lisbon	3,474	3,608	134	3.9
Sabattus	1,304	1,708	404	31.0
Auburn, Lewiston, Lisbon	28,844	28,662	(182)	-0.6
ATRC Region	30,148	30,370	222	0.7
Androscoggin County	**40,017**	**42,028**	**2,011**	**5.0**
State of Maine	**465,312**	**518,200**	**52,888**	**11.4**

Source: US Census, AVCOG

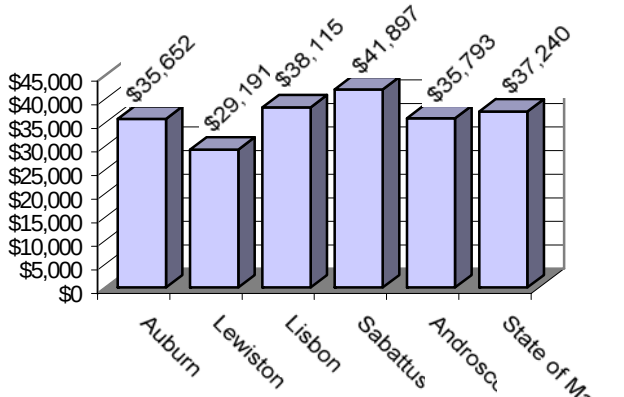
Between 1990 and 2000, household size in the ATRC communities declined at a faster rate than Androscoggin County or the State of Maine.

Average Household Size	1990	2000	# Change	% Change
Auburn	2.47	2.28	(0.19)	-7.7
Lewiston	2.37	2.17	(0.20)	-8.4
Lisbon	2.70	2.51	(0.19)	-7.0
Sabattus	2.82	2.61	(0.21)	-7.4
Androscoggin County	**2.55**	**2.38**	**(0.17)**	**-6.7**
State of Maine	**2.56**	**2.39**	**(0.17)**	**-6.6**

Source: US Census

B. Household Income

Existing income data are important as they can influence such factors as automobile ownership, trips per household and retail sales. The City of Lewiston has the lowest median income of the ATRC communities at $29,191. The Town of Sabattus has the highest median income level in the ATRC area ($41,897).



Median Household Income - 2000 Census

C. Housing Affordability

Availability of affordable housing in the Greater Portland Region has decreased over the last decade, while housing supply in the ATRC area continues to be affordable. ATRC communities are situated within 40 miles of Portland, which is a reasonable commuting time. The commuting time to southern Maine can be shortened even more with increased access to the Maine Turnpike from the ATRC region.

Location	Median Home Price	Median Income	Median Income Can Afford	Income Needed to Buy Median Price Home	
				Salary	Hourly
Lewiston/Auburn Labor Market Area	$102,350	$38,470	$101,482	$38,799	$18.65
Bath/Brunswick Labor Market Area	$149,000	$46,553	$130,121	$53,307	$25.63
Portland Labor Market Area	$167,900	$53,323	$145,930	$61,351	$29.50
State of Maine	$133,500	$42,029	$118,618	$47,302	$22.74

Source: Maine State Housing Authority

The affordability of housing in Androscoggin County, coupled with the proximity to the Portland area lead us to believe that we will continue to see an influx of residents from southern Maine into Androscoggin County and the ATRC region in the next ten years. Likewise, the ATRC region will be attractive to families unable to afford to live in the Bath-Brunswick region because of the relative affordability of housing here.

Housing Affordability – 2002					
Location	Median Home Price	Median Income	Median Income Can Afford	Income Needed to Buy Median Price Home	
				Salary	Hourly
Cumberland	$285,000	$81,752	$217,693	$107,028	$51.46
Scarborough	$210,000	$69,058	$196,485	$73,808	$35.48
Portland	$163,000	$41,595	$110,138	$61,559	$29.60
South Portland	$158,500	$48,436	$130,303	$58,917	$28.33
Durham	$158,250	$59,989	$168,203	$56,439	$27.13
Minot	$144,350	$56,744	$157.840	$51,894	$24.95
Poland	$142,000	$57,347	$161,199	$50,517	$24.29
State of Maine	$133,500	$42,029	$118,618	$47,302	$22.74
Turner	$116,000	$53,146	$150,448	$40,977	$19.70
Wales	$110,000	$52,178	$137,945	$41,608	$20.00

Housing Affordability – 2002 (Cont.)					
Location	Median Home Price	Median Income	Median Income Can Afford	Income Needed to Buy Median Price Home	
				Salary	Hourly
Androscoggin County	$103,000	$39,688	$109,915	$37,191	$17.88
Lewiston	**$101,000**	**$30,002**	**$74,942**	**$40,434**	**$19.44**
Auburn	**$100,450**	**$38,752**	**$97,777**	**$39,811**	**$19.14**
Lisbon	**$99,500**	**$42,022**	**$109,594**	**$38,152**	**$18.34**
Greene	$96,500	$53,774	$151,338	$34,289	$16.48
Sabattus	**$87,250**	**$48,698**	**$134,677**	**$31,549**	**$15.17**
Mechanic Falls	$76,500	$40,312	$105,040	$29,359	$14.11
Leeds	$69,500	$46,877	$131,439	$24,787	$11.92
Source: Maine State Housing Authority					
Note: Caution should be exercised in the use of this data. Some data represent projections, assumptions or estimates, or combinations of these factors.					

D. Automobile Ownership

Automobile ownership data are particularly important in transportation and land use planning for areas such as Lewiston-Auburn, since trips to and from places of work, shopping, entertainment and public facilities are primarily dependent upon private automobiles.

Average Number of Vehicles per Household

Location	1990	2000	Change 1990 to 2000
Auburn	1.51	1.49	-0.02
Lewiston	1.35	1.35	0.00
Lisbon	1.79	1.76	-0.03
Sabattus	1.91	1.97	0.06
Androscoggin County	1.60	1.62	0.02
State of Maine	1.71	1.72	0.01

Source: US Census

E. Commuting Patterns

Trip generation of various geographic subdivisions of a metropolitan area is determined to a large extent by characteristics of the area's residents. The trip attractiveness of an area is primarily influenced by job opportunities, shopping, medical and recreational facilities. Most traffic congestion problems are first observed in the peak travel hours, which most commonly occur in this area during the morning and afternoon commutes. For this reason, transportation planners spend a lot of time studying commuting patterns, even though the commute trip generally represents less than 30% of all trips made in an urban area.

1. 2000 US Census Journey-To-Work Data

In 2000, the Bureau of Census conducted a sample survey of households nationwide and included a section in the survey called Journey-To-Work (JTW). JTW files are one of the most important data resources in transportation planning. These files provide important transportation-related information to the traffic-analysis-zone (TAZ) level for the entire MPO area. Included in the data sets are: the work location of each employed person; the travel mode used for the journey-to-work, including carpooling and vanpooling; the number of vehicles kept at home; the trip times and lengths; as well as demographic and socioeconomic information, such as occupation, industry, earnings, age/sex/race, disability, etc.

2. Commuting by Community

The following tables show commuting patterns for each ATRC community. It is clear from these tables that the ATRC metropolitan area is a self-contained community from an employment/residential standpoint. In fact, 73% of all workers who reside in the ATRC area commute to jobs within the ATRC area.

It is also important to note that Bath-Brunswick-Freeport employs 2,707 workers who reside in the ATRC area – nearly 8% of the total employment pool. The relationship between the labor pool in the ATRC area and the employers at Bath Iron Works, Brunswick Naval Air Station and the retail areas in Freeport is an important one to understand for planning purposes. These commuting patterns are important because there are only two direct routes to the mid-coast region. Route 196 is a principal arterial that is already at capacity during peak hours in Lisbon. Route 136 is an urban minor arterial and, outside of the ATRC area, is a rural major collector which functions as a rural arterial.

ATRC Resident Commuting Patterns - 2000

Auburn Residents		Lewiston Residents	
Work Location	**# of Workers**	**Work Location**	**# of Workers**
Auburn	4,519	Lewiston	9,194
Lewiston	3,806	Auburn	3,397
Portland	462	Portland	489
Bath	255	Lisbon	396
Poland	190	Bath	354
Lisbon	139	Augusta	208
Augusta	125	Brunswick	169
Brunswick	120	Freeport	152
South Portland	116	Turner	142
Turner	102	Poland	140
Other	1,611	South Portland	136
		Sabattus	118
		Other	1,419

Source: US Census

ATRC Resident Commuting Patterns - 2000			
Lisbon Residents		**Sabattus Residents**	
Work Location	**# of Workers**	**Work Location**	**# of Workers**
Lewiston	1,065	Lewiston	885
Lisbon	714	Auburn	455
Brunswick	668	Sabattus	289
Bath	439	Bath	133
Auburn	324	Portland	90
Portland	247	Freeport	79
Freeport	228	Lisbon	76
Topsham	173	Brunswick	48
South Portland	102	Topsham	44
Durham	64	Augusta	37
Westbrook	64	Other	323
Other	579		

Source: US Census

The following table shows where the majority of ATRC residents work. Lewiston and Auburn are the most common destinations for ATRC commuters, followed by the cities of Portland and South Portland, Lisbon, Bath and Brunswick.

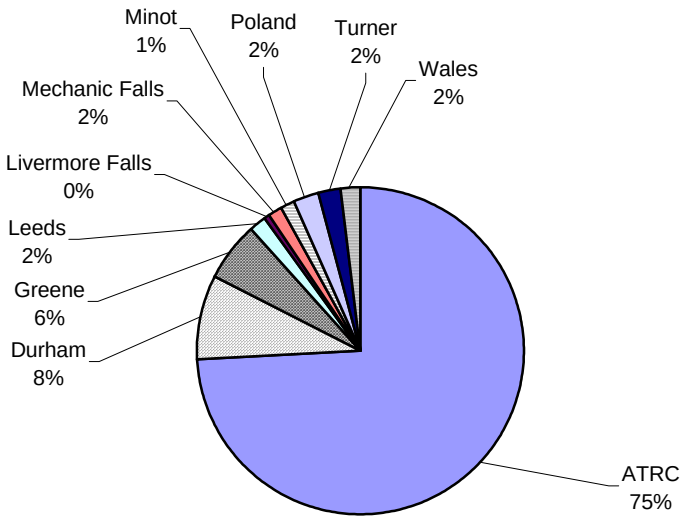
ATRC Area Commuting Patterns - 2000	
To	**# Trips**
Lewiston	14,950
Auburn	8,695
Portland/S.Portland	1,651
Lisbon	1,325
Bath	1,181
Brunswick	1,005
Sabattus	556
Freeport	521
Topsham	304

Source: US Census

The following table shows the number of commuter trips that residents who live in communities within a ten-mile radius of Auburn make into ATRC on a daily basis. The vast majority of commuters traveling into the ATRC region live within the ATRC communities. Those communities located within ten miles of Auburn include Brunswick, Casco, Durham, Freeport, Gray, Greene, Hebron, Leeds, Lewiston, Lisbon, Mechanic Falls, Minot, New Gloucester, Otisfield, Oxford, Poland, Pownal, Raymond, Sabattus, Turner and Wales.

Commute Patterns into ATRC Region - 2000	
From	**# Trips**
Lewiston	13,105
Auburn	8,554
Lisbon	2,162
Sabattus	1,705
Greene	1,500
Poland	1,303
Turner	1,213
Mechanic Falls	786
Minot	700
Leeds	448
Remaining Androscoggin County towns	2,653
Selected Cumberland County towns	1,363
Selected Oxford County towns	536

Source: US Census



Androscoggin County Residents Commuting to Bath - 2000

3. Trip Lengths

The following table shows commute trip lengths by town of residence. Since 1990, the average commute trip length has increased in all ATRC communities as well as in Androscoggin County and the state. Sabattus and Auburn residents have experienced the greatest increase in commuting time of the four ATRC communities over the past decade. The average commuting time for residents of Lisbon and Lewiston increased slightly from 1990 to 2000; however, the percentage increase is less than that for Androscoggin County and the state.

Average Commute Trip Length (minutes) by Town of Residence			
Location	**1990 Census**	**Census 2000**	**Change 1990 to 2000**
Auburn	17.9	21.6	3.6
Lewiston	17.6	18.8	1.2
Lisbon	22.3	24.1	1.8
Sabattus	22.6	27.4	4.8
Androscoggin County	20.0	23.3	3.3
State of Maine	19.0	22.7	3.7

Source: US Census

The following table represents the relatively long commuting lengths reported by residents of the ATRC communities in 1990 and 2000, as well as the percent change between 1990 and 2000. In 2000, Lisbon residents had the longest average commute length of the four communities. The percent residents commuting more than 20 minutes to work from Auburn and Lewiston in 2000 is considerably less than that for Androscoggin County and the state. Between 1990 and 2000, Auburn commuters experienced the greatest increase in commute trips 20 minutes or longer.

Percent Commute Trips 20 Minutes or Longer by Town of Residence			
Location	**1990 Census**	**Census 2000**	**Change 1990 to 2000**
Auburn	29.8%	35.5%	19.1%
Lewiston	29.8%	32.3%	8.4%
Lisbon	62.4%	66.3%	6.3%
Sabattus	58.4%	59.4%	1.7%
Androscoggin County	42.2%	48.0%	13.7%
State of Maine	40.9%	47.1%	15.2%

Source: US Census

Short commute trip lengths by town of residence are shown in the table below. Residents of Lewiston have the highest percentage of short commutes than any of the four MPO communities.

Percent Commute Trips by Town of Residence - 2000				
Location	**15 to 19 Minutes**	**10 to 14 Minutes**	**5 to 9 Minutes**	**Less than 5 Minutes**
Auburn	19.0	25.2	16.7	3.4
Lewiston	16.6	22.4	22.7	6.0
Lisbon	11.5	8.4	9.2	4.6
Sabattus	17.0	12.1	8.5	2.9
Androscoggin County	16.2	17.2	14.5	4.2
State of Maine	15.6	16.7	14.7	5.8

Source: US Census

4. Modal Split

The table below presents the commute trip modal shares for the employed residents of each of the ATRC communities, Androscoggin County and the state.

Percent of Commute Trips by Mode – 2000						
Location	**Drive Alone**	**Carpool**	**Public Transportation (including taxi)**	**Bicycle or Walk**	**Motorcycle or Other Means**	**Work at Home**
Auburn	79.0	14.3	0.9	3.1	0.6	2.2
Lewiston	72.4	13.1	1.9	9.3	0.9	2.3
Lisbon	79.9	15.9	0.1	1.4	0.3	2.4
Sabattus	79.4	15.7	0.0	2.0	0.0	2.9
Androscoggin County	78.0	13.4	0.9	4.3	0.7	2.6
State of Maine	78.6	11.3	0.8	4.2	0.7	4.4

Source: US Census

Nearly 80% of commuters in Auburn, Lisbon and Sabattus drive alone on their commute trip, while 72% of Lewiston residents drive alone. The communities with the highest reported usage of carpooling are the residents of Lisbon and Sabattus (nearly 16% each). Lewiston residents use public transportation, bicycle or walk to work more often than residents in other ATRC communities, Androscoggin County or the state.

On the downside, current transit service in the region has hardly dented the commute trip modal shares with both Lewiston and Auburn falling below a 2% transit mode share for work trips. The bicycle mode share is also relatively small. The walk mode share is significant in both Lewiston and Auburn reflecting the close proximity of many employment opportunities for residents of those cities. Finally, the work-at-home proportion is significant in each community as the modal share represents total removal of the commute person-trip from the traffic stream.

F. Land Use

There is an integral relationship between land uses and a region's transportation systems. ATRC recognizes that economic development and growth within the urban area impacts the transportation systems both within the ATRC communities as well as in neighboring communities. Auburn and Lewiston are the service center for all of Western Maine. As such, people are traveling from throughout Androscoggin, Franklin and Oxford Counties, from as far away as Bethel, Rangeley, Eustis and Farmington for services (employment, medical, shopping, etc.) provided in the ATRC area.

Transportation system improvements within the ATRC region affect all of the communities that depend on it for its services. Likewise, since Auburn, Lewiston and Lisbon serve as employment centers, new economic development projects within ATRC will impact neighboring communities. It is in these towns that new employees will live and, based on Census data over the past 20 years, we anticipate that outward migration will continue into these rural communities.

Auburn, Lewiston and Lisbon are actively involved in aggressive economic development programs that have successfully created nearly 3,000 jobs and retained well over a thousand jobs within the ATRC region. These communities have experienced more than $400,000,000 in new investments over the past decade. Examples of these communities' economic development successes include:

- Hilton Garden Inn in Downtown Auburn
- Super Wal-Mart retail facility and other "big-box" stores in Auburn
- Central Maine Heart and Vascular Institute in Downtown Lewiston
- Rehabilitation of the Bates Mill in Lewiston for commercial uses
- Rehabilitation of the Farwell Mill in Lisbon for commercial and residential uses
- The Furniture Superstore in Lisbon
- Construction of new parking garages in Auburn and Lewiston

Ongoing economic development efforts will continue to increase the number of jobs created and retained in the ATRC area. New development within these communities (e.g. the Wal-Mart distribution center off the Maine Turnpike Exit 13 in Lewiston) will place new demands on the region's transportation systems and underlines the need for sound land use and transportation planning in neighboring towns that will be impacted by the demands for housing and community services. Efforts such as TSM and TDM, including the expansion and coordination of rural and urban transit systems as well as re-establishment of passenger rail, are critical to addressing these issues.

Land Use Strategies

- ATRC supports the use of innovative technologies, TSM and TDM strategies to solve transportation problems and reduce congestion within the urban area (G1-O2, G1-O3 and G1-O4).
- ATRC will continue to work with its communities to assist in the integration of transportation policy and land use planning (G1-O1).
- ATRC will assist its communities with development of ordinances that support the land use and transportation connections throughout the ATRC region (G1-O7).
- ATRC will pursue development of access management guidelines for urban areas (G1-O2 and G1-O4).
- Create streetscapes in dense, mixed-use districts that encourage bicycling and walking (G1-O9, G1-13 and G2-O3).
- ATRC encourages the City of Auburn to minimize potential conflicts between land uses in the vicinity of the Auburn-Lewiston Municipal Airport (G1-O7, G2-O3 and G2-O4).

III. TRANSPORTATION MODES

A. Highways

The highway system replaced the railroad in the mid-1900s as a major factor in developing land use trends. By this time, the major population and manufacturing centers were firmly anchored in Lewiston-Auburn. As a result of the thriving economy in the 19th Century, the central business districts of Auburn, Lewiston and Lisbon developed at a human scale prior to the

automobile era. The majority of the downtown street systems in these communities was in place by 1875 and used by horse drawn vehicles.

Mass production of motor vehicles led to development of the highway system largely between 1925 and 1960 and provided access to the rural communities adjacent to Auburn and Lewiston. The development of the highway system was accelerated in the 1950s by the construction of the Interstate Highway System, using massive federal funding partly justified on the grounds of national defense. More importantly for the ATRC area, the state authorized the construction of the Maine Turnpike by issuing bonds to be repaid from tolls collected on the facility. The Maine Turnpike offered a high quality, high speed, north-south highway link, comparable to an interstate highway, but with tolls being paid for its use.

Western Maine has harsh weather conditions in the winter and spring months, which when mixed with the forestry industry and tourists' use of the roads, create huge maintenance problems. The tourist industry brings an influx of various travel modes ranging from cars to bicycles to tour buses. Both industry users must contend with impacts from spring thaw and other changing road conditions.

Another factor affecting highways is the general growth in traffic that continues to occur, caused by an increase in car ownership, together with an increase in the numbers and lengths of trips within and through ATRC communities. Since 1980, nearly all of the ATRC's highways have exhibited annual traffic growth. Over a period of years, this reduces the level of service (LOS) on highway facilities. LOS problems usually occur first at highway intersections, and in recent years, a number of intersection improvements have been carried out. In general, while congestion is not a widespread problem in the ATRC area, there are localized problems (particularly at intersections) that are likely to increase in both number and severity with continued traffic growth.

The ATRC Travel Demand Model was used to analyze and predict traffic volumes on each of the arterials leading into the ATRC region and on the Maine Turnpike to the year 2025, in order to demonstrate future traffic movements within and through the ATRC region. The highways included in this analysis are Routes 4, 26, 121, 122, 126, 136, 196, 202, I-495 and the three non-interstate Androscoggin River bridge crossings in Auburn and Lewiston. The following conclusions can be drawn from the analysis:

1) Traffic volumes to and from the Gray/New Gloucester area and Portland area will increase by 46%.

2) Traffic volumes to and from communities to the north and east of ATRC (e.g. Greene, Leeds, Litchfield, etc.) will grow by 35%.

3) Traffic volumes on Route 4, north of Auburn, will increase by 20%. In the event an east-west highway is constructed, Route 4 will serve as a primary connector between the Maine Turnpike and the Franklin County segment of the east-west highway. Construction of an east-west highway is not a factor in the assumptions used to project

growth along the Route 4 corridor; it is anticipated that traffic growth will significantly exceed the 20% projection.

4) Traffic volumes to and from the Bath/Brunswick/Freeport areas will increase by 4%. Route 196 in Lisbon is currently at capacity during peak hours and its ability to accommodate a 4% increase in traffic without substantial improvements or providing alternative routing is questionable.

5) Traffic volumes to the west of ATRC are difficult to quantify, because there is only one arterial highway heading west out of Auburn (Route 11/121); and, the ATRC model predicts a 2% increase in traffic along the Route 11/121 corridor. However, we feel these projections are too low and do not accurately reflect the flow of traffic to the west of ATRC. The Town of Minot is the fastest growing town in Androscoggin County; however, Route 121 is not the primary route for commuters between Minot and the ATRC communities. There are several rural minor collector highways and local roads that serve as primary commuter routes between Minot, Poland and Auburn. The roads in Poland include Empire Road, Hackett's Mill Road, Lewiston Junction Road and Route 122. The Minot roads include Brighton Hill Road, Holbrook Road, Jackson Hill Road and Route 119; however, it is difficult to accurately model the use of local roads where verification data is scarce or nonexistent. Consequently, the model could not be used to make projections for Brighton Hill Road and Holbrook Hill Road. Aggregated predictions for the remainder of these roads indicate there will be an increase in westerly traffic volumes of 9%.

6) Traffic volumes on the three Androscoggin River bridges will increase by 12%.

Very little additional new highway mileage has been constructed in the ATRC region since 1960. A radial road pattern developed centered on Lewiston/Auburn, the largest population center in the area. Recent significant highway construction projects in the ATRC area have been limited to the Lewiston and Auburn flyovers and the Sabattus Maine Turnpike interchange. The principal routes serving the ATRC region include:

1. U.S. Route 202: provides access to Gray, Portland and Cumberland County in general, via Washington Street, Auburn, and to Augusta via Main Street, Lewiston.

2. State Route 4: provides access to northern Androscoggin County, northern Oxford County and Franklin County. It is the principal route to the western mountains linking winter and summer recreation areas to the remainder of the state.

3. State Route 121: provides access to Minot, Mechanic Falls, and Oxford, and southern Oxford County, in general.

4. State Route 126: provides access to Sabattus and continues to Gardiner.

5. State Route 136: provides access to Durham, Freeport and U.S. Route 1.

6. State Route 196: provides access to Lisbon, Brunswick and the U.S. Route 1 Coastal Connector.

Currently, ATRC is conducting two specific feasibility studies for new interchanges within the ATRC region. The Downtown Connector Study will identify locations for an interchange between Exits 12 and 13 that will relieve congestion in Downtown Auburn and Downtown Lewiston and provide better access to both downtowns. The Route 126 Connector Study is examining the feasibility of establishing an interchange and connection to the Maine Turnpike from Route 126, north of Exit 13, to provide better connection between the Maine Turnpike and Routes 126 and 196.

Access to the Maine Turnpike is crucial to the future prosperity of the ATRC region. With metropolitan access to the Maine Turnpike currently limited to two interchanges, the full benefits of this facility to the region have yet to be realized. The opening of the new Route 9 interchange in Sabattus in 2004 is the first new interchange within the metropolitan area since the highway was first constructed in 1955.

Additional Maine Turnpike access is needed throughout the urban area. New interchanges will create new accessibility between communities in the metropolitan area and communities adjacent to ATRC, improve accessibility to existing and developed areas, provide new opportunities for intermodal connectivity, reduce congestion and more evenly distribute traffic at the bridge crossings over the Androscoggin River. The ultimate goal is to make better use of the Maine Turnpike to travel within and around the region.

Additional Maine Turnpike interchange issues that should be looked at in more detail in the future include:

- Relocation of existing Exit 12 to Kittyhawk Avenue in Auburn. The geometrics of the Exit 12 ramps make it a difficult exit for trucks. This would provide better and more direct access to the industrial park, the Auburn Freight Intermodal Facility and the Auburn Passenger Intermodal Facility.

- The New Gloucester barrier toll is perceived to be a deterrent to motorists traveling between ATRC region and southern Maine. It has long been speculated that some motorists may be using Route 202/100 to bypass the barrier toll in order to save time and money.

- A new interchange south of Exit 12 would afford a new connection to Route 26 and Route 122, would eliminate a significant amount of “cut-through” traffic in Poland, and serve regional companies that generate significant truck traffic (e.g. Cote Crane Rigging, Perry Transport, Pike Industries, Tambrands, Inc.).

Highway system preservation can be attained through aggressive access management. In some instances, 25% to 35% of available highway capacity on arterial roadways is “chewed up” by driveways, conflict points and inadequate intersection controls. With highway construction now an “avenue of last resort” per ISTEA, TEA-21 and the MSTPA, transportation agencies and municipalities must practice and enforce access management.

In 2000, the legislature adopted LD 2550, An Act to Ensure Cost Effective & Safe Highways in Maine. The purpose of this act is to assure the safety of the traveling public, protect highways against negative impacts on highway drainage systems, preserve mobility and productivity, and avoid long-term costs associated with constructing new highway capacity. The act is intended to conserve state highway investment, enhance productivity, manage highway capacity, maintain rural arterial speed, promote safety and conserve air, water and land resources.

In accordance with this Act, MDOT developed rules for implementation that took effect in 2002. The rules apply to new or modified curb openings (driveways and entrances) on non-urban (outside of the urban compact) state and state-aid highways. The standards regulate corner clearances, drainage, driveway spacing, driveway widths, parking, shared driveways and sight distance. This law applies to state and state aid roads outside of urban compact areas. Consequently, most roads within the ATRC area are not regulated by these statewide rules.

Another strategy for maintaining the capacity of the region's highways is through the use of TSM and TDM strategies. ATRC is working to implement a comprehensive traffic signal management system that will incorporate all traffic control signals located within the ATRC communities into a system that is centrally managed. This system will enable the management of traffic flow along corridors and enable motorists, bicyclists and pedestrians to traverse the region more effectively and efficiently.

The Roads/Bridges Working Group analyzed highway conditions throughout Androscoggin County and has concluded that:

- Traffic volumes and resultant congestion are causing motorists to use local roads as alternative routes to the region's arterial highways.

- There should be more consistency of road construction standards, federal functional classification, highway maintenance (including consistency between the two MDOT Maintenance Divisions (Divisions 6 and 7) that serve the ATRC region and neighboring towns) and speed limits on roads connecting the ATRC communities and its neighbors. For example, Route 122 is classified as an arterial in Auburn and a major collector in Poland and Route 202 has a posted speed limit of 45 mph. in Lewiston, south of the Greene town line; and in Greene, north of the Lewiston city line, the posted speed limit is 50 mph. even though there are no differences in the functionality, land uses or traffic patterns of these highways from the urban communities to the rural communities.

Highway Strategies

- ATRC strongly supports the Maine Turnpike Authority's commitment to invest in infrastructure improvements within the ATRC region (G1-O5).
- ATRC will continue to pursue access management within the urban compact areas as a measure to preserve available highway capacity, reduce crashes and avoid, minimize and hopefully delay costly roadway improvements (G1-O2 and G1-O4).
- ATRC will include access management as a major element in all future studies and work to adopt a set of uniform standards that can be utilized within urban areas (G1-O2 and G1-O4).

- ATRC supports the use of innovative technologies, TSM and TDM strategies to solve transportation problems and reduce congestion within the urban area (G1-O2, G1-O3 and G1-O4).
- ATRC supports establishment of consistent construction standards, federal functional classification and highway maintenance for contiguous urban and rural highways (G2-O4).
- Review and update the ATRC project selection procedures to ensure that cost-benefit and life cycle costs are included (G2-O2 and G2-O4).

B. Freight Movement

ISTEA and TEA-21 underscore the importance of transportation and freight movement to economic development. ISTEA was enacted in the midst of a freight transportation revolution. Local markets began competing globally. New highway construction slowed. Freight carriers are now under pressure to be more cost-effective, more innovative, and more intermodal.

ISTEA and TEA-21 require MPOs and State DOTs to consider freight movement in the planning process and to develop methods to enhance the efficient movement of commercial motor vehicles. Where MPOs were once told to focus on two modes of transportation (highways and transit), they are now required to focus on the entire transportation system. While ATRC has relatively sophisticated passenger transportation planning, it is only just beginning to build capacity in the area of freight planning.

1. Freight Movement - Trucks

Prior to World War II, urban centers were home to industrial complexes and major distribution and transportation hubs. After the war, people started moving out of urban areas into newly emerging suburbs. Eventually, industrial complexes and large retail centers moved out of city centers into suburban and rural areas resulting in new freight movement patterns to serve these relocated businesses. The Internet now allows the public to order their goods on-line for direct delivery to their homes, which is increasing the instances of trucks in residential neighborhoods.

The overall condition of our highway network is directly impacted by the volume and weight of the trucks that move products into and out of the region. The vast majority of freight movement in the State of Maine is via truck. According to MDOT, nearly 90% of all freight transportation in Maine in 1998 was by truck. Maine sends and receives among the highest percentage of freight by truck in the nation.

Most of the towns that participated in the ATRC roundtable meetings expressed concerned about the impacts new transportation improvements within the ATRC region will have on them. One noteworthy issue that was expressed relates to the impacts that the Sabattus' Maine Turnpike interchange will have on roads that will feed traffic to and from Route 9. Specifically mentioned were Sawyer Road in Greene, Leeds Junction Road in Leeds and Wales, Route 132 in Wales and Monmouth (in Kennebec County). Each of these towns anticipates significant increases in overall traffic volumes as well as increases in heavy vehicle volumes. The ATRC travel demand model also shows an increase in traffic volumes to the year 2025. All of these roads are currently in substandard condition and will require a commitment from these towns and MDOT to reconstruct them to proper highway standards. MDOT has identified Leeds Junction Road

and Route 132 as backlog highways; however, their reconstruction has not been planned yet by MDOT. With the exception of Route 132, which is a rural major collector highway, these roads are state-aid roads, which will require local investment to upgrade.

ATRC established the Freight Working Group, comprised of municipal officials from ATRC communities and the neighboring Androscoggin County towns, the Androscoggin County Emergency Management Agency, MDOT, freight haulers and manufacturers in the region. This working group was charged with identifying regional freight needs and issues. One issue commonly discussed during the planning process was the impacts heavy vehicles have on local roads that are used as bypass routes to the region's arterial highway system (e.g. the use of the roads west of Lake Auburn to bypass congestion on Route 4 in the vicinity of the Auburn Mall) and the lack of a designated truck routing system within the ATRC area. Time management is critical in the world of freight movement. Unless specifically directed to take one route versus another, drivers will opt for the route of least resistance regardless of the functional classification of the roadways being used. The ATRC Technical Committee currently is working with ATRC communities to designate the best and preferred routes for truck traffic in the region.

2. Freight Movement - Rail

Rail freight moves a significant amount of raw materials to manufacturing industries in the ATRC area. The railroads have a long and rich history in the ATRC area. Since just after the Civil War, the people of the area have worked the railroads to open up new markets and interstate travel. The railroad is as much a part of local culture as it is of the transportation system. Perhaps this interrelationship between culture, history and travel is the reason that rail transportation in the ATRC area is poised to challenge the highway system as the major mode of intercity and interstate transportation in the 21st Century.

There are two owners who control the active rail lines in the ATRC area:

a. Guilford Rail System (GRS)
b. St. Lawrence & Atlantic Railroad Company (SLR), a subsidiary of Genesee & Wyoming Railroad

GRS owns three companies that function in Maine:

a. Boston and Maine Corporation
b. Maine Central Railroad Company
c. Springfield Terminal Railway Company that operates the rights-of-way of the other two companies.

Rail Lines

Maine Central Railroad (MEC)

The MEC line runs from S. Portland to Royal Junction in Yarmouth, where it splits into the Back Road to Lewiston then Waterville (with a Lower Road to Augusta). The Back Road is the main freight line connecting Portland to Northern Maine. It is a Class III line with a maximum speed of 40 mph from Lewiston to Oakland (30 mph south of Lewiston). Freight carried on this line is comprised of forest products including paper, pulpwood, woodchips, lumber, clay and oil.

St. Lawrence & Atlantic Railroad (SLR)
This line consists of 90 miles of track between Portland and the New Hampshire border near Gilead. The line carries a Class II rating, with a 25 mph speed for most of the track. The line continues through New Hampshire and Vermont and continues on into Quebec, connecting with Canadian National, east of Montreal. The line from Portland to Auburn parallels the MEC line.

Vertical clearance constraints along the SLR line have been eliminated allowing double stack capability between Auburn and Canada. The SLR has the only hi-cube, double stack clearance in northern New England for intermodal trains.

Maine Coast Railroad (MCR)
The MCR's Lewiston Branch, which once ran from Lincoln Street in downtown Lewiston, to Brunswick where it connected to the Rockland Branch, was abandoned by freight operations in 1991.

The first 9.4 miles of the Lewiston Lower Branch from Brunswick to Lisbon Falls was acquired by the State in 1991. The second 9.5 miles section from Lisbon Falls to downtown Lewiston is owned by Guilford Rail System (GRS). In 1994, the public was notified of GRS' intent to abandon the remaining 9.5 miles section between Lisbon Falls and Lewiston. In 1998, the state began unsuccessful negotiations with GRS for the purchase of this segment. In the summer of 1999, GRS withdrew its request for abandonment of this 9.5 miles section, effectively precluding the state from purchasing it.

Several organizations have gone on record citing the need for acquiring and preserving the line as a transportation corridor, including the Androscoggin County Chamber of Commerce and TrainRiders Northeast. This rail line presents significant development opportunities to the ATRC area and should be acquired by the state as soon as is practicable. Both Lewiston and Lisbon are committed to ensuring that this rail line be used for both freight and passenger service once ownership is acquired by the state from GRS.

High-Speed Rail Corridor
The SLR rail line from Portland to Auburn is currently designated as a High-Speed Rail Corridor. The ATRC, Androscoggin Valley Council of Governments (AVCOG), and the cities of Auburn and Lewiston each forwarded resolutions to extend that designation to Montreal. These resolutions were forwarded to MDOT, which endorsed the resolutions and sent them to the Maine congressional delegation. In response to these resolutions, U.S. Senator Olympia Snowe put forth a provision in the proposed Amtrak funding a bill designating this part of the SLR line as part of the nation's High-Speed Rail Corridor.

ATRC recognizes the need to shift heavy freight from the highways to rail, whenever it is economically feasible. Intermodal freight shipments are the largest growth area in the railroad industry today. The Auburn Intermodal Facility is one of the nation's first examples of the public and private sectors advancing the principals of ISTEA in the freight movement industry.

The weight limit for freight cars in the United States was increased to 286,000 pounds in the past five years. However, the SLR mainline has not been upgraded yet to accommodate these heavier

cars. Consequently, rail cars having the maximum weight capacity travel into this region partially filled because of bearing capacity limitations on existing rails. There is a financial cost and potential loss of revenue associated with the movement of partially full rail cars. Freight rail service could be improved by designating the SLR rail corridor from Auburn to Canada as a High-Speed Rail Corridor. This designation would allow for improvements to the rail line sufficient to allow heavier loads to pass over the tracks and achieve higher speeds.

In order for the Auburn Intermodal Freight Transfer Facility to continue to access national and global markets on an efficient and competitive basis, improvements need to be made to the structural integrity of the SLR line to safely handle increased demands for freight shipments at higher speeds.

Intermodal Freight Facility

On September 26, 1994, Emons Holdings, Inc. opened a newly constructed intermodal truck-to-rail freight transfer facility on a 43-acre parcel situated on the north side of Lewiston Junction Road across from the Auburn-Lewiston Municipal Airport in Auburn. This project provides for the interconnection of railway and highway transportation systems. The facility utilizes the cost efficiencies of both modes of transportation to distribute goods to Canada, the Midwest, and the Southwest United States. The project was funded through the FHWA's CMAQ program and an innovative financing plan involving the City of Auburn, Emons Transportation Group and MDOT. This project was the first CMAQ-funded intermodal freight facility in the U.S. to be constructed and opened.

Trailers and containers handled at this facility rose from 2,700 in 1995 to more than 12,000 in 2001. This success resulted in a 19-acre expansion of the intermodal facility in 2001, effectively doubling its size to 35 acres. The Auburn Intermodal Facility currently processes an estimated 11,000 domestic cargo containers and 2,000 international cargo containers annually, with the potential to process 35,000 imported containers.

The Port of Portland's jurisdiction for U.S. Customs Service inspections was expanded to include the Auburn Intermodal Facility in the summer of 2003. This designation allows international cargo to clear customs in Auburn rather than being trucked to Portland for customs clearance, saving significant time and expense, while reducing air pollutants, vehicle idling, and fuel consumption.

As a result of the municipal roundtable meetings held early in the planning process, it has become clear that the towns adjacent to the ATRC region support new economic development along the region's rail lines, both within and outside of the ATRC region.

Freight Movement Strategies

Trucks

- ATRC recommends that, within one to two years after the Sabattus interchange opens, MDOT should examine the federal functional classification of Sawyer Road in Greene, Leeds Junction Road in Leeds and Wales, and Route 132 in Wales and Monmouth to see if these highways are functioning differently as a result of changes in traffic patterns caused by the new Sabattus turnpike interchange (G1-O1).

- ATRC will continue to work towards its goal of developing a metropolitan area truck route network which will effectively serve the needs of industry and commerce, while protecting the integrity of residential neighborhoods (G2-O3 and G2-O4).

Rail

- ATRC will continue to seek funding for the state's acquisition and preservation of the Lewiston Lower Branch of the Maine Central Railroad from Lewiston to Lisbon Falls (G1-O6 and G2-O4).
- ATRC will continue to seek federal designation of the SLR corridor between Auburn and Canada as a High-Speed Rail Corridor (G1-O6 and G2-O4).

C. Passenger Transportation

1. Passenger Transportation - Transit

The Lewiston-Auburn area is served by a fixed-route system owned by the Lewiston-Auburn Transit Committee (LATC), which contracts with Western Maine Transportation Services (WMTS) for operating and maintenance services; intercity transit service is provided by Vermont Transit (Bangor, Lewiston-Auburn, Portland and Boston); door-to-door or demand response service providers, WMTS and Community Concepts, Inc.; and one taxi provider, City Cab.

WMTS provides approximately 108,000 paratransit trips in the urban area annually (2002). It is important to note that these trips are exclusive of LATC's ***citylink*** service, ADA complementary paratransit service or other contracted services. Sixty-eight percent of WMTS' paratransit trips are related to social service. WMTS contracts with the Department of Human Services and MaineCare (Medicaid). The remaining 32% (35,000 rides) are public trips that are funded in part through the ATRC process. Current demand for ADA "certified" complementary paratransit trips is currently in excess of 11,000 annually.

Thirty years ago, over half a million people rode the fixed-route bus service in Lewiston-Auburn on an annual basis. Ridership in Lewiston-Auburn peaked at 10,226,000 in 1944 but only 522,000 rode the buses by 1972. In 2002, the service can claim over 122,000 riders annually. The reason for the decline of the system is well documented: urban "flight" to the suburbs; the increase in automobile ownership; the relatively constant price of gas; the cutting of suburban, evening and weekend bus service; etc.

In 1993, LATC decided it was time to reverse the decline in ridership. Since then, LATC has undertaken several studies of the public transportation system within the ATRC area. A summary of those studies, as well as individual municipal plans which address public transportation, follows:

In 1994, LATC commissioned a comprehensive study of the public transportation system that included a plan, schedule and implementation program designed to build new markets, improve service to existing customers, increase ridership, improve visibility and advertising and restore public transit as a prominent component of the transportation system.

The Auburn Downtown Master Plan calls for a range of downtown developments, including a new office complex, a new hotel, a new city hall and expansion of the Auburn Public Library. The master plan identifies a potential role for a downtown shuttle bus to transport office workers, shoppers and visitors between downtown activity centers. It also recognizes a need for bus service that operates late enough into the day to accommodate downtown employees who work until 5:00 p.m.

Lewiston's Downtown Master Plan envisions a wide range of improvements for the downtown center, including increased business investment, more private and public sector employment, improved residential opportunities and enhanced pedestrian access. The plan recognizes a future need for park-and-ride service from peripheral parking lots. In addition, a downtown circulation shuttle could provide expanded access for a wide variety of people once they have arrived in the downtown center.

The Downtown Lewiston Parking Study suggests that satellite parking lots may be needed to accommodate future demand for downtown parking. Also, as the cost of downtown parking increases, commuters who work in the downtown may become increasingly interested in alternatives to driving alone.

A January 2000 onboard survey suggested that LATC buses mostly serve lower income individuals with limited transportation alternatives. Eight-nine percent of riders reported household incomes under $20,000 per year. While more than half of current riders use the bus to get to work, the system serves very few downtown office workers and professionals.

A telephone survey of households in Auburn and Lewiston, that was intended to evaluate the communities' opinion regarding the public bus service, was conducted in 2001. Survey results indicated that 89% of survey respondents were only "slightly familiar" or "not at all familiar" with local bus service. Seventy-six percent had not seen a route map or timetable within the past year. Only 6% of the respondents had used the bus system within the past year and 77% said they had never ridden the LATC bus.

In 2001, Tom Crikelair Associates completed an Evaluation of the Fixed Route Bus System in Lewiston-Auburn for LATC. This evaluation reveals that:

- A number of the Lewiston-Auburn schools and colleges are not directly served by LATC buses, which include the Lewiston High School, Central Maine Community College and St. Dominic's High School. Bus service is available to Lewiston-Auburn College during the day but is not available in the evenings.
- Lewiston-Auburn has the smallest bus fleet and the lowest number of service hours of twelve comparable urban areas. It also ranks last in terms of the total number of riders carried.
- LATC receives the lowest level of municipal and state financial support of the twelve peer transit systems.
- The unit cost for operating the LATC bus service is just below the average for the 12 peer systems. However, because of low overall ridership, the unit cost for each rider is higher than for most peers.

- In 1998, LATC buses averaged 11 riders per revenue service hour. While overall productivity is low, performance on some LATC routes is reasonably good.
- LATC should consider setting a system-wide goal of carrying an average of at least 15 riders per service hour. A minimum standard for individual routes could be set at 9 or 10 riders per hour.

As a result of this 2001 system evaluation, a number of improvements have been made to this urban transit system. Most notably, a new Downtown Shuttle service has been established linking downtown Auburn, downtown Lewiston and Central Maine Medical Center.

Roundtable meetings held with municipal officials from neighboring communities early in this long-range planning process indicated a need for extended public bus service between rural towns and ATRC communities to serve residents commuting to jobs within the ATRC area. Demographic data presented earlier in this plan show that the ATRC area is losing population, while towns adjacent to the ATRC area are growing quickly. Also, the majority of commuters traveling to jobs within the ATRC area live within Androscoggin County, and they are driving to work alone. Further, the convenience of a 5-10 minute drive into Lewiston/Auburn is a factor against establishing vanpools or carpools from neighboring towns such as Greene, Minot or Turner.

Population densities and land use planning are critical elements in transit planning. In order for a feeder bus service to operate efficiently and cost effectively, minimum densities of not less than seven units per acre typically must occur. This represents a challenge to the ATRC area given the demographics and commuter patterns in this region.

2. Passenger Transportation – Rail

In the early 1990s, passenger rail service ran from Portland to Bethel via Auburn, to serve the Sunday River Ski Resort in the winter. This service was discontinued after only a few years of service due to a lack of connections in Portland, loss of funding subsidies and poor ridership. There has been no passenger rail service in the ATRC region since that time. AMTRAK service was extended to Portland from Boston in December 2001, and is anticipated that Amtrak service will be further extended from Portland through Auburn to Montreal via the SLR line. The MDOT 2002 Auburn Passenger Intermodal Facility Study estimated that a large percentage of residents from the Greater Montreal Area are desirous of traveling to and through Maine by rail.

MDOT is in the process of conducting an Environmental Assessment of a passenger intermodal facility in Auburn in the vicinity of the Auburn-Lewiston Municipal Airport. If constructed, this facility would house passenger rail, bus charter services and intercity bus facilities. It is anticipated that such an intermodal facility would also have sufficient capacity to house part of the airport facilities or operations. Anticipated timeframe for construction and opening of this facility is approximately 2006.

In the summer of 2003, ATRC, the cities of Auburn and Lewiston and AVCOG adopted resolutions supporting the extension of the High-Speed Rail Corridor from Auburn to Canada along the SLR rail line. These resolutions were forwarded to MDOT, which endorsed the resolutions and sent them to the Maine congressional delegation. In response to these resolutions,

U.S. Senator Olympia Snowe put forth a provision in the proposed federal transportation reauthorization bill designating this part of the SLR line as part of the nation's High-Speed Rail Corridor.

Passenger Transportation Strategies
Promote the use of Transportation Enhancement and Congestion Mitigation Air Quality funding for transportation improvements (G2-O1, G2-O3, G2-O4).

Transit
- Expansion of fixed-route service in support of the Auburn Passenger Intermodal Facility (G1-O6, G1-O7, G1-O8, G1-O9, G1-O10, G1-O11, G1-O12, G1-O13, G2-O3 and G2-O4).
- Explore the feasibility of expanding the urban fixed-route service to evenings and weekends (G1-O6, G1-O8, G1-O9, G1-O10, G1-O11, G1-O12, G1-O13, G2-O3 and G2-O4).
- Explore the feasibility of expanding the urban fixed-route system to surrounding rural communities (G1-O6, G1-O8, G1-O9, G1-O10, G1-O11, G1-O12, G1-O13, G2-O3 and G2-O4).

Rail
- ATRC supports establishment of the Auburn Passenger Intermodal Facility Road (G1-O6, G1-O7, G1-O8, G1-O9, G1-O10, G1-O11, G1-O13, G2-O3 and G2-O4).
- ATRC will continue to seek federal designation of the SLR corridor between Auburn and Canada as a High-Speed Rail Corridor (G1-O6 and G2-O4).

Park & Ride Facilities
Park & Ride facilities are important elements of a region's transportation network and offer travelers an inexpensive alternative to single occupancy vehicles. Park & Ride lots in the ATRC area are used by commuters who must travel long distances between home and work, as well as by residents who wish to combine trips to regional centers such as Augusta, Brunswick or Portland. There are six Park & Ride lots, with a total of 298 parking spaces in ATRC communities.

Park & Ride Facilities in ATRC Region			
Location	**# of Spaces**	**Owner**	**Description**
AUBURN Maine Turnpike Exit 12	137	Maine Turnpike Authority	Paved, striped and lighted
LEWISTON US-202 at Marden's	13	State of Maine	Paved, striped and lighted
LEWISTON Turnpike Exit 13 SB ramps	62	Maine Turnpike Authority	Paved, striped and lighted
LEWISTON Turnpike Exit 13 NB ramps	27	Maine Turnpike Authority	Paved, striped and lighted
LISBON FALLS Route 196	30	State of Maine	Lighted
SABATTUS Intersection of Routes 9 & 126	29	Town of Sabattus	Paved

MDOT and MTA are in the process of analyzing Park & Ride facilities throughout the state so the existing system of facilities can be improved. On October 1, 2003, the first draft report, *Maine's Park & Ride Lots: Evaluating and Strengthening the System*, included an analysis of lot usage of each of the 48 Park & Ride lots in Maine. Lot usage was determined by on-site surveys of each lot to identify the extent to which these lots were being used, including the frequency each lot is used as well as the highest percentage of use. With one exception, the Park & Ride lots in the ATRC region are heavily used. There is particularly high percentage of usage at the lots adjacent to the Maine Turnpike, which indicates that there is a demand for such facilities for commuters using the toll highway.

Lot Usage of ATRC Park & Ride Lots

Location	# of Spaces	# of Vehicles	% Lot Usage
AUBURN Maine Turnpike Exit 12	137	75	55%
LEWISTON US-202 at Marden's	13	6	46%
LEWISTON Turnpike Exit 13 SB ramps	62	41	66%
LEWISTON Turnpike Exit 13 NB ramps	27	23	85%
LISBON FALLS Route 196	30	19	63%
SABATTUS Intersection of Routes 9 & 126	29	8	28%

Source: NHTB Corporation, October 1, 2003

MDOT and MTA are in the process of evaluating possible location of a new Park & Ride lot in the vicinity of the new Sabattus Maine Turnpike interchange. Park & Ride facilities should be considered for all future Maine Turnpike interchanges within the ATRC region because of the benefits they provide to motorists in terms of ease and convenience and to the environment in terms of air quality and congestion mitigation.

Park & Ride Strategies

- ATRC will continue to work with the Maine Turnpike Authority (MTA) to examine the feasibility of establishing Park & Ride facilities adjacent to new interchanges that may be developed in the future (G1-O7, G1-O8 and G1-O13).

D. Bicycle-Pedestrian Plan

Since the region's first Bicycle and Pedestrian Plan was completed in 1995, the ATRC area has captured approximately $4.5 million in state, federal and local resources for the construction of sidewalks, bike lanes, shoulders and paved pathways. In 2001, ATRC adopted and published a *2025 Vision* for the region's bicycling and walking network that outlined goals and strategies related to education, encouragement, engineering and enforcement.

In 2002, ATRC published *A Long-Range Facilities Plan for Bicycling and Walking in the Lewiston-Auburn Area* as a means to implement the 2025 Vision. This plan proposes investments that will make bicycling and walking a viable and attractive choice to get around

town, especially for residents – well over one-third of whom do not have the option to drive. In parts of the Auburn Downtown and the Lewiston Downtown, as many as 50% of households do not own a car. Built before the dawn of the automobile, these cities possess a number of assets that facilitate bicycling and walking. About one-half of Auburn and Lewiston residents live within a two-mile radius of their respective downtowns, which is a reasonable distance for walking and bicycling to Great Falls Plaza or Bates Mill. Most of the area's attractions (e.g. colleges, businesses, hospitals, parks, schools and shopping centers) are located within two miles of either downtown.

Public officials and residents have already voiced support for physical improvements to the region's bicycling and walking network. Over 66% of respondents to an ATRC survey conducted in 2000, indicated that they would commute to school or work by bicycling or walking if safe routes were provided. Of 150 municipal officials in Western Maine who responded to a transportation survey conducted by AVCOG in 2000, 76% supported paved shoulders for bicycling on rural roads and 64% supported bicycle routes on urban streets. ATRC has a policy that requires all road reconstruction projects considered during the TIP process to be evaluated for their ability to accommodate bicycle and pedestrian use. Those projects that have bicycle and pedestrian priority are awarded additional points in the scoring process for TIP selection.

Bicycle-Pedestrian Strategies

- Create bikeways on arterial and collector roads (G1-O9, G1-13 and G2-O3).
- Construct sidewalks on both sides of arterials and collectors within the urban core (G1-O9, G1-13 and G2-O3).
- Ensure safe crossings of arterial and collector roads to reduce bicycle and pedestrian crashes (G1-O9, G1-13 and G2-O3).
- Create streetscapes in dense, mixed-use districts that encourage bicycling and walking (G1-O9, G1-13 and G2-O3).
- Develop an off-road network that completes street gaps, maximizes scenic assets and creates neighborhood short cuts (G1-O9, G1-13 and G2-O3).

E. Aviation

The Auburn-Lewiston Municipal Airport, owned by both cities and located north of I-495 bounded by Lewiston Junction Road, Kittyhawk Avenue and Hotel Road in Auburn, has served the area since 1936. The airport has two runways: one 5,000 feet in length and one 2,750 feet in length. Air passenger service was provided by Northeast Air between the mid-1950s and 1987, followed by DownEast Airlines, and finally the Eastern Express with service to Logan Airport in Boston.

Today, only one full service fixed-base operator (FBO) provides charter service. Two freight rail lines, the L-A Railroad and St. Lawrence & Atlantic Railroad, provide service adjacent to the airport as does the Auburn Freight Intermodal Facility. The 50.7 acres Kittyhawk Industrial Park is less than one mile from the airport. The Airport's Board of Directors is in the process of updating the 1997 Airport Master Plan.

The Aviation Working Group expressed concerned about potential conflicts of land uses such as new residential and industrial development on properties in the vicinity of the airport as they relate to airport operations and expansions. The working group recommends an aggressive public relations/education campaign, perhaps in the form of informational sheets for realtors to distribute to prospective property owners specifying that the property under consideration is in an "overlay airport district" or adding language to property deeds at the time of transfer specifying such. The working group indicated that restrictive building codes which address such issues as structure height be included in the city's building code and that land uses which are incompatible with aviation not be allowed.

The working group also identified the need for linkages with existing transportation services so that people arriving at the airport can travel to other services available within the ATRC area and/or their destination.

Aviation Strategies

- ATRC supports the Auburn-Lewiston Municipal Airport's efforts to update its master plan (G1-O7 and G2-O4).
- ATRC encourages the City of Auburn to minimize potential conflicts between land uses in the vicinity of the Auburn-Lewiston Municipal Airport (G1-O7, G2-O3 and G2-O4).

IV. FISCAL CONSTRAINTS

TEA-21 requires the ATRC Long-Range Transportation Plan to only list or commit project proposals that can realistically be funded based on anticipated revenues over the next 20 years. With the limited funding received by the ATRC, anything beyond maintaining the existing infrastructure is nearly impossible. The needs identified in this Plan are limited to the study of desired infrastructure improvements in order to determine the feasibility and cost of each project as well as likely sources of funding those improvements. **This 20-Year Plan represents a fiscally constrained approach to meet the metropolitan area's needs to the year 2025.**

Estimate of Revenues Available Between 2003 and 2025
ATRC PROGRAM

Revenue Source	Biennial Amount	20-Year Amount
STP/NHS	$4,200,000	$42,000,000
CMAQ & Enhancement	$1,000,000	$10,000,000
State Maintained ATRC Roads	$7,000,000	$70,000,000
Safety	$250,000	$2,500,000
FTA Section 9	$800,000	$8,000,000
SUBTOTAL		**$132,500,000**

One Time Funding		
MTA		$15,000,000
FTA Section 3		2,500,000
MDOT Bridge Program		25,000,000
SUBTOTAL		**$42,500,000**
TOTAL		**$175,000,000**

Revenue Assumptions

1. The Surface Transportation Program (STP) and National Highway System (NHS) figures reflect MDOT's most recent "target" for funding under these programs to the ATRC area.

2. FTA Section 9, safety and funding for state-maintained "ATRC" roadways are based upon 2002-2003 and 2004-2006 program amounts (MDOT TIP).

3. The $1,000,000 biennial estimate for CMAQ and Enhancement funding is less than received by ATRC in each of the two previous programs. This figure reflects the assumption that ATRC will be redesignated from a "non-attainment" area for ozone to "attainment" and thus will likely receive less CMAQ dollars.

4. It is projected that the MTA will fund and implement approximately $15,000,000 to construct a proposed Maine Turnpike interchange in Lewiston/Auburn.

5. It is assumed that a FTA Section 3 grant for $2,500,000 will be awarded for a complete fleet conversion from 2005 to 2010.

6. It is assumed that $25,000,000 of bridge funding will be provided to construct a new river crossing connecting Lewiston and Auburn.

7. All railroad and airport improvements that are proposed in this Plan will be funded by the FRA, FAA, state bonds, private enterprise, EDA grants and other funding sources outside the ATRC program.

V. AIR QUALITY CONFORMITY

The Environmental Protection Agency (EPA) is required to make a determination on the conformity of the MPO plan to an approved State Implementation Plan (SIP) under requirements of the Clean Air Act Amendments (CAAA) of 1990.

The Governor of the State of Maine has designated the MDEP as the lead planning organization for all facets (development, adoption and implementation) of the SIP (per requirements of

Section 174 of the CAA). The Maine Department of Transportation (MDOT) assists MDEP in assuming regional coordination among transportation agencies on air quality requirements related to transportation.

A July 15, 1993, agreement between ATRC and MDOT stipulates that the MDOT will provide technical assistance to ATRC in discharging its responsibility for air quality conformity requirements under the law.

The ATRC area is currently in non-attainment status under the One-Hour Ozone standard. This plan proposes several projects that, after completion of their study, could result in an increase in capacity of the roadway network. These projects are still in the feasibility phase and no alignments or committed alternatives have been determined. Prior to committing to build any of these projects a full conformity analysis would be required. Therefore, this plan does conform to the CAAA.

VI. PUBLIC COMMENTS

The ATRC published its draft plan and distributed it to the members of the Policy and Technical Committees, delivered copies to each municipal office in the MPO, to the libraries in the MPO, mailed copies to each of the communities that participated in the roundtable meetings, and placed ads in the Lewiston Sun Journal, the area newspaper. The draft plan was placed on the ATRC website. The Lewiston Sun Journal also did two articles that specifically mentioned this plan and the open comment period. The local news radio did an interview with the MPO Director and the plan was again discussed and the request for public comment. With all the publicity and notice that went out the ATRC only received comments from two sources, the Federal Highway Administration, the Maine office – John Perry, and the Maine Department of Transportation (MDOT) – Dale Doughty, Bureau of Planning.

The comments that were received from John Perry were made on an earlier version of the plan and his comments incorporated in the latest draft. The comments from the MDOT are included here and every attempt has been made to incorporate them into the final document. None of the comments received resulted in any significant changes to the overall plan that would affect the intent or content of the plan.

MDOT Comments:

1. **Relationship between Transportation and Future Growth:** Throughout your plan, you discuss past, current and future economic growth particularly in Lisbon, Lewiston and Auburn. However, your plan does not discuss any actions, current or planned, by communities to designate where this growth will take place. From our discussions with you and the city planners a strong framework exists but it is not presented here. Your transportation plan should provide more detail regarding the aggressive economic schemes underway in the ATRC area and provide specific strategies to integrate these activities with transportation infrastructure. Potential strategies could include pursuing the designation of commercial growth areas with land use ordinances to support them; an urban access management policy; and an incentive based formula in the development of the TIP that encourages/ rewards an integrated relationship between transportation and land use.

2. **Significant Transportation Projects:** Your current draft lists a number of significant highway projects and a number of substantial multimodal projects. Given transportation needs statewide compared to both anticipated State and federal resources, it is not fiscally sound to speculate that all these improvements can be funded over the next twenty years through traditional funding sources. However, it would be appropriate to document the projects currently listed in your draft plan as identified needs. Your plan could also include a strategy to prioritize them based on your transportation goals, regional needs, and assumptions of future revenue. If you feel that these projects can be accomplished through additional non-traditional funding sources your document should contain a financial plan indicating additional revenue sources anticipated to meet these extraordinary need. Additionally, the plan appears to advocate for multiple projects which would achieve the same primary benefits. For example, advocating both a new coastal connector and a Route 196 Bypass cause them to compete against one another for funding. These should be prioritized in your plan.

3. **Fiscal Constraints/Prioritization Process:** Your draft plan includes statements regarding the need and associated costs involved in system maintenance. You also discuss a number of projects anticipated over the length of your plan. However, your plan does not explain how resources are allocated/ prioritized given limited funding. Your final plan should clearly articulate this process or should include a strategy for creating one.

4. **Results of Working Groups:** The draft plan discusses the various working groups that participated in this plan and frequently lists the conclusions or recommendations these groups made. However, in many instances it is unclear whether or not ATRC concurs with these recommendations or will be taking action on them. ATRC should clearly state what, if any, actions or strategies are being done to implement these recommendations.

5. **Articulation of Strategies:** Perhaps MaineDOT's primary concern with the draft plan is the weak relationship between your stated goals/objectives and clear strategies. We recommend that a series of strategies be developed for each goal and objective. For example, you state on page three that "hundreds of millions of dollars have been invested in the ATRC roadway system. This investment should be managed, utilized and preserved." What is ATRC's strategy for achieving this objective? Another example, on page five, you discuss the new Sabattus interchange and anticipated increased use of Route 9. What, if any, strategies is ATRC working on to maintain the existing capacity?