

**ATRC**  
**Androscoggin Transportation Resource  
Center**

**2021-2024**

**Transportation  
Improvement Program**

Adopted XXXXXX, 2021

## **Program of Projects (POP) Public Notice**

Public notice involvement activities and time established for public review and comment on this Transportation Improvement Program (TIP) will satisfy the POP requirements of the Federal Transit Administration (FTA) Section 5307 Program.

“The preparation of this document has been funded in part by the U.S. Department of Transportation, Federal Highway Administration and the Federal Transit Administration. The contents of this document do not necessarily state or reflect the official views or policies of the U.S. Department of Transportation.”

## **Non-Discrimination Policy Statement**

The Androscoggin Transportation Resource Center (ATRC), as a recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes and regulations, is committed to ensuring that no person shall, on the grounds of race, color, national origin, gender, age, disability, income, or limited English proficiency, be excluded from participation in, be denied benefit of, or otherwise be subjected to discrimination under any program or activity conducted by ATRC, regardless of whether programs and activities are federally funded or not.

## **Metropolitan Planning Organization (MPO) Certification Statement**

The Maine Department of Transportation has conducted statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events per the requirements of 23 CFR § 667. As a result of this evaluation, it can be certified that there are no locations meeting these parameters within the metropolitan planning boundaries. No further action is required at this time but if this statute is triggered in the future, all appropriate steps will be taken to develop reasonable alternatives to address the problem areas.

## **ENDORSEMENT OF THE ATRC 2021-2024 TIP**

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The FY 2021-2024 TIP was adopted at ATRC's Policy Committee on XXXXXX, 2021.

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Jennifer L. Williams, PE  
ATRC Director

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## **OVERVIEW**

The ATRC Transportation Improvement Program (TIP) for 2021-2024 continues the objectives, goals and initiatives established in the previous programs; namely, to provide a more balanced multimodal transportation system that meets the needs of a broad array of transportation users.

ATRC recognizes the need for Metropolitan Planning Organizations (MPO) to promote the development of transportation systems that embrace all modes of transportation in a manner that efficiently maximizes the mobility of people and goods within the urbanized area, while minimizing transportation-related air pollution.

## **INTRODUCTION**

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The Androscoggin Transportation Resource Center (ATRC), as a Metropolitan Planning Organization (MPO) for the region and in accordance with the requirements of 23 CFR Parts 450 and 500 and 49 CFR Part 613, develops and endorses a Transportation Improvement Program (TIP), in cooperation with the State every two years.

The Metropolitan Area Boundary, covered by ATRC's 2021-2024 TIP, consists of the existing urbanized and contiguous areas expected to become urbanized over the next 20 years, which includes all of the Cities of Lewiston and Auburn, and the Towns of Lisbon and Sabattus.

This document includes the proposed highway, bridge, intermodal, transit, bicycle and pedestrian projects, which are all consistent with the ATRC 20-Year Transportation Plan.

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## CERTIFICATION OF FTA PRIVATE ENTERPRISE

### *Description of Private Sector Involvement*

The 2021-2024 Transportation Improvement Program (TIP) reflects current contract arrangements pursuant to private sector participation in transit projects.

The ATRC planning process allocates subsidies in support of fixed-route operations, ADA Complementary Paratransit, Urban Demand Response and commuter services. All transit services are required to be put out to competitive bid.

### *Description of Proposals Received from the Private Sector*

No bids were requested

### *Description of Improvements*

There are no apparent impediments to holding service out for competition.

### *Description and Status of Private Sector Complaints*

To date, ATRC has received no complaints from the private sector. ATRC has adopted a policy and procedure for dealing with complaints.

The Metropolitan Planning Organization (MPO) for the Lewiston-Auburn urbanized area hereby certifies that the local process for the involvement of the private sector in transportation planning activity has been followed.

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Jennifer L. Williams, PE  
ATRC Director

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## **DISABLED ACCESSIBILITY COMPLIANCE**

ATRC endorsed a Section 504 Plan, Nondiscrimination on the Basis of Handicap, in June of 1980, which certifies that special efforts are being made within the ATRC area to provide transportation that people with disabilities can use. Transportation resulting from such efforts must be reasonable in comparison to that provided the general public, and it must meet a significant portion of the transportation need of the disabled population of the ATRC area within a reasonable time.

The fixed-route bus service is owned by the Lewiston-Auburn Transit Committee (LATC), a committee created by an interlocal agreement to maintain public transportation. LATC contracts with a transit provider to manage the system. All LATC buses have been wheelchair equipped since 1981. As owner of the fixed-route, LATC is responsible for the implementation of a complete and conforming ADA program within the ATRC area. LATC contracts out the ADA Complementary Paratransit Service. The implementation of a complete and conforming ADA program within the ATRC area is the responsibility of LATC.

ADA regulations specify that public entities operating fixed-route transportation service for the general public also provide complementary paratransit service to persons unable to use the fixed-route system. ADA regulations specify when the complementary service is required, eligibility criteria, criteria for levels of service, and standards for certain aspects of the operation. LATC has approved a Policy and Procedures Manual for the implementation of ADA Complementary Paratransit Service. LATC has also updated its ADA-required Complementary Paratransit Plan on an annual basis since 1992.

Commuter service in the ATRC area, the Lisbon Connection, is not required to provide ADA service. The bus used on the Lisbon Connection is wheelchair accessible and will accommodate individuals in wheelchairs at designated bus stops only.

### **Contents of the Transportation Improvement Program (TIP)**

The ATRC 2021-2024 TIP contains both MPO sponsored projects and those sponsored by the MaineDOT. The projects sponsored by the MPO, ATRC, are funded using federal state and local monies. The projects sponsored by the MaineDOT and their funding information is found in the MaineDOT Statewide TIP (STIP).

The Federal Highway (FHWA) funds are allocated to the ATRC by the MaineDOT by formula. The ATRC receives both STP and NHS funds as part of their allocation. The type of funds are indicated by the Federal Project Number in the TIP. The state funds to match the allocated FHWA funds, for highway projects, are allocated to the ATRC based on the federal functional classification of the road, 10 percent for arterials and collectors. The local funds for each project come from the community in which the project is located. The local community funds 10 percent for road projects.

The Federal Transit Administration funds are allocated to the ATRC by the MaineDOT by formula. ATRC receives no state funds and the local communities are responsible for the local share.

## CERTIFICATION OF TRANSPORTATION PLANNING PROGRAM

As a basis for determining certification of the Urban Transportation Planning Process for each area, the MPO shall assess the following elements of each planning program in terms of compliance with the federal urban transportation regulations (as set forth in 23 CFR Parts 450 and 500 and 49 CFR Part 613). This must be accomplished at the time that the TIP is submitted. In some instances, assessment of the following planning program elements should be indicated by a date of approval by the Policy Committee. In others, a yes or no with a brief one- or two-sentence explanation is sufficient.

### A. METROPOLITAN PLANNING ORGANIZATION (MPO)

**1. *Is there a designated MPO?***

Yes. The Policy Committee of the Androscoggin Transportation Resource Center (ATRC) is the designated MPO.

**2. *Are local officials represented?***

Yes. There are representatives from all four municipalities covered by the urbanized area.

**3. *Are views of the general public solicited and taken into account during the planning process?***

Yes. The general public is solicited for input and comment on a regular basis according to ATRC's Public Participation Policy; last revised May 24, 2018. The Public Participation Policy can be accessed via the ATRC website: [www.atrcmpo.org](http://www.atrcmpo.org) under "Plans & Publications; Policies".

### B. CERTIFICATION

**1. *When was the last self-certification completed?***

February 2021

**2. *Were there any deficiencies or comments noted? If yes, have they been adequately addressed?***

No deficiencies were noted. All comments have been adequately addressed.

### C. TRANSPORTATION PLAN

**1. *Has a plan been developed and endorsed by the MPO?***

Yes. The 20-Year Long-Range Transportation Plan was adopted in July 2019.

**2. *Does the plan address Transportation Systems Management Strategies?***

Yes. The ATRC Long-Range Transportation Plan includes both Travel Demand Management (TDM) Options and Transportation System Management (TSM) Options.

**3. *Is the plan multimodal?***

Yes.

**4. Does the plan reflect the area's priorities?**

Yes.

**5. How is the plan updated?**

ATRC's Long-Range Transportation Plan is updated every five years. The current 20 Year Transportation Plan was adopted in July 2019. A new plan will be developed for adoption in 2023.

**D. UNIFIED PLANNING WORK PROGRAM (UPWP)**

**1. Is the UPWP endorsed by the MPO?**

Yes. In November 2019, the CY 2020-2021 UPWP was endorsed by the ATRC Policy Committee.

**2. Do work program tasks support transportation plan priorities?**

Yes they are consistent.

**3. Are the major work products outlined in the most recent UPWP (1) being produced; and (2) are they of reasonable quality?**

(1) Yes.

(2) Yes.

**4. Have all comments made at the time of program authorization been adequately addressed?**

Yes.

**E. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**1. Date of adoption by Policy Committee of current TIP.**

February 20, 2020

**2. Does the TIP cover a period of not less than four years?**

Yes. The TIP document will become effective for FY 2021-2024.

**3. Are projects identified in the TIP consistent with the transportation plan?**

Yes, they are consistent. They are also consistent with the Bicycle/Pedestrian Plan and the State's Transportation Plan.

**4. Has the MPO adopted procedures for revising the endorsed annual or long-range element?**

The TIP is reviewed on an annual basis by the ATRC Policy Committee. The long-range plan is updated every five years.

**5. Does the TIP include realistic estimates of costs and revenues?**

Yes.



**6. Has the MPO developed procedures for selecting, evaluating and ranking projects for inclusion in the TIP?**

Yes. ATRC has adopted a *Project Selection and Prioritization Process*, which includes criteria to be used in the evaluation and ranking of projects suggested for inclusion in their TIP.

**7. Does the MPO provide input during the environmental assessment /environmental impact statement process?**

Yes.

**8. Is the TIP of sufficient detail and quality to allow officials to make the determination that:**

**a) The program of projects, as represented by the biennial element is based on a "3C" planning process?**

Yes.

**b) The projects are needed to carry out a coordinated urban transportation system?**

Yes.

**c) The program conforms to the SIP in accordance with the requirements of 49 CFR 623?**

Yes. ATRC's area TIP provides for continued in-kind rehabilitation of roads, traffic signal improvement projects, a transportation control measure project, and several traffic flow projects, all of which have no adverse effects on air quality.

The ANDROSCOGGIN TRANSPORTATION RESOURCE CENTER (ATRC) Policy Committee does hereby make the following determination regarding the Lewiston-Auburn Urbanized Area Transportation Planning Process (check one):

1. Receive full certification as defined in 23 CFR Part 450.336
2. Receive a conditional certification until the deficiency is corrected.
3. Receive decertification until the deficiency is corrected and MDOT and ATRC have jointly reviewed the planning process.

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Jennifer L. Williams, PE  
ATRC Director  
February 25, 2021

## METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

The Androscoggin Transportation Resource Center, ATRC, in accordance to Title 23 §450.336 and 23 CFR Part 450 hereby certifies that the transportation improvement process is addressing major issues facing the MPO, and is being carried out in accordance with the following requirements:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature: \_\_\_\_\_

Printed Name: Jennifer L. Williams, PE

Title: Director, Androscoggin Transportation Resource Center

Date: February 25, 2021

## **Contents of the Transportation Improvement Program (TIP)**

The ATRC 2021-2024 TIP contains both MPO sponsored projects and those sponsored by the MaineDOT. The projects sponsored by the MPO, ATRC, are funded using federal state and local monies. The projects sponsored by the MaineDOT and their funding information is found in the MaineDOT Statewide TIP (STIP).

The Federal Highway (FHWA) funds are allocated to the ATRC by the MaineDOT by formula. The ATRC receives both STP and NHS funds as part of their allocation. The type of funds are indicated by the Federal Project Number in the TIP. The state funds to match the allocated FHWA funds, for highway projects, are allocated to the ATRC based on the federal functional classification of the road, 10 percent for arterials and collectors. The local funds for each project come from the community in which the project is located. The local community funds 10 percent for road projects.

The Federal Transit Administration funds are allocated to the ATRC by the MaineDOT by formula. ATRC receives no state funds and the local communities are responsible for the local share.

### **TIP Amendment Procedures**

In Maine, TIP amendments follow a process that was established by consensus among the four Maine MPOs, MaineDOT, FHWA and FTA.

- An MPO submits to the MaineDOT MPO Coordinator a letter from the MPO Director stating that the MPO has approved a TIP amendment. A description of the change(s) must accompany the letter.
- The MPO Coordinator informs the MaineDOT Office of Capital Resources of the MPO TIP amendment and puts the item on the agenda of the next meeting of the MaineDOT Work Plan Management Team for action, if necessary.
- The MPO Coordinator prepares a letter of approval for the signature of the Chief of the Bureau of Transportation Systems Planning. Once signed, the letter and MPO amendment request are sent to the Division Administrator at the FHWA regional office in Augusta for review and approval.

Note: An amendment to an MPO TIP remains incomplete until MaineDOT also has incorporated the change into its Statewide Transportation Improvement Program (STIP).

#### Amendment Guidelines:

- Any change to a project in the current STIP/TIP that impacts the regional air quality conformity emissions analysis used for the current conformity determination;
- Adding or removing a significant project (Project requiring an EIS and a construction cost greater than \$35 million);

- Adding or removing a Non-Exempt phase of a project;
- Adding or removing a new project;
- Adding or removing a phase(s) to a project with a financial adjustment in accordance with Table 1 ;
- A scope change resulting in a financial adjustment in accordance with Table 1;
- A change in the total cost of a project in accordance with Table 1;
- Creating a lineage WIN with a total project cost in accordance in Table 1;
- Project location/limits (by reference or otherwise) can be revised/updated in accordance with Table 1 and/or Table 2;
- Adding a project from a prior STIP to the current STIP

### **TIP Administrative Modifications**

An MPO may request an administrative modification for relatively minor changes to its TIP that do not require a public comment period. Upon receipt of a request, the MPO Coordinator prepares a letter for the Chief of the Bureau of Transportation Systems Planning to send to the FHWA Division Administrator in Maine, concurring with the requested change. Administrative modifications cover the following:

- Financial adjustments in accordance with Table 1;
- Combining or separating two or more projects that are part of an approved STIP/TIP;
- Combining or separating phases within a project that are part of an approved STIP/TIP;
- Adding or removing phases to a project with a financial adjustment in accordance with Table 1;
- Creating a lineage WIN with a total project cost in accordance with Table 1;
- A scope change resulting in a financial adjustment in accordance with Table 1;
- Project location/limits (by reference or otherwise) can be revised/updated in accordance with Table 1 and/or Table 2;
- Can add a fully obligated project from a past STIP to the current STIP;
- Can add “Other” funding (non-Federal) to a project, which is not associated with the state and/or local match to the FHWA or FTA funding, which pertains to work not associated with FHWA and/or FTA funding such as utility work, local work, or other work regardless of Table 1; and
- Can change the time frame of the expenditures for projects listed in the current STIP.

## TIP Financial Revision Thresholds

Table 1 - Financial Threshold Guidelines		
Projects Current Approved Funding	Funding Change Thresholds	
	Administrative Modification	Amendment
Less Than or Equal to \$2 Million	For changes up to \$1,000,000	Required for changes greater than \$1,000,000
Greater Than \$2 Million	For changes up to 50% of current approved funding	Required for changes greater than 50% of current approved funding

Contract Awards and Change Orders require no action. (Changes to MPO-sponsored projects require approval by the MPO.)

Table 2 - Linear Project-Location Limits Change Thresholds		
Asset	Administrative Modification	Amendment
Interstate	Unlimited	n/a
Non-Interstate	Up to 1 Mile	>1 mile

## PERFORMANCE MEASURES AND PROJECT SELECTION

A key feature of MAP-21 and the FAST Act is the establishment of a performance and outcome-based program. The objective of this performance and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals. The National policy in support of performance management states that, “Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming.” [23 USC 150 (a)]

ATRC has chosen to support the MaineDOT agreed upon targets, and as such, has agreed to plan and program projects so that they contribute to the MaineDOT targets.

## FHWA Project Selection and Performance Targets

All FHWA funded projects in the ATRC TIP have been ranked, prioritized, and selected based upon the ATRC Project Selection and Prioritization Process, which takes into consideration safety (motor vehicle, bicycle, and pedestrian), pavement condition, traffic volume and projected growth, congestion, and freight movements.

### PM1 – Safety Performance Measures

MAP-21 and the FAST Act established five performance measures related to Safety. The measures are:

1. Number of fatalities;
2. Number of serious injuries;
3. Rate of fatalities per 100 million vehicle miles traveled;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of non-motorized fatalities and serious injuries.

Federal regulations require ATRC to establish safety targets (expressed as five-year rolling averages and compared with a five-year rolling average base period comprising of the five calendar years ending prior to the year the targets are due) each year within six months of Maine DOT's reporting of annual targets related to each of these five performance measures on August 31 by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

The ATRC Policy Committee has agreed to plan and program projects that contribute toward the accomplishment of the MaineDOT safety targets for all five performance measures. ATRC has committed to support the safety performance targets as established by MaineDOT as shown below.

<b>State of Maine</b>	<b>2021 Targets</b>	<b>2020 Targets</b>	<b>2019 Targets</b>	<b>2018 Targets</b>
Number of Fatalities	158	161.0	165.0	153.4
Number of Serious Injuries	725	737.0	738	736
Rate of Fatalities	1.12	1.07	1.1	1.03
Rate of Serious Injuries	5.02	4.90	4.90	5.12
Number of Non-Motorized Fatalities and Serious Injuries	89	90	91	90

*Source: MaineDOT Office of Safety*

The Maine DOT Office of Safety provided ATRC with region specific calculations applying the same assumptions and methodology used to develop the State performance targets as shown below.

<b>ATRC Area</b>	<b>2021 Targets</b>	<b>2020 Targets</b>	<b>2019 Targets</b>	<b>2018 Targets</b>
Number of Fatalities	5	5	6	5
Number of Serious Injuries	42	41	40	44
Rate of Fatalities	0.83	0.81	0.99	0.85
Rate of Serious Injuries	6.99	6.82	6.79	7.42
Number of Non-Motorized Fatalities and Serious Injuries	7	7	7	7

*Source: MaineDOT Office of Safety*

ATRC will continue to support local, regional and state-wide efforts aimed at decreasing crashes and serious injuries through better crash investigation and reporting that can reveal existing hazardous areas, stricter enforcement of existing laws and regulations, physical reconfigurations of hazardous conditions, more local regulations that encourage good bicycling and walking environments, and greater awareness of other users of the transportation system.

Many stakeholders across the State are working together to improve these results and the 2017 MaineDOT Strategic Highway Safety Plan outlines action plans related to Enforcement, Education, Engineering and Emergency/Incident Response that are necessary to affect safety improvements. The Plan defines the crash focus areas and outlines the strategies that the various stakeholders can employ together in a coordinated, comprehensive program. ATRC supports the State’s efforts and coordinates and cooperates with MaineDOT to the maximum extent possible in implementation of programs, plans and projects which improve the safety of the transportation network of the region, and the State.

PM2 – Pavement and Bridge Performance Measures

MAP-21 and the FAST Act established six performance measures related to bridge and pavement conditions. The measures are:

1. Percentage of Interstate pavements in Good condition
2. Percentage of Interstate pavements in Poor condition
3. Percentage of non-Interstate NHS pavements in Good condition
4. Percentage of non-Interstate NHS pavements in Poor condition
5. Percentage of NHS bridges by deck area in Good condition
6. Percentage of NHS bridges by deck area in Poor condition

Federal regulations required ATRC to establish bridge and pavement condition performance targets on or before November 16, 2018, and every four years thereafter, related to each of these six performance measures by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT target for that performance measure; or

2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

Maine is somewhat unique in that MaineDOT owns the entire NHS system in Maine except for the Maine Turnpike. MaineDOT collects 100% of the pavement data for the NHS system (including the Turnpike) and inspects all non-Turnpike bridges. Maine NHS pavement data is collected annually by a single collection vehicle and a single MaineDOT crew; therefore, maximizing the potential for consistent data collection. MaineDOT inspects NHS bridges on a 24-month cycle using both above and underwater inspection teams.

Within the ATRC region, the Interstate is owned wholly by the Maine Turnpike Authority (MTA), and all planning and programming is the responsibility of the MTA. As MaineDOT has responsibility and authority for planning and programming major bridge activities, the ATRC Policy Committee has elected to support the relevant MaineDOT established 4-year pavement and bridge condition performance targets by supporting the planning and programming of projects that contribute to the State's goals as shown below.

<b>Maine PM2 Targets</b>					
<b>Asset</b>		<b>Existing Conditions</b>	<b>2-Year Target</b>	<b>4-Year Target</b>	<b>SOGR</b>
<b>Interstate Pavement</b>					
	Good	36.3%	38.0%	40.0%	40.0%
	Fair	62.5%			57.0%
	Poor	1.2%	1.5%	1.5%	3.0%
<b>Non-Interstate Pavement</b>					
	Good	31.2%	32.0%	34.0%	35.0%
	Fair	63.3%			55.0%
	Poor	5.5%	5.0%	5.0%	10.0%
<b>NHS Bridges</b>					
	Good	30.0%	32.0%	34.0%	40.0%
	Fair	66.3%			53.0%
	Poor	3.8%	4.0%	4.0%	7.0%

### PM3 – System Performance and Freight Performance Measures

MAP-21 and the FAST Act established six performance measures to carry out the National Highway Performance Program (NHPP); the National Highway Freight Program (NHFP); and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). The measures are:

1. Two measures to assess reliability of system performance:
  - a. Percent of reliable person-miles traveled on the Interstate.
  - b. Percent of reliable person-miles traveled on the non-Interstate NHS.
2. A measure that will assess freight movement on the Interstate by the percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index).
3. A measure that will assess total emissions reductions by applicable pollutants under the CMAQ program.



4. Two measures that will assess traffic congestion under the CMAQ program:
  - a. A measure that will assess annual hours of peak hour excessive delay per capita.
  - b. A measure that will assess modal share; specifically, the percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting.

*The ATRC area does not contain any part of a nonattainment or maintenance area for any of the criteria pollutants, as provided in 23 CFR 490.105(f)(6); and is therefore not subject to the CMAQ traffic congestion measure (23 CFR 490.703), or on-road mobile source emissions measures (23 CFR 490.707 and 23 CFR 490.807) as identified in the measures described in 3 and 4 above.*

Federal regulations required ATRC to establish initial System Performance and Freight reliability performance targets on or before November 16, 2018, and every four years thereafter, related to each of these performance measures by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT targets for system performance and freight reliability performance measure; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

In November 2018, the ATRC Policy Committee agreed to plan and program projects to contribute toward the accomplishment of the relevant Maine DOT established 4-year System Performance and Freight Reliability performance targets as shown below. The MaineDOT Results and Information Office provided ATRC with region specific system performance and freight reliability condition data shown below as well.

<b>Maine PM3 System Performance and Freight Reliability</b>	<b>Area</b>	<b>2017 Data</b>	<b>MaineDOT Target</b>
<b>Truck Travel Time Reliability Index (TTTR)</b>	Statewide	1.23	<1.50
	ATRC	1.22	
<b>% PMT Reliable on Interstate</b>	Statewide	100.00%	>=95%
	ATRC	100.00%	
<b>% PMT Reliable on Non-Interstate NHS</b>	Statewide	91.30%	>=90%
	ATRC	94.90%	

Source: MaineDOT Results and Information Office

## FTA Project Selection and Performance Targets

The Lewiston-Auburn Transit Committee (LATC), owner of Lewiston-Auburn’s citylink fixed route transit system is a Tier II Provider under Federal Transit Administration (FTA) TAM Rule, 49 CFR 625. Transit Asset Management, or TAM, is a business model that prioritizes funding based on condition of transit assets to achieve a State of Good Repair (SGR) for all transit assets. The TAM Plan enables a transit agency to monitor and manage their transit assets, improve safety, increase reliability and performance, and establish performance measures in order to keep the transit system operating smoothly and efficiently.

LATC is a Tier II provider, operating less than 100 revenue vehicles. As a Tier II provider, LATC’s TAM Plan includes four key elements – 1) An inventory of assets; 2) A condition assessment of inventoried assets; 3) Description of a decision support tool; and, 4) A prioritized list of investments. The TAM Plan, October 1, 2018 - September 30, 2022, is a four year plan from which LATC uses to set annual performance targets.

### FTA Transit Asset Management Performance Targets – FY2021

LATC has set the following performance targets for FY2021 for revenue vehicles: Bus, 0%; Cutaway Bus, 66%; and, Facilities, 0% (see table below). Based on current service levels, LATC’s ideal fleet size is ten (10) vehicles. LATC currently has 11 vehicles in its fleet – seven (7) buses and four (4) cutaway buses. LATC did not meet it’s FY2020 target of 66% for cutaways. The FY2020 cutaway target was based on LATC disposing of one cutaway bus reducing the fleet size from four (4) to three (3). The fourth cutaway has been kept as a spare while the four (4) 2019 Gillig buses work through warranty issues. The spare cutaway is scheduled for disposal in FY2021. FY2021 target goal will remain at 66% for cutaways and 0% for buses.

LATC’s two passenger facilities met the performance goal of 0% in FY 2020. The average age of the facilities is 10.5 years and the average TERM condition is 4.0, above the 3.0 rating for the ULB. The target goal for FY 2021 is 0%.

Asset Category	Vehicle Class/Type	Fleet Size	Avg. Vehicle Age	ULB/ TERM Rating	FY20 Performance Metric (% Exceeding ULB)	FY21 Target
Revenue Vehicles	Bus	7	4.4	12	0%	0%
	Cutaway Bus	4	11	7	75%	66%
Facilities	Passenger	2	4.0	3.0	0%	0%

### FTA Transit Safety Performance Targets – FY2021

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 CFR Part 673, requires covered public transportation providers and State Departments of Transportation (DOT) to establish safety performance targets (SPTs) to address the safety performance measures (SPMs) identified in the

National Public Transportation Safety Plan (NSP) (49 CFR § 673.11(a)(3)).

As described in the NSP, transit providers must establish by mode seven SPTs in four categories:

- Fatalities: Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode.
- Injuries: Total number of injuries reported to NTD and rate per total VRM by mode.
- Safety Events: Total number of safety events reported to NTD and rate per total VRM by mode.
- System Reliability: Mean distance between major mechanical failures by mode.

Data of the four Maine transit agencies participating in the initial development of this plan was combined to determine initial safety performance targets. Targets were compiled using the five-year average methodology based on data from 2014-2018 National Transit Database (NTD) reporting years. The exception to this is data on major mechanical failures, as reduced reporters are not required to submit that information to the NTD. Each individual agency provided historical data from their maintenance logs. Rates were calculated per 100,000 vehicle revenue miles.

The two modes of transit are defined as Fixed/Flex Route (MB) and Non-Fixed Route [Demand Response (DR)]. Lewiston Auburn Transit Committee (LATC), operates both MB and DR service, Biddeford-Saco-Old Orchard Beach Transit Committee (BSOOBTransit) operates MB service; and Regional Transportation Program, Inc, (RTP) and York County Community Action Program (YCCAC) both operate DR service.

Transit agencies are required to review their PTASP and performance targets annually; however they are not required to set new transit safety targets each year. The initial ATRC metropolitan planning area transit safety performance targets were adopted by the ATRC Policy Committee on May 28, 2020.

<b>Mode of Transit Service</b>	<b>Fatalities per NTD Reporting Year (total)</b>	<b>Fatalities (per 100 thousand VRM)</b>	<b>Injuries per NTD Reporting Year (total)</b>	<b>Injuries (per 100 thousand VRM)</b>	<b>Safety Events per NTD Reporting Year(total)</b>	<b>Safety Events (per 100 thousand VRM)</b>	<b>System Reliability (VRM / failures)</b>
<b>MB</b>	0.00	0.00	1.2	0.19	1.40	0.22	82,941
<b>DR</b>	0.00	0.00	0.20	0.02	0.20	0.02	20,873

The ATRC 2021-2024 TIP incorporates the Lewiston-Auburn Transit Committee’s goals and objectives in the most recent PTASP, as approved May 13, 2020.

## **Financial Plan**

All of the funds for the 2021-2024 TIP are reasonably expected to be available based on both past funding and agreements with the MaineDOT for the federal and state funds and the local communities for their share of projects.

The following tables indicate the funding the ATRC will be receiving for the years indicated. As the State of Maine operates on a yearly funding cycle for a three-year work plan, only 2021-2023 funds have been tentatively allocated to ATRC.

**The 2021-2024 ATRC TIP is therefore fiscally constrained.**

## ATRC Region FHWA MPO Sponsored

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal FO	\$29,000	\$29,000	\$0	\$0	\$0	\$0	\$0
Federal FTA	\$156,253	\$0	\$156,253	\$0	\$0	\$52,084	\$52,084
Federal MPP	\$616,694	\$0	\$616,694	\$0	\$205,565	\$205,565	\$205,565
Federal NHPP	\$4,195,303	\$943,069	\$3,252,234	\$1,094,878	\$1,078,878	\$1,078,878	\$0
Federal NHS	\$334,700	\$0	\$334,700	\$233,900	\$50,400	\$50,400	\$0
Federal Planning	\$616,694	\$0	\$616,694	\$0	\$0	\$205,565	\$205,565
Federal STP	\$20,745,028	\$6,332,716	\$14,412,312	\$6,037,530	\$2,554,484	\$3,461,584	\$1,419,208
Highway and Bridge	\$3,493,224	\$1,606,093	\$1,887,131	\$514,526	\$460,837	\$578,437	\$215,944
Local	\$3,309,933	\$1,563,025	\$1,746,908	\$413,361	\$434,623	\$565,244	\$203,270
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Private	\$36,479	\$36,479	\$0	\$0	\$0	\$0	\$0
<b>Totals:</b>	<b>\$33,533,309</b>	<b>\$10,510,382</b>	<b>\$23,022,927</b>	<b>\$8,294,195</b>	<b>\$4,784,787</b>	<b>\$6,197,757</b>	<b>\$2,301,636</b>

## ATRC Region FHWA MaineDOT Sponsored

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal CMAQ	\$1,560,000	\$0	\$1,560,000	\$1,560,000	\$0	\$0	\$0
Federal HSIP	\$245,051	\$61,051	\$184,000	\$1,333	\$1,333	\$61,333	\$60,000
Federal NHPP	\$4,503,823	\$1,180,831	\$3,322,991	\$492,081	\$418,704	\$1,083,205	\$664,501
Federal NHS	\$558,379	\$0	\$558,379	\$335,075	\$111,652	\$111,652	\$0
Federal Planning	\$123,200	\$19,199	\$104,001	\$84,001	\$10,000	\$10,000	\$0
Federal RH Xing Program	\$24,199	\$4,500	\$19,699	\$6,566	\$6,566	\$6,566	\$0
Federal Rail	\$94,302	\$0	\$94,302	\$31,434	\$31,434	\$31,434	\$0
Federal STP	\$11,594,389	\$8,642,275	\$2,952,114	\$1,894,052	\$252,524	\$436,862	\$184,338
Federal Safety	\$1,852	\$0	\$1,852	\$617	\$617	\$617	\$0
Highway and Bridge	\$6,907,116	\$3,031,865	\$3,875,251	\$1,103,639	\$1,068,294	\$1,280,504	\$212,210
Local	\$436,000	\$0	\$436,000	\$390,333	\$333	\$15,333	\$15,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Private	\$11,917	\$9,728	\$2,189	\$730	\$730	\$730	\$0
<b>Totals:</b>	<b>\$26,060,227</b>	<b>\$12,949,449</b>	<b>\$13,110,777</b>	<b>\$5,899,862</b>	<b>\$1,902,188</b>	<b>\$3,038,236</b>	<b>\$1,136,048</b>

**ATRC Region FTA FTA / 5339 MaineDOT Sponsored**

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal	\$630,149	\$0	\$630,149	\$255,060	\$127,530	\$127,530	\$120,028
Local	\$148,160	\$0	\$148,160	\$63,766	\$31,883	\$22,505	\$30,007
<b>Totals:</b>	<b>\$778,309</b>	<b>\$0</b>	<b>\$778,309</b>	<b>\$318,826</b>	<b>\$159,413</b>	<b>\$150,035</b>	<b>\$150,035</b>

**ATRC Region FTA FTA SECTION 18 / 5311 MaineDOT Sponsored**

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal	\$1,400,000	\$0	\$1,400,000	\$1,400,000	\$0	\$0	\$0
Local	\$939,599	\$0	\$939,599	\$939,599	\$0	\$0	\$0
State	\$85,401	\$0	\$85,401	\$85,401	\$0	\$0	\$0
<b>Totals:</b>	<b>\$2,425,000</b>	<b>\$0</b>	<b>\$2,425,000</b>	<b>\$2,425,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



**ATRC Region FTA FTA SECTION 8 / 5303 MaineDOT Sponsored**

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal	\$393,000	\$0	\$393,000	\$158,000	\$75,000	\$80,000	\$80,000
Local	\$98,250	\$0	\$98,250	\$39,500	\$18,750	\$20,000	\$20,000
<b>Totals:</b>	<b>\$491,250</b>	<b>\$0</b>	<b>\$491,250</b>	<b>\$197,500</b>	<b>\$93,750</b>	<b>\$100,000</b>	<b>\$100,000</b>

**ATRC Region FTA FTA SECTION 9 / 5307 MaineDOT Sponsored**

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal	\$3,213,093	\$0	\$3,213,093	\$909,896	\$785,596	\$728,600	\$789,000
Local	\$1,184,459	\$0	\$1,184,459	\$403,075	\$372,000	\$35,750	\$373,635
State	\$294,345	\$0	\$294,345	\$98,115	\$98,115	\$0	\$98,115
<b>Totals:</b>	<b>\$4,691,897</b>	<b>\$0</b>	<b>\$4,691,897</b>	<b>\$1,411,086</b>	<b>\$1,255,711</b>	<b>\$764,350</b>	<b>\$1,260,750</b>

## ATRC Region FHWA MPO Sponsored

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
<b>Auburn</b> 0215320	<b>002153.20</b> Production Support And Administration Mpo Program Management			Federal FTA	\$156,253	\$0	\$0	\$0	\$52,084	\$52,084
		PE:	\$0	Federal MPP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal Planning	\$616,694	\$0	\$0	\$0	\$205,565	\$205,565
		CON:	\$0	Highway and Bridge	\$115,630	\$115,630	\$0	\$0	\$0	\$0
		CE:	\$0	Local	\$77,607	\$38,543	\$0	\$0	\$13,021	\$13,021
		Other:	\$966,184	Other	\$0	\$0	\$0	\$0	\$0	\$0
		<b>Totals:</b>			<b>\$966,184</b>		<b>\$154,174</b>	<b>\$0</b>	<b>\$0</b>	<b>\$270,670</b>
<b>ATRC Planning</b> <i>Androscoggin Transportation Resource Center (ATRC) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Lewiston-Auburn region. Years 2020-2021.</i>										
<b>Auburn</b>	<b>002153.22</b> Production Support And Administration Mpo Program Management			Federal MPP	\$616,694	\$0	\$0	\$205,565	\$205,565	\$205,565
		PE:	\$0	Highway and Bridge	\$115,630	\$0	\$0	\$38,543	\$38,543	\$38,543
		ROW:	\$0	Local	\$38,543	\$0	\$0	\$12,848	\$12,848	\$12,848
		CON:	\$0							
		CE:	\$0							
		Other:	\$770,868							
<b>Totals:</b>			<b>\$770,868</b>		<b>\$0</b>	<b>\$0</b>	<b>\$256,956</b>	<b>\$256,956</b>	<b>\$256,956</b>	
<b>ATRC Planning</b> <i>Androscoggin Transportation Resource Center (ATRC) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Lewiston-Auburn region. Years 2022-2023.</i>										
<b>Auburn</b> 1865100	<b>018651.00</b> Highways Intersection Reconstruction			Federal NHPP	\$1,396,800	\$16,000	\$470,933	\$454,933	\$454,933	\$0
		PE:	\$170,000	Federal NHS	\$144,000	\$0	\$144,000	\$0	\$0	\$0
		ROW:	\$50,000	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$1,506,000	Highway and Bridge	\$192,600	\$20,000	\$58,867	\$56,867	\$56,867	\$0
		CE:	\$200,000	Local	\$192,600	\$20,000	\$58,867	\$56,867	\$56,867	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		<b>Totals:</b>			<b>\$1,926,000</b>		<b>\$56,000</b>	<b>\$732,667</b>	<b>\$568,667</b>	<b>\$568,667</b>
<b>Route 136, Broad Street</b> <i>Beginning 0.01 of a mile north of Mill Street and extending southeast 0.13 of a mile to Broad Street, and continuing on Broad Street for 0.06 of a mile. ATRC Sponsored.</i>										
<b>Auburn</b> 1865800	<b>018658.00</b> Highways Intersection Improvements W/ Signal			Federal STP	\$553,600	\$5,208	\$231,059	\$158,667	\$158,667	\$0
		PE:	\$57,000	Highway and Bridge	\$69,200	\$2,604	\$26,929	\$19,833	\$19,833	\$0
		ROW:	\$40,000	Local	\$69,200	\$2,604	\$26,929	\$19,833	\$19,833	\$0
		CON:	\$553,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$42,000							
		Other:	\$0							
<b>Totals:</b>			<b>\$692,000</b>		<b>\$10,416</b>	<b>\$284,917</b>	<b>\$198,333</b>	<b>\$198,333</b>	<b>\$0</b>	
<b>Various Locations</b> <i>Fiber optic interconnect, vehicle detection, signal upgrades, and ADA improvements at selected intersections. ATRC Sponsored.</i>										
<b>Auburn</b> 1865900	<b>018659.00</b> Highways Highway Improvement			Federal NHPP	\$16,213	\$16,213	\$0	\$0	\$0	\$0
		PE:	\$20,266	Highway and Bridge	\$4,053	\$2,500	\$518	\$518	\$518	\$0
		ROW:	\$0	Local	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$0							
		CE:	\$0							
<b>Totals:</b>			<b>\$20,266</b>		<b>\$18,713</b>	<b>\$518</b>	<b>\$518</b>	<b>\$518</b>	<b>\$0</b>	
<b>Route 4</b> <i>Located at the intersection of Route 4, Fair Street and Martin Street. ATRC Sponsored.</i>										

Towns	WIN	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
<b>Auburn</b> 1925900	<b>019259.00</b> Highways Reconstruction	PE:	\$237,313	Federal STP	\$3,252,093	\$3,218,838	\$11,085	\$11,085	\$11,085	\$0
		ROW:	\$256,249	Highway and Bridge	\$406,564	\$402,407	\$1,386	\$1,386	\$1,386	\$0
		CON:	\$3,038,085	Local	\$406,512	\$402,355	\$1,386	\$1,386	\$1,386	\$0
		CE:	\$570,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$36,479	\$36,479	\$0	\$0	\$0	\$0
			<b>Totals:</b>		<b>\$4,101,647</b>	<b>\$4,060,079</b>	<b>\$13,856</b>	<b>\$13,856</b>	<b>\$13,856</b>	<b>\$0</b>
<b>Park Avenue</b> <i>Beginning at Summer Street and extending south 1.09 miles to Lake Street. ATRC Sponsored.</i>										
<b>Auburn</b> 2089400	<b>020894.00</b> Highways Intersection Improvements W/ Signal	PE:	\$200,700	Federal STP	\$1,116,947	\$200,000	\$916,947	\$0	\$0	\$0
		ROW:	\$50,000	Highway and Bridge	\$139,618	\$121,600	\$18,018	\$0	\$0	\$0
		CON:	\$1,065,394	Local	\$139,528	\$121,600	\$17,928	\$0	\$0	\$0
		CE:	\$80,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
			<b>Totals:</b>		<b>\$1,396,094</b>	<b>\$443,200</b>	<b>\$952,894</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Route 136</b> <i>Located at the intersections of Academy Street and Main Street; Elm Street and Main Street; Minot Avenue and Elm Street; and Minot Avenue and High Street. ATRC Sponsored.</i>										
<b>Auburn</b> 2176600	<b>021766.00</b> Highways Intersection Reconstruction	PE:	\$215,000	Federal NHPP	\$1,952,500	\$120,500	\$610,667	\$610,667	\$610,667	\$0
		ROW:	\$50,000	Federal NHS	\$39,500	\$0	\$39,500	\$0	\$0	\$0
		CON:	\$2,700,000	Federal STP	\$596,000	\$0	\$233,333	\$181,333	\$181,333	\$0
		CE:	\$270,000	Highway and Bridge	\$323,500	\$20,000	\$105,500	\$99,000	\$99,000	\$0
		Other:	\$0	Local	\$323,500	\$20,000	\$105,500	\$99,000	\$99,000	\$0
				Other	\$0	\$0	\$0	\$0	\$0	\$0
			<b>Totals:</b>		<b>\$3,235,000</b>	<b>\$160,500</b>	<b>\$1,094,500</b>	<b>\$990,000</b>	<b>\$990,000</b>	<b>\$0</b>
<b>Route 4</b> <i>Located at the intersection of Route 4, Fair Street, Martin Street, Public Boat Launch, and Turner Street. ATRC Sponsored.</i>										
<b>Auburn</b> 2238400	<b>022384.00</b> Highways Intersection Reconstruction	PE:	\$200,000	Federal STP	\$1,224,000	\$160,000	\$4,000	\$356,000	\$352,000	\$352,000
		ROW:	\$10,000	Highway and Bridge	\$153,000	\$21,000	\$0	\$44,000	\$44,000	\$44,000
		CON:	\$1,200,000	Local	\$153,000	\$21,000	\$0	\$44,000	\$44,000	\$44,000
		CE:	\$120,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
			<b>Totals:</b>		<b>\$1,530,000</b>	<b>\$202,000</b>	<b>\$4,000</b>	<b>\$444,000</b>	<b>\$440,000</b>	<b>\$440,000</b>
<b>Hotel Road</b> <i>Beginning at East Hardscrabble Road and extending north 0.50 of a mile to Lewiston Junction Road. ATRC Sponsored.</i>										
<b>Lewiston</b> 1159930	<b>011599.30</b> Highways Highway Rehabilitation	PE:	\$115,000	Federal STP	\$1,007,861	\$119,861	\$888,000	\$0	\$0	\$0
		ROW:	\$35,000	Highway and Bridge	\$126,157	\$126,157	\$0	\$0	\$0	\$0
		CON:	\$1,060,000	Local	\$125,983	\$125,983	\$0	\$0	\$0	\$0
		CE:	\$50,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
			<b>Totals:</b>		<b>\$1,260,000</b>	<b>\$372,000</b>	<b>\$888,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>River Road</b> <i>Beginning at Mount Hope Avenue and extending south 0.65 of a mile to Razel Way. ATRC sponsored.</i>										
<b>Lewiston</b> 1858000	<b>018580.00</b> Highways Mill And Fill	PE:	\$81,613	Federal STP	\$1,413,685	\$1,408,000	\$2,327	\$2,327	\$2,327	\$0
		ROW:	\$115,172	Highway and Bridge	\$176,711	\$176,000	\$291	\$291	\$291	\$0
		CON:	\$1,447,528	Local	\$230,968	\$230,257	\$291	\$291	\$291	\$0
		CE:	\$177,051	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							

Towns	WIN	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Fed Project #	Asset Scope									
Description										
<b>Lewiston</b>	<b>018580.00</b>		<b>Totals:</b>		<b>\$1,821,364</b>	<b>\$1,814,257</b>	<b>\$2,908</b>	<b>\$2,908</b>	<b>\$2,908</b>	<b>\$0</b>
1858000	Highways Mill And Fill									
<b>Bartlett Street</b>										
<i>Beginning at College Street and extending south 1.08 miles to East Avenue. ATRC Sponsored.</i>										
<b>Lewiston</b>	<b>018648.00</b>	PE: \$30,000		Federal NHPP	\$3,200	\$3,200	\$0	\$0	\$0	\$0
1864800	Highways	ROW: \$0		Federal STP	\$419,090	\$289,064	\$55,741	\$37,143	\$37,143	\$0
	Mill And Fill	CON: \$447,863		Highway and Bridge	\$61,506	\$45,253	\$6,968	\$4,643	\$4,643	\$0
		CE: \$50,000		Local	\$44,066	\$27,813	\$6,968	\$4,643	\$4,643	\$0
		Other: \$0		Other	\$0	\$0	\$0	\$0	\$0	\$0
			<b>Totals:</b>		<b>\$527,863</b>	<b>\$365,330</b>	<b>\$69,676</b>	<b>\$46,429</b>	<b>\$46,429</b>	<b>\$0</b>
<b>Route 196</b>										
<i>Beginning at Strawberry Patch Road and extending north 0.55 of a mile to Chestnut Street. ATRC Sponsored.</i>										
<b>Lewiston</b>	<b>018650.00</b>	PE: \$28,744		Federal NHPP	\$213,199	\$213,199	\$0	\$0	\$0	\$0
1865000	Highways	ROW: \$0		Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
	Auxiliary Turning Lane	CON: \$200,184		Highway and Bridge	\$26,650	\$26,650	\$0	\$0	\$0	\$0
	Improvements	CE: \$37,570		Local	\$26,650	\$26,650	\$0	\$0	\$0	\$0
		Other: \$0		Other	\$0	\$0	\$0	\$0	\$0	\$0
			<b>Totals:</b>		<b>\$266,498</b>	<b>\$266,498</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Cedar Street</b>										
<i>Beginning at Bernard Lown Peace Bridge (#3330) and extending east 0.15 of a mile to Lincoln Street. ATRC Sponsored.</i>										
<b>Lewiston</b>	<b>018656.00</b>	PE: \$78,388		Federal STP	\$390,400	\$46,228	\$125,712	\$109,230	\$109,230	\$0
1865600	Highways	ROW: \$0		Highway and Bridge	\$48,800	\$42,291	\$3,518	\$1,495	\$1,495	\$0
	Intersection Improvements W/	CON: \$369,612		Local	\$48,800	\$42,291	\$3,518	\$1,495	\$1,495	\$0
	Signal	CE: \$40,000		Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other: \$0								
			<b>Totals:</b>		<b>\$488,000</b>	<b>\$130,810</b>	<b>\$132,748</b>	<b>\$112,221</b>	<b>\$112,221</b>	<b>\$0</b>
<b>Various Locations</b>										
<i>Fiber optic interconnect, vehicle detection, signal upgrades, and ADA improvements at selected intersections. ATRC Sponsored.</i>										
<b>Lewiston</b>	<b>018656.01</b>	PE: \$80,000		Federal STP	\$443,624	\$5,000	\$29,700	\$156,108	\$126,408	\$126,408
1865601	Highways	ROW: \$500		Highway and Bridge	\$55,453	\$8,050	\$0	\$15,801	\$15,801	\$15,801
	Intersection Improvements W/	CON: \$424,030		Local	\$55,453	\$8,050	\$0	\$15,801	\$15,801	\$15,801
	Signal	CE: \$50,000								
		Other: \$0								
			<b>Totals:</b>		<b>\$554,530</b>	<b>\$21,100</b>	<b>\$29,700</b>	<b>\$187,710</b>	<b>\$158,010</b>	<b>\$158,010</b>
<b>Various Locations</b>										
<i>Fiber optic interconnect, vehicle detection, signal upgrades, and ADA improvements at selected intersections. ATRC Sponsored.</i>										
<b>Lewiston</b>	<b>022388.00</b>	PE: \$200,000		Federal NHPP	\$16,800	\$16,800	\$0	\$0	\$0	\$0
2238800	Highways	ROW: \$10,000		Federal NHS	\$151,200	\$0	\$50,400	\$50,400	\$50,400	\$0
	Highway Improvement	CON: \$0		Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		CE: \$0		Highway and Bridge	\$21,000	\$21,000	\$0	\$0	\$0	\$0
		Other: \$0		Local	\$21,000	\$21,000	\$0	\$0	\$0	\$0

Towns	WIN	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Fed Project #	Asset Scope									
Description										
<b>Lewiston</b> 2238800	<b>022388.00</b> Highways Highway Improvement	PE: ROW: CON: CE: Other:	\$200,000 \$10,000 \$0 \$0 \$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals:</b>					<b>\$210,000</b>	<b>\$58,800</b>	<b>\$50,400</b>	<b>\$50,400</b>	<b>\$50,400</b>	<b>\$0</b>
<b>East Avenue</b> Beginning at Fairlawn Avenue and extending southwest 0.45 of a mile to Homefield Street. ATRC Sponsored.										
<b>Lewiston</b> 2239000	<b>022390.00</b> Highways Highway Improvement	PE: ROW: CON: CE: Other:	\$125,000 \$40,000 \$1,284,800 \$75,200 \$0	Federal STP Highway and Bridge Local Other	\$1,220,000 \$152,500 \$152,500 \$0	\$132,000 \$149,980 \$149,980 \$0	\$1,088,000 \$2,520 \$2,520 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
<b>Totals:</b>					<b>\$1,525,000</b>	<b>\$431,960</b>	<b>\$1,093,040</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>River Road</b> Beginning at Alfred A. Plourde Parkway and extending north 0.66 of a mile to Razel Way. ATRC Sponsored.										
<b>Lewiston</b> 2249000	<b>022490.00</b> Highways Full Depth Reclaim	PE: ROW: CON: CE: Other:	\$165,000 \$10,000 \$750,000 \$75,000 \$0	Federal STP Highway and Bridge Local Other	\$800,000 \$100,000 \$100,000 \$0	\$140,000 \$100,000 \$100,000 \$0	\$660,000 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
<b>Totals:</b>					<b>\$1,000,000</b>	<b>\$340,000</b>	<b>\$660,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Stetson Road</b> Beginning at Main Street and extending southeast 0.66 of a mile to College Street. ATRC Sponsored.										
<b>Lewiston</b> 2366900	<b>023669.00</b> Highways Mill And Fill	PE: ROW: CON: CE: Other:	\$171,000 \$301,000 \$3,228,000 \$300,000 \$0	Federal STP Highway and Bridge Local Other	\$3,200,000 \$400,000 \$400,000 \$0	\$0 \$47,200 \$47,200 \$0	\$125,867 \$0 \$0 \$0	\$125,867 \$0 \$0 \$0	\$1,066,667 \$117,600 \$117,600 \$0	\$940,800 \$117,600 \$117,600 \$0
<b>Totals:</b>					<b>\$4,000,000</b>	<b>\$94,400</b>	<b>\$125,867</b>	<b>\$125,867</b>	<b>\$1,301,867</b>	<b>\$1,176,000</b>
<b>Route 202</b> Beginning 0.03 of a mile east of the Auburn town line and extending northeast 1.44 miles to Pettingill Street. ATRC Sponsored.										
<b>Lisbon</b> 1486200	<b>014862.00</b> Highways Reconstruction	PE: ROW: CON: CE: Other:	\$250,000 \$100,000 \$4,800,000 \$480,000 \$0	Federal FO Federal STP Highway and Bridge Local Other	\$29,000 \$4,475,000 \$563,000 \$563,000 \$0	\$29,000 \$151,000 \$30,065 \$29,993 \$0	\$0 \$1,508,000 \$180,935 \$181,007 \$0	\$0 \$1,408,000 \$176,000 \$176,000 \$0	\$0 \$1,408,000 \$176,000 \$176,000 \$0	\$0 \$0 \$0 \$0 \$0
<b>Totals:</b>					<b>\$5,630,000</b>	<b>\$240,058</b>	<b>\$1,869,942</b>	<b>\$1,760,000</b>	<b>\$1,760,000</b>	<b>\$0</b>
<b>Route 125</b> Beginning at Route 196 and extending northeast 0.95 of a mile to Huston Street. ATRC Sponsored.										
<b>Lisbon</b> 2029000	<b>020290.00</b> Highways Highway Improvement	PE: ROW: CON: CE: Other:	\$275,000 \$25,000 \$0 \$0 \$0	Federal STP Highway and Bridge Local Other	\$240,000 \$30,000 \$30,000 \$0	\$220,800 \$27,600 \$27,600 \$0	\$6,400 \$800 \$800 \$0	\$6,400 \$800 \$800 \$0	\$6,400 \$800 \$800 \$0	\$0 \$0 \$0 \$0
<b>Totals:</b>					<b>\$300,000</b>	<b>\$276,000</b>	<b>\$8,000</b>	<b>\$8,000</b>	<b>\$8,000</b>	<b>\$0</b>
<b>Route 125</b>										

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
<i>Beginning at Huston Street and extending north 0.97 of a mile to 0.19 of a mile south of Burrough Road. ATRC Sponsored.</i>										
<b>Lisbon</b> 2086800	<b>020868.00</b> Highways Mill And Fill	PE:	\$22,171	Federal NHPP	\$596,592	\$557,157	\$13,278	\$13,278	\$13,278	\$0
		ROW:	\$0	Highway and Bridge	\$74,574	\$69,645	\$1,660	\$1,660	\$1,660	\$0
		CON:	\$617,415	Local	\$74,574	\$69,645	\$1,660	\$1,660	\$1,660	\$0
		CE:	\$106,154	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		<b>Totals:</b>			<b>\$745,740</b>	<b>\$696,447</b>	<b>\$16,598</b>	<b>\$16,598</b>	<b>\$16,598</b>	<b>\$0</b>
<i>Route 196 Beginning at Main Street and extending north 1.00 miles to Capital Avenue. Beginning at Frost Hill Avenue and extending 0.24 of a mile. ATRC Sponsored.</i>										
<b>Sabattus</b> 1864900	<b>018649.00</b> Highways Highway Rehabilitation	PE:	\$25,048	Federal STP	\$139,693	\$132,717	\$2,325	\$2,325	\$2,325	\$0
		ROW:	\$659	Highway and Bridge	\$17,462	\$17,462	\$0	\$0	\$0	\$0
		CON:	\$121,522	Local	\$17,462	\$17,462	\$0	\$0	\$0	\$0
		CE:	\$27,386	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		<b>Totals:</b>			<b>\$174,616</b>	<b>\$167,640</b>	<b>\$2,325</b>	<b>\$2,325</b>	<b>\$2,325</b>	<b>\$0</b>
<i>Route 132 Beginning at Stonewall Road and extending north 0.28 of a mile. ATRC Sponsored.</i>										
<b>Statewide</b> STP-1472(200)X	<b>014272.00</b> Production Support And Administration Mpo Program Management	PE:	\$201,762	Federal STP	\$101,133	\$0	\$101,133	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$100,629	\$0	\$100,629	\$0	\$0	\$0
		CON:	\$0	Local	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$0							
		<b>Totals:</b>			<b>\$201,762</b>	<b>\$0</b>	<b>\$201,762</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Remaining Allocation</b> <i>Transfer WIN for unprogrammed federal and state funding allocated to the Androscoggin Transportation Resource Center (ATRC).</i>										
<b>Statewide</b> 1865500	<b>018655.00</b> Highways Intelligent Transportation Systems	PE:	\$130,000	Federal STP	\$104,000	\$104,000	\$0	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$13,000	\$13,000	\$0	\$0	\$0	\$0
		CON:	\$0	Local	\$13,000	\$13,000	\$0	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$0							
		<b>Totals:</b>			<b>\$130,000</b>	<b>\$130,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Traffic Signal Management</b> <i>Purchase "ATMS.now" Software with "Flux" video detection software and server for the ATRC office to do traffic signal management. ATRC Sponsored.</i>										
<b>Statewide</b>	<b>024989.00</b> Production Support And Administration Mpo Program Management	PE:	\$0	Federal STP	\$47,902	\$0	\$47,902	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$5,988	\$0	\$5,988	\$0	\$0	\$0
		CON:	\$59,877	Local	\$5,988	\$0	\$5,988	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$0							
		<b>Totals:</b>			<b>\$59,877</b>	<b>\$0</b>	<b>\$59,877</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>ATRC Allocation</b> <i>Androscoggin Transportation Resource Center (ATRC) Capital Improvement funding remaining allocation. Calendar Year 2023.</i>										

**ATRC Region FHWA MaineDOT Sponsored**

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
<b>Auburn, Bethel</b> 2408500	<b>024085.00</b> Railroad Rehabilitation	PE:	\$5,000	Federal RH Xing Program	\$24,199	\$4,500	\$6,566	\$6,566	\$6,566	\$0
		ROW:	\$0	Federal Rail	\$94,302	\$0	\$31,434	\$31,434	\$31,434	\$0
		CON:	\$119,168	Highway and Bridge	\$1,250	\$1,250	\$0	\$0	\$0	\$0
		CE:	\$7,500	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$11,917	\$9,728	\$730	\$730	\$730	\$0
		<b>Totals:</b>			<b>\$131,668</b>		<b>\$15,478</b>	<b>\$38,730</b>	<b>\$38,730</b>	<b>\$38,730</b>
<b>St. Lawrence and Atlantic Railroad</b> Gate mechanism reliability improvements at three rail crossing locations (#170879E, #913400R, #170967P).										
<b>Auburn, Lewiston</b> 1872100	<b>018721.00</b> Highways Bridge Painting	PE:	\$6,604	Federal NHPP	\$12,400	\$8,800	\$3,600	\$0	\$0	\$0
		ROW:	\$5,000	Federal STP	\$726,692	\$703,492	\$7,733	\$7,733	\$7,733	\$0
		CON:	\$812,261	Highway and Bridge	\$184,773	\$178,073	\$2,833	\$1,933	\$1,933	\$0
		CE:	\$100,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		<b>Totals:</b>			<b>\$923,865</b>		<b>\$890,365</b>	<b>\$14,167</b>	<b>\$9,667</b>	<b>\$9,667</b>
<b>Veterans Memorial Bridge</b> Vietnam Memorial West Bridge (#6260) over the west channel of the Androscoggin River. Located on the Auburn - Lewiston town line.										
<b>Auburn, Lewiston</b> 2227000	<b>022270.00</b> Highways Bridge Joint Replacement	PE:	\$45,000	Federal NHPP	\$41,600	\$19,600	\$22,000	\$0	\$0	\$0
		ROW:	\$0	Federal NHS	\$92,000	\$0	\$92,000	\$0	\$0	\$0
		CON:	\$93,000	Federal STP	\$16,800	\$12,800	\$4,000	\$0	\$0	\$0
		CE:	\$50,000	Highway and Bridge	\$37,600	\$31,100	\$6,500	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		<b>Totals:</b>			<b>\$188,000</b>		<b>\$63,500</b>	<b>\$124,500</b>	<b>\$0</b>	<b>\$0</b>
<b>Vietnam Vet Connector</b> Vietnam Memorial West Bridge (#6260) over the west channel of the Androscoggin River. Located on the Auburn - Lewiston town line.										
<b>Auburn, Lewiston</b> 2259900	<b>022599.00</b> Highways Bridge Rehabilitation	PE:	\$339,039	Federal STP	\$276,670	\$272,694	\$3,976	\$0	\$0	\$0
		ROW:	\$6,799	Highway and Bridge	\$2,766,330	\$70,773	\$899,054	\$899,054	\$899,054	\$0
		CON:	\$2,424,709	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$272,453							
		Other:	\$0							
		<b>Totals:</b>			<b>\$3,043,000</b>		<b>\$343,467</b>	<b>\$903,030</b>	<b>\$899,054</b>	<b>\$899,054</b>
<b>Cedar Street</b> Bernard Lown Peace Bridge (#3330) over the Androscoggin River. Located on the Lewiston - Auburn town line.										
<b>Auburn, Lewiston</b> 2259910	<b>022599.10</b> Highways Bridge Painting	PE:	\$2,585	Federal NHPP	\$126,000	\$126,000	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal STP	\$2,295,220	\$1,872,068	\$423,152	\$0	\$0	\$0
		CON:	\$2,778,940	Highway and Bridge	\$605,305	\$605,305	\$0	\$0	\$0	\$0
		CE:	\$245,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		<b>Totals:</b>			<b>\$3,026,525</b>		<b>\$2,603,373</b>	<b>\$423,152</b>	<b>\$0</b>	<b>\$0</b>
<b>Cedar Street</b> Bernard Lown Peace Bridge (#3330) over the Androscoggin River. Located at the Lewiston-Auburn town line.										



Towns	WIN	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024	
Fed Project #	Asset Scope										
Description											
<b>Auburn, Minot</b> 2330400	<b>023304.00</b> Highways Ultra-Thin Bonded Wearing Course	PE:	\$15,656	Federal STP	\$368,265	\$368,265	\$0	\$0	\$0	\$0	
		ROW:	\$0	Highway and Bridge	\$92,066	\$92,066	\$0	\$0	\$0	\$0	
		CON:	\$415,675								
		CE:	\$29,000	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Other:	\$0								
<b>Totals:</b>					<b>\$460,331</b>	<b>\$460,331</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Route 121</b> Beginning 0.06 of a mile east of Route 119 and extending southeast 2.08 miles.											
<b>Auburn, Turner</b> 2085300	<b>020853.00</b> Highways Mill And Fill	PE:	\$28,134	Federal NHPP	\$755,027	\$755,027	\$0	\$0	\$0	\$0	
		ROW:	\$0	Federal NHS	\$83,629	\$0	\$27,876	\$27,876	\$27,876	\$0	
		CON:	\$850,042	Highway and Bridge	\$209,664	\$209,664	\$0	\$0	\$0	\$0	
		CE:	\$170,145	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Other:	\$0								
<b>Totals:</b>					<b>\$1,048,320</b>	<b>\$964,691</b>	<b>\$27,876</b>	<b>\$27,876</b>	<b>\$27,876</b>	<b>\$0</b>	
<b>Route 4</b> Beginning 0.03 of a mile north of Fair Street in Auburn extending north 0.73 of a mile to 0.08 of a mile south of Hathaway Street in Auburn; beginning 0.10 of a mile north of Blanchard Road in Auburn extending north 1.65 miles to Conant Road in Turner.											
<b>Auburn</b> 2085200	<b>020852.00</b> Highways Mill And Fill	PE:	\$42,423	Federal STP	\$1,474,931	\$1,474,931	\$0	\$0	\$0	\$0	
		ROW:	\$0	Highway and Bridge	\$375,500	\$375,500	\$0	\$0	\$0	\$0	
		CON:	\$1,570,542								
		CE:	\$237,467	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Other:	\$0								
<b>Totals:</b>					<b>\$1,850,431</b>	<b>\$1,850,431</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Route 11</b> Beginning 0.13 of a mile west of Hatch Road and extending east 2.67 miles.											
<b>Auburn</b> 2222400	<b>022224.00</b> Highways Bridge Replacement	PE:	\$240,000	Federal STP	\$1,400,000	\$201,600	\$1,198,400	\$0	\$0	\$0	
		ROW:	\$15,000	Highway and Bridge	\$350,000	\$350,000	\$0	\$0	\$0	\$0	
		CON:	\$1,340,000								
		CE:	\$155,000	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Other:	\$0								
<b>Totals:</b>					<b>\$1,750,000</b>	<b>\$551,600</b>	<b>\$1,198,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Hotel Road</b> Taylor Brook Bridge (#3225) over Taylor Brook. Located 0.03 of a mile north of Chicoine Avenue.											
<b>Auburn</b> 2268100	<b>022681.00</b> Highways Install Or Replace Traffic Signals	PE:	\$24,307	Federal HSIP	\$61,051	\$61,051	\$0	\$0	\$0	\$0	
		ROW:	\$50	Federal Safety	\$1,852	\$0	\$617	\$617	\$617	\$0	
		CON:	\$38,892	Highway and Bridge	\$6,989	\$6,989	\$0	\$0	\$0	\$0	
		CE:	\$6,643	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Other:	\$0								
<b>Totals:</b>					<b>\$69,892</b>	<b>\$68,040</b>	<b>\$617</b>	<b>\$617</b>	<b>\$617</b>	<b>\$0</b>	
<b>Stevens Mill Road</b> Located at the intersection of Hotel Road and Stevens Mill Road.											
<b>Auburn</b>	<b>025125.00</b> Highways Mill And Fill	PE:	\$71,709	Federal NHPP	\$2,050,869	\$0	\$19,122	\$19,122	\$683,623	\$664,501	
		ROW:	\$0	Highway and Bridge	\$512,717	\$0	\$4,781	\$4,781	\$170,906	\$166,125	
		CON:	\$2,300,654								
		CE:	\$191,223								
		Other:	\$0								
<b>Totals:</b>					<b>\$2,563,586</b>	<b>\$0</b>	<b>\$23,903</b>	<b>\$23,903</b>	<b>\$854,529</b>	<b>\$830,626</b>	
<b>Route 202</b> Route 202: Beginning 0.20 of a mile south of High Street and extending south 2.15 miles. Route 202S: Beginning 0.18 of a mile south of High Street and extending south 2.54 miles. Includes crossovers and ramps.											

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
<b>Lewiston, Lisbon</b> 2447900	<b>024479.00</b> Highways Ultra-Thin Bonded Wearing Course	PE:	\$37,759	Federal NHPP	\$32,000	\$32,000	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal NHS	\$251,326	\$0	\$83,775	\$83,775	\$83,775	\$0
		CON:	\$2,152,908	Federal STP	\$1,573,207	\$1,573,207	\$0	\$0	\$0	\$0
		CE:	\$130,000	Highway and Bridge	\$464,133	\$464,133	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		<b>Totals:</b>			<b>\$2,320,666</b>		<b>\$2,069,340</b>	<b>\$83,775</b>	<b>\$83,775</b>	<b>\$83,775</b>
<b>Route 196</b> Beginning 0.17 of a mile west of Route 9 and extending northwest 7.05 miles.										
<b>Lewiston</b> 1686200	<b>016862.00</b> Highways Bridge Painting	PE:	\$8,255	Federal NHPP	\$210,604	\$207,004	\$3,600	\$0	\$0	\$0
		ROW:	\$5,000	Federal STP	\$502,515	\$502,515	\$0	\$0	\$0	\$0
		CON:	\$778,144	Highway and Bridge	\$178,280	\$177,380	\$900	\$0	\$0	\$0
		CE:	\$100,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		<b>Totals:</b>			<b>\$891,399</b>		<b>\$886,899</b>	<b>\$4,500</b>	<b>\$0</b>	<b>\$0</b>
<b>Veterans Memorial Bridge</b> Vietnam Memorial East Bridge (#6331) over Androscoggin River. Located 0.35 of a mile west of Route 202.										
<b>Lewiston</b> 2232400	<b>022324.00</b> Highways Bridge Joint Replacement	PE:	\$35,000	Federal NHPP	\$44,800	\$8,400	\$36,400	\$0	\$0	\$0
		ROW:	\$5,000	Federal NHS	\$107,200	\$0	\$107,200	\$0	\$0	\$0
		CON:	\$125,000	Federal STP	\$20,000	\$20,000	\$0	\$0	\$0	\$0
		CE:	\$50,000	Highway and Bridge	\$43,000	\$33,900	\$9,100	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		<b>Totals:</b>			<b>\$215,000</b>		<b>\$62,300</b>	<b>\$152,700</b>	<b>\$0</b>	<b>\$0</b>
<b>Vietnam Vet Connector</b> Vietnam Memorial East Bridge (#6331) over Androscoggin River. Located 0.35 of a mile west of Route 202.										
<b>Lewiston</b> 2366700	<b>023667.00</b> Highways Mill And Fill	PE:	\$40,000	Federal NHPP	\$1,193,722	\$0	\$403,092	\$395,315	\$395,315	\$0
		ROW:	\$0	Federal NHS	\$24,223	\$0	\$24,223	\$0	\$0	\$0
		CON:	\$1,421,873	Highway and Bridge	\$304,486	\$6,056	\$100,773	\$98,829	\$98,829	\$0
		CE:	\$60,559	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		<b>Totals:</b>			<b>\$1,522,432</b>		<b>\$6,056</b>	<b>\$528,088</b>	<b>\$494,144</b>	<b>\$494,144</b>
<b>Route 126</b> Beginning 0.01 of a mile east of Route 11 and extending east 2.09 miles.										
<b>Lewiston</b>	<b>025621.00</b> Bicycle/Pedestrian Multimodal Improvements	PE:	\$0	Federal HSIP	\$184,000	\$0	\$1,333	\$1,333	\$61,333	\$60,000
		ROW:	\$5,000							
		CON:	\$215,000	Local	\$46,000	\$0	\$333	\$333	\$15,333	\$15,000
		CE:	\$10,000							
		Other:	\$0							
		<b>Totals:</b>			<b>\$230,000</b>		<b>\$0</b>	<b>\$1,667</b>	<b>\$1,667</b>	<b>\$76,667</b>
<b>Main Street/Sabattus Street</b> Pedestrian safety improvements to three new priority crosswalk locations on Main and Sabattus Streets to include ADA accommodations, high visibility treatments, and RRFBs.										
<b>Lisbon, Topsham</b> 2447700	<b>024477.00</b> Highways Ultra-Thin Bonded Wearing Course	PE:	\$37,116	Federal NHPP	\$36,800	\$24,000	\$4,267	\$4,267	\$4,267	\$0
		ROW:	\$0	Federal STP	\$1,096,893	\$1,096,893	\$0	\$0	\$0	\$0
		CON:	\$1,284,001	Highway and Bridge	\$283,423	\$283,423	\$0	\$0	\$0	\$0
		CE:	\$96,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		<b>Totals:</b>			<b>\$1,417,117</b>		<b>\$1,404,317</b>	<b>\$4,267</b>	<b>\$4,267</b>	<b>\$4,267</b>

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
<b>Route 196</b>										
<i>Beginning 0.18 of a mile southeast of Birch Ridge Avenue and extending northwest 5.48 miles.</i>										
<b>Lisbon</b> 2311800	<b>023118.00</b> Highways Bridge Replacement	PE:	\$100,000	Federal STP	\$809,000	\$80,000	\$251,000	\$239,000	\$239,000	\$0
		ROW:	\$15,000	Highway and Bridge	\$202,250	\$23,000	\$59,750	\$59,750	\$59,750	\$0
		CON:	\$796,250							
		CE:	\$100,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
<b>Totals:</b>					<b>\$1,011,250</b>	<b>\$103,000</b>	<b>\$310,750</b>	<b>\$298,750</b>	<b>\$298,750</b>	<b>\$0</b>
<b>Route 125</b>										
<i>Frazier Bridge (#3954) over Frazier Brook. Located 0.16 of a mile north of Summer Street.</i>										
<b>Sabattus</b> 2253800	<b>022538.00</b> Highways 1 1/4" Overlay	PE:	\$22,074	Federal STP	\$463,810	\$463,810	\$0	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$115,952	\$115,952	\$0	\$0	\$0	\$0
		CON:	\$515,252							
		CE:	\$42,436	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
<b>Totals:</b>					<b>\$579,762</b>	<b>\$579,762</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Route 9</b>										
<i>Beginning 0.15 of a mile northeast of Pleasant Hill Road and extending northeast 1.17 miles to the Wales town line.</i>										
<b>Sabattus</b>	<b>025489.00</b> Highways 1 1/4" Overlay	PE:	\$21,715	Federal STP	\$570,386	\$0	\$5,791	\$5,791	\$190,129	\$184,338
		ROW:	\$0	Highway and Bridge	\$142,596	\$0	\$1,448	\$1,448	\$47,532	\$46,084
		CON:	\$633,360							
		CE:	\$57,907							
		Other:	\$0							
<b>Totals:</b>					<b>\$712,982</b>	<b>\$0</b>	<b>\$7,238</b>	<b>\$7,238</b>	<b>\$237,661</b>	<b>\$230,422</b>
<b>Route 9</b>										
<i>Beginning 0.33 of a mile north of Turcotte Road and extending northwest 1.24 miles.</i>										
<b>Statewide</b> 1480020	<b>014845.20</b> Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$51,600	\$19,199	\$32,401	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$12,900	\$4,800	\$8,100	\$0	\$0	\$0
		CON:	\$0							
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$64,500							
<b>Totals:</b>					<b>\$64,500</b>	<b>\$23,999</b>	<b>\$40,501</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>AVCOG RPO Support</b>										
<i>Androscoggin Valley Council of Governments (AVCOG) Regional Planning Organization support.</i>										
<b>Statewide</b> 1480021	<b>014845.21</b> Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$51,600	\$0	\$51,600	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$12,900	\$2,500	\$10,400	\$0	\$0	\$0
		CON:	\$0							
		CE:	\$0							
		Other:	\$64,500							
<b>Totals:</b>					<b>\$64,500</b>	<b>\$2,500</b>	<b>\$62,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>AVCOG RPO Support</b>										
<i>Androscoggin Valley Council of Governments (AVCOG) Regional Planning Organization support.</i>										
<b>Statewide</b>	<b>014845.22</b> Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$10,000	\$0	\$0	\$10,000	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$2,500	\$0	\$0	\$2,500	\$0	\$0
		CON:	\$0							
		CE:	\$0							
		Other:	\$12,500							
<b>Totals:</b>					<b>\$12,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>	<b>\$0</b>	<b>\$0</b>

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
<b>AVCOG RPO Support</b> <i>Androscoggin Valley Council of Governments (AVCOG) Regional Planning Organization support.</i>										
Statewide	014845.23 Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$10,000	\$0	\$0	\$0	\$10,000	\$0
		ROW:	\$0							
		CON:	\$0	Highway and Bridge	\$2,500	\$0	\$0	\$0	\$2,500	\$0
		CE:	\$0							
		Other:	\$12,500							
<b>Totals:</b>					<b>\$12,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>	<b>\$0</b>
<b>AVCOG RPO Support</b> <i>Androscoggin Valley Council of Governments (AVCOG) Regional Planning Organization support.</i>										
Statewide	022396.00 Transit Service Area Capital Equipment Purchase	PE:	\$0	Federal CMAQ	\$128,000	\$0	\$128,000	\$0	\$0	\$0
		ROW:	\$0							
		CON:	\$0	Local	\$32,000	\$0	\$32,000	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$160,000							
<b>Totals:</b>					<b>\$160,000</b>	<b>\$0</b>	<b>\$160,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Western Maine Transportation Services</b> <i>Western Maine Transportation Services requesting funds to acquire a new ADA accessible vehicle for new bus route. FTA Transfer.</i>										
Statewide	022398.21 Transit Service Area Operating Assistance	PE:	\$0	Federal CMAQ	\$200,000	\$0	\$200,000	\$0	\$0	\$0
		ROW:	\$0							
		CON:	\$0	Local	\$50,000	\$0	\$50,000	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$250,000							
<b>Totals:</b>					<b>\$250,000</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Western Maine Transportation Services</b> <i>Western Maine Transportation Systems starting a new route-Year 3. CMAQ - FTA Transfer.</i>										
Statewide	024625.00 Transit Service Area Capital Equipment Purchase	PE:	\$0	Federal CMAQ	\$120,000	\$0	\$120,000	\$0	\$0	\$0
		ROW:	\$0							
		CON:	\$0	Local	\$30,000	\$0	\$30,000	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$150,000							
<b>Totals:</b>					<b>\$150,000</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Rural Transit Capital</b> <i>Western Maine Transportation Systems capital for new route. CMAQ - FTA Transfer.</i>										
Statewide	024627.00 Transit Service Area Capital Equipment Purchase	PE:	\$0	Federal CMAQ	\$120,000	\$0	\$120,000	\$0	\$0	\$0
		ROW:	\$0							
		CON:	\$0	Local	\$30,000	\$0	\$30,000	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$150,000							
<b>Totals:</b>					<b>\$150,000</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Rural Transit Capital</b> <i>Western Maine Transportation Systems capital for new route. CMAQ - FTA Transfer.</i>										
Statewide	024631.00 Transit Service Area Operating Assistance	PE:	\$0	Federal CMAQ	\$496,000	\$0	\$496,000	\$0	\$0	\$0
		ROW:	\$0							
		CON:	\$0	Local	\$124,000	\$0	\$124,000	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$620,000							
<b>Totals:</b>					<b>\$620,000</b>	<b>\$0</b>	<b>\$620,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Towns	WIN										
Fed Project #	Asset		Available	Source	Available	Obligated to Date	2021	2022	2023	2024	
Description	Scope	Stage									
<b>Rural Transit Operations</b>											
<i>Western Maine Transportation Systems starting a new route. CMAQ - FTA Transfer.</i>											
<b>Statewide</b>	<b>024633.00</b>	PE:	\$0	Federal CMAQ	\$496,000	\$0	\$496,000	\$0	\$0	\$0	\$0
		ROW:	\$0								
		CON:	\$0								
		CE:	\$0	Local	\$124,000	\$0	\$124,000	\$0	\$0	\$0	\$0
		Other:	\$620,000								
<b>Totals:</b>					<b>\$620,000</b>	<b>\$0</b>	<b>\$620,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Rural Transit Operations</b>											
<i>Western Maine Transportation Systems starting a new route. CMAQ - FTA Transfer.</i>											

**ATRC Region FTA FTA / 5339 MaineDOT Sponsored**

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
<b>Auburn, Lewiston</b>	<b>024737.00</b> Transit Service Area Capital Equipment Purchase	Cap Equip:	\$150,035	Federal	\$127,530	\$0	\$0	\$0	\$127,530	\$0
				Local	\$22,505	\$0	\$0	\$0	\$22,505	\$0
		<b>Totals:</b>			<b>\$150,035</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,035</b>	<b>\$0</b>
		<b>Urban Transit Capital</b>								
<i>FTA Section 5339 Capital Assistance - Lewiston/Auburn.</i>										
<b>Auburn</b>	<b>023384.20</b> Transit Service Area Capital Equipment Purchase	Cap Equip:	\$159,413	Federal	\$127,530	\$0	\$127,530	\$0	\$0	\$0
				Local	\$31,883	\$0	\$31,883	\$0	\$0	\$0
		<b>Totals:</b>			<b>\$159,413</b>	<b>\$0</b>	<b>\$159,413</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
		<b>Urban Transit Capital</b>								
<i>Transit Capital Assistance for the Lewiston/Auburn, Federal Transit Administration \$5339 for small urban area transit, Fiscal Year 2020.</i>										
<b>Auburn</b>	<b>023384.21</b> Transit Service Area Capital Equipment Purchase	Cap Equip:	\$159,413	Federal	\$127,530	\$0	\$127,530	\$0	\$0	\$0
				Local	\$31,883	\$0	\$31,883	\$0	\$0	\$0
		<b>Totals:</b>			<b>\$159,413</b>	<b>\$0</b>	<b>\$159,413</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
		<b>Urban Transit Capital</b>								
<i>Transit Capital Assistance for the Lewiston/Auburn, Federal Transit Administration \$5339 for small urban area transit, Fiscal Year 2021.</i>										
<b>Auburn</b>	<b>023384.22</b> Transit Service Area Capital Equipment Purchase	Cap Equip:	\$159,413	Federal	\$127,530	\$0	\$0	\$127,530	\$0	\$0
				Local	\$31,883	\$0	\$0	\$31,883	\$0	\$0
		<b>Totals:</b>			<b>\$159,413</b>	<b>\$0</b>	<b>\$0</b>	<b>\$159,413</b>	<b>\$0</b>	<b>\$0</b>
		<b>Urban Transit Capital</b>								
<i>Transit Capital Assistance for the Lewiston/Auburn, Federal Transit Administration \$5339 for small urban area transit, Fiscal Year 2022.</i>										
<b>Auburn</b>	<b>025551.00</b> Transit Service Area Capital Equipment Purchase	Cap Equip:	\$150,035	Federal	\$120,028	\$0	\$0	\$0	\$0	\$120,028
				Local	\$30,007	\$0	\$0	\$0	\$0	\$30,007
		<b>Totals:</b>			<b>\$150,035</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,035</b>
		<b>Urban Transit Capital</b>								
<i>FTA Section 5339 Capital Assistance - Lewiston/Auburn</i>										

**ATRC Region FTA FTA SECTION 18 / 5311 MaineDOT Sponsored**

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024	
<b>Auburn</b>	<b>025227.00</b> Transit Service Area Operating Assistance	Admin:	\$2,425,000	Federal	\$500,000	\$0	\$500,000	\$0	\$0	\$0	
				Local	\$105,189	\$0	\$105,189	\$0	\$0	\$0	
				State	\$19,811	\$0	\$19,811	\$0	\$0	\$0	
				<b>Totals:</b>		<b>\$625,000</b>	<b>\$0</b>	<b>\$625,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
		Operating:	\$2,425,000	Federal	\$900,000	\$0	\$900,000	\$0	\$0	\$0	
				Local	\$834,410	\$0	\$834,410	\$0	\$0	\$0	
				State	\$65,590	\$0	\$65,590	\$0	\$0	\$0	
		<b>Totals:</b>		<b>\$1,800,000</b>	<b>\$0</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		

**Rural Transit Admin/ Operations**

Transit Administrative and Operating Assistance for Federal Transit Administration §5311 for non-urbanized transit. Western Maine Transportation Services (WMTS).

**ATRC Region FTA FTA SECTION 8 / 5303 MaineDOT Sponsored**

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Auburn	023340.20 Transit Service Area Administrative Assistance	Admin:	\$98,750	Federal	\$79,000	\$0	\$79,000	\$0	\$0	\$0
				Local	\$19,750	\$0	\$19,750	\$0	\$0	\$0
		<b>Totals:</b>			<b>\$98,750</b>	<b>\$0</b>	<b>\$98,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Urban Transit Planning**

Androscoggin Transportation Resource Center (ATRC), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2020. Funds are transferred to FHWA.

Auburn	023340.21 Transit Service Area Administrative Assistance	Admin:	\$98,750	Federal	\$79,000	\$0	\$79,000	\$0	\$0	\$0
				Local	\$19,750	\$0	\$19,750	\$0	\$0	\$0
		<b>Totals:</b>			<b>\$98,750</b>	<b>\$0</b>	<b>\$98,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Urban Transit Planning**

Androscoggin Transportation Resource Center (ATRC), Federal Transit Administration §5303 for metropolitan planning, Fiscal Year 2021. Funds are transferred to FHWA.

Auburn	023340.22 Transit Service Area Administrative Assistance	Other:	\$93,750	Federal	\$75,000	\$0	\$0	\$75,000	\$0	\$0
				Local	\$18,750	\$0	\$0	\$18,750	\$0	\$0
		<b>Totals:</b>			<b>\$93,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$93,750</b>	<b>\$0</b>	<b>\$0</b>

**Urban Transit Planning**

Androscoggin Transportation Resource Center (ATRC), Federal Transit Administration §5303 for metropolitan planning, Fiscal Year 2022. Funds are transferred to FHWA.

Auburn	024693.00 Transit Service Area Planning Studies	Admin:	\$100,000	Federal	\$80,000	\$0	\$0	\$0	\$80,000	\$0
				Local	\$20,000	\$0	\$0	\$0	\$20,000	\$0
		<b>Totals:</b>			<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>

**Urban Transit Planning**

Androscoggin Transportation Resource Center (ATRC), Federal Transit Administration §5303 for metropolitan planning, Fiscal Year 2023. Funds are transferred to FHWA.

Auburn	025609.00 Transit Service Area Planning Studies	Admin:	\$100,000	Federal	\$80,000	\$0	\$0	\$0	\$0	\$80,000
				Local	\$20,000	\$0	\$0	\$0	\$0	\$20,000
		<b>Totals:</b>			<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Urban Transit Planning**

Androscoggin Transportation Resource Center (ATRC), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2024. Funds are transferred to FHWA.



**ATRC Region FTA FTA SECTION 9 / 5307 MaineDOT Sponsored**

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024	
<b>Auburn, Lewiston</b>	<b>024699.00</b> Transit Service Area Capital-Eligible Maintenance	Cap Equip:	\$155,375	Federal	\$124,300	\$0	\$124,300	\$0	\$0	\$0	
				Local	\$31,075	\$0	\$31,075	\$0	\$0	\$0	
		<b>Totals:</b>			<b>\$155,375</b>	<b>\$0</b>	<b>\$155,375</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
		<b>Urban Transit Capital</b> <i>Transit Capital Assistance (preventive maintenance) for AVCOG, Citylink, Federal Transit Administration §5307 for urbanized area transit.</i>									
<b>Auburn, Lewiston</b>	<b>024701.00</b> Transit Service Area Planning Studies	Admin:	\$87,500	Federal	\$70,000	\$0	\$0	\$0	\$70,000	\$0	
				Local	\$17,500	\$0	\$0	\$0	\$17,500	\$0	
		<b>Totals:</b>			<b>\$87,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$87,500</b>	<b>\$0</b>	<b>\$0</b>
		<b>Urban Transit Planning</b> <i>Transit Planning Assistance for AVCOG, Federal Transit Administration §5307 for urbanized area transit.</i>									
<b>Auburn, Lewiston</b>	<b>024703.00</b> Transit Service Area Operating Assistance	Operating:	\$91,250	Federal	\$73,000	\$0	\$0	\$0	\$73,000	\$0	
				Local	\$18,250	\$0	\$0	\$0	\$18,250	\$0	
		<b>Totals:</b>			<b>\$91,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$91,250</b>	<b>\$0</b>	<b>\$0</b>
		<b>Urban Transit Operations</b> <i>Transit ADA Operating Assistance for AVCOG, Citylink, Federal Transit Administration §5307 for urbanized area transit.</i>									
<b>Auburn, Lewiston</b>	<b>024707.00</b> Transit Service Area Operating Assistance	Operating:	\$732,000	Federal	\$585,600	\$0	\$0	\$0	\$585,600	\$0	
				Local	\$0	\$0	\$0	\$0	\$0	\$0	
		State	\$0	\$0	\$0	\$0	\$0	\$0			
		<b>Totals:</b>			<b>\$585,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$585,600</b>	<b>\$0</b>	<b>\$0</b>
<b>Urban Transit Operations</b> <i>Transit Operating Assistance for AVCOG, Citylink, Federal Transit Administration §5307 for urbanized area transit.</i>											
<b>Auburn</b>	<b>020642.21</b> Transit Service Area Administrative Assistance	Admin:	\$87,500	Federal	\$70,000	\$0	\$70,000	\$0	\$0	\$0	
				Local	\$17,500	\$0	\$17,500	\$0	\$0	\$0	
		<b>Totals:</b>			<b>\$87,500</b>	<b>\$0</b>	<b>\$87,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
		<b>Urban Transit Planning</b> <i>FTA Section 5307 for urban transit planning - Androscoggin Valley Council of Governments (AVCOG).</i>									
<b>Auburn</b>	<b>020642.22</b> Transit Service Area Administrative Assistance	Admin:	\$87,500	Federal	\$70,000	\$0	\$0	\$70,000	\$0	\$0	
				Local	\$17,500	\$0	\$0	\$17,500	\$0	\$0	
		<b>Totals:</b>			<b>\$87,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$87,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
		<b>Urban Transit Planning</b>									

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
<i>FTA Section 5307 for urban transit planning - Androscoggin Valley Council of Governments (AVCOG).</i>										
Auburn	020645.21 Transit Service Area Operating Assistance	Operating:	\$89,450	Federal	\$71,560	\$0	\$71,560	\$0	\$0	\$0
				Local	\$17,890	\$0	\$17,890	\$0	\$0	
				<b>Totals:</b>	<b>\$89,450</b>	<b>\$0</b>	<b>\$89,450</b>	<b>\$0</b>	<b>\$0</b>	
<b>Urban Transit ADA Operations</b> <i>FTA Section 5307 for ADA Operating - Citylink Bus.</i>										
Auburn	020645.22 Transit Service Area Operating Assistance	Operating:	\$89,450	Federal	\$71,560	\$0	\$0	\$71,560	\$0	\$0
				Local	\$17,890	\$0	\$0	\$17,890	\$0	
				<b>Totals:</b>	<b>\$89,450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$89,450</b>	<b>\$0</b>	
<b>Urban Transit ADA Operations</b> <i>FTA Section 5307 for ADA Operating - Citylink Bus.</i>										
Auburn	022721.21 Transit Service Area Operating Assistance	Operating:	\$729,908	Federal	\$364,954	\$0	\$364,954	\$0	\$0	\$0
				Local	\$266,839	\$0	\$266,839	\$0	\$0	
				State	\$98,115	\$0	\$98,115	\$0	\$0	
				<b>Totals:</b>	<b>\$729,908</b>	<b>\$0</b>	<b>\$729,908</b>	<b>\$0</b>	<b>\$0</b>	
<b>Urban Transit Operations</b> <i>FTA Section 5307 for Operating Assistance - Citylink.</i>										
Auburn	022721.22 Transit Service Area Operating Assistance	Operating:	\$729,908	Federal	\$364,954	\$0	\$0	\$364,954	\$0	\$0
				Local	\$266,839	\$0	\$0	\$266,839	\$0	
				State	\$98,115	\$0	\$0	\$98,115	\$0	
				<b>Totals:</b>	<b>\$729,908</b>	<b>\$0</b>	<b>\$0</b>	<b>\$729,908</b>	<b>\$0</b>	
<b>Urban Transit Operations</b> <i>FTA Section 5307 for Operating Assistance - Citylink.</i>										
Auburn	022759.21 Transit Service Area Capital-Eligible Maintenance	Cap Equip:	\$348,853	Federal	\$279,082	\$0	\$279,082	\$0	\$0	\$0
				Local	\$69,771	\$0	\$69,771	\$0	\$0	
				<b>Totals:</b>	<b>\$348,853</b>	<b>\$0</b>	<b>\$348,853</b>	<b>\$0</b>	<b>\$0</b>	
<b>Urban Transit Capital</b> <i>FTA Section 5307 for Capital Assistance - Citylink.</i>										
Auburn	022759.22 Transit Service Area Capital-Eligible Maintenance	Cap Equip:	\$348,853	Federal	\$279,082	\$0	\$0	\$279,082	\$0	\$0
				Local	\$69,771	\$0	\$0	\$69,771	\$0	
				<b>Totals:</b>	<b>\$348,853</b>	<b>\$0</b>	<b>\$0</b>	<b>\$348,853</b>	<b>\$0</b>	
<b>Urban Transit Capital</b>										

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
<i>FTA Section 5307 for Capital Assistance - Citylink.</i>										
Auburn	025595.00 Transit Service Area Capital-Eligible Maintenance	Cap Equip:	\$350,000	Federal	\$280,000	\$0	\$0	\$0	\$0	\$280,000
				Local	\$70,000	\$0	\$0	\$0	\$0	\$70,000
		<b>Totals:</b>			<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Urban Transit Capital</b>										
<i>FTA Section 5307 for Capital Assistance - Citylink.</i>										
Auburn	025597.00 Transit Service Area Administrative Assistance	Admin:	\$87,500	Federal	\$70,000	\$0	\$0	\$0	\$0	\$70,000
				Local	\$17,500	\$0	\$0	\$0	\$0	\$17,500
		<b>Totals:</b>			<b>\$87,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Urban Transit Planning</b>										
<i>FTA Section 5307 for urban transit planning - Androscoggin Valley Council of Governments (AVCOG).</i>										
Auburn	025599.00 Transit Service Area Operating Assistance	Operating:	\$91,250	Federal	\$73,000	\$0	\$0	\$0	\$0	\$73,000
				Local	\$18,250	\$0	\$0	\$0	\$0	\$18,250
		<b>Totals:</b>			<b>\$91,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Urban Transit ADA Operating</b>										
<i>FTA Section 5307 for ADA Operating - Citylink Bus.</i>										
Auburn	025601.00 Transit Service Area Operating Assistance	Operating:	\$732,000	Federal	\$366,000	\$0	\$0	\$0	\$0	\$366,000
				Local	\$267,885	\$0	\$0	\$0	\$0	\$267,885
				State	\$98,115	\$0	\$0	\$0	\$0	\$98,115
<b>Totals:</b>			<b>\$732,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$732,000</b>
<b>Urban Transit Operating</b>										
<i>FTA Section 5307 for Operating Assistance - Citylink.</i>										