

FY 2008 UNIFIED PLANNING WORK PROGRAM

JUNE 2007

PREPARED FOR:

NORTHERN MIDDLESEX METROPOLITAN PLANNING ORGANIZATION

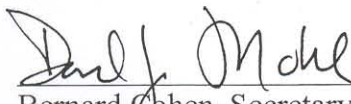
BY:

**NORTHERN MIDDLESEX COUNCIL OF GOVERNMENTS
115 THORNDIKE STREET
LOWELL, MA 01852**

NORTHERN MIDDLESEX METROPOLITAN PLANNING ORGANIZATION

**ENDORSEMENT OF THE FY 2008 UNIFIED PLANNING WORK PROGRAM
FOR THE NORTHERN MIDDLESEX REGION**

This document will certify that the Northern Middlesex Metropolitan Planning Organization, at its meeting of August 9, 2007, hereby approves the endorsement of the FY 2008 *Unified Planning Work Program for the Northern Middlesex Region*. The UPWP is being endorsed in accordance with the 3C Transportation Planning Process and complies with the requirements set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)


Bernard Cohen, Secretary
Executive Office of Transportation

8/9/07
Date


Luisa Paieworsky, Commissioner
MassHighway

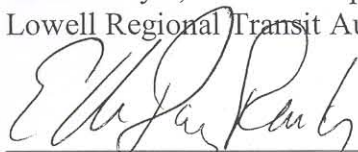
8/9/07
Date

Jimmy Good, Chair
Lowell Regional Transit Authority

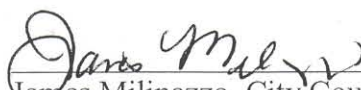
Date


Arthur Doyle, Billerica Representative
Lowell Regional Transit Authority


8/9/07
Date


Ellen Rawlings, Chair
Northern Middlesex Council of Governments

8/9/07
Date


James Milinazzo, City Councillor
City of Lowell

8/9/07
Date


Kevin O'Connor, Selectmen
Town of Tyngsborough

8/9/07
Date

**FY 2008 UNIFIED TRANSPORTATION PLANNING
WORK PROGRAM**

(OCTOBER 1, 2007 – SEPTEMBER 30, 2008)

The preparation of this document was funded through a contract with MassHighway, supported in part with funds from the Federal Highway Administration and the Federal Transit Administration, U.S. Department of Transportation.

NORTHERN MIDDLESEX METROPOLITAN PLANNING ORGANIZATION

Voting Members:

Bernard Cohen, Secretary, Executive Office of Transportation

Luisa Paiewonsky, Commissioner, Massachusetts Highway Department

Ellen Rawlings, Chair, Northern Middlesex Council of Governments

Jim Milinazzo, City Councillor, City of Lowell

Kevin O'Connor, Selectman, Town of Tyngsborough

Jimmy Good, Chairman, Lowell Regional Transit Authority

Arthur Doyle, Lowell Regional Transit Authority Advisory Board, Billerica

Ex Officio Members:

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INTRODUCTION

The purpose of the Unified Planning Work Program (UPWP) is to describe, in one document, all of the transportation and supportive planning activities to be carried out by the Northern Middlesex region, for the programming period of October 1, 2007 – September 30, 2008. The UPWP is required by the United States Department of Transportation (USDOT) as the basis for all Federal funding assistance for transportation planning to state, local, and regional agencies and is developed annually. It is prepared for the Metropolitan Planning Organization (MPO). Funds for transportation planning come from separate agencies within USDOT dealing with individual transportation modes such as highways, mass transit and airways and from MassHighway. The UPWP provides a way to coordinate these many different planning activities as well as to relate transportation planning concerns to overall comprehensive planning in the region and support the “3-C” (comprehensive, cooperative, continuing) transportation planning process.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 strengthened the metropolitan planning process. The Transportation Equity Act for the 21st Century (TEA-21) reaffirmed and retained the structure of the metropolitan transportation planning process. On August 10, 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU addresses the many challenges facing our transportation system, such as improving safety, reducing congestion, increasing connectivity between modes and protecting the environment.

In developing the UPWP, the MPO has considered the following planning factors as outlined in SAFETEA-LU:

- “Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for all motorized and non-motorized users;
- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.”

The UPWP describes the planning activities that focus on a variety of highway and transit problems. Each planning task is identified, a budget is established, the work assigned by specific agency, and funding sources are identified. Thus, all elements of

area-wide significance related to the long and short-range transportation planning process for the Northern Middlesex area may be found in the UPWP.

The work tasks within the UPWP are reflective of issues and concerns to transportation agencies at the federal, state and local levels. The descriptions of the tasks to be accomplished and the budgets for the tasks are based on the best estimate of available resources. If necessary, adjustments will be developed in cooperation with MassHighway, EOT, FHWA, FTA, LRTA and other agencies, as appropriate.

The UPWP describes the scope and estimated cost of the transportation activities of the Northern Middlesex region as follows:

1. Management and Support of the Planning Process and Certification Activities:

The efforts required for coordinating transportation activities between NMCOG and the Metropolitan Planning Organization (MPO), other MPOs within the Boston Urbanized Area; member communities, local, regional, state and federal agencies; efforts required to maintain the public participation process; efforts required for the administration of the NMCOG contracts with MassHighway and EOT; and preparation and maintenance of the Regional Transportation Plan and the Transportation Improvement Program.

2. Technical Support and Data Collection:

Gather and update traffic, accident and transportation facilities data necessary for transportation planning and analysis; maintain data bases, assist MassHighway in the update and maintenance of the Statewide travel demand model; assist the state in the update and maintenance of the pavement management program for federal aid roadways; undertake GIS work and assist local communities.

3. Special Transportation Studies

Perform special studies to address specific transportation problems identified through management systems, local requests, and the regional transportation plan.

4. Ongoing Transportation Planning

Provide technical assistance to the region, including assistance in the design and implementation of projects; regional transit planning.

THE NORTHERN MIDDLESEX METROPOLITAN PLANNING ORGANIZATION

The transportation planning process is carried out under the authority of the Northern Middlesex Metropolitan Planning Organization (NMMPO). The NMMPO is comprised of: the Chairman of the Northern Middlesex Council of Governments (NMCOG), the Chairman of the Lowell Regional Transit Authority (LRTA), the Secretary of the Massachusetts Executive Office of Transportation (EOT), and Commissioner of

the Massachusetts Highway Department (MassHighway). In addition, the following are also voting members of the NMMPO: the chief elected official from the City of Lowell elected to serve as the City's representative to the Northern Middlesex COG; a Selectman elected to serve on the Council and further elected by the Council to serve as that town's representative to the Northern Middlesex MPO; and an LRTA Advisory Board member representing a community within the Northern Middlesex MPO boundaries other than the City of Lowell, who may also be an elected official. The additional Northern Middlesex COG Selectman and LRTA Advisory Board representative shall serve for a term of one year. One representative each from the Federal Highway Administration and the Federal Transit Administration shall be considered ex-officio, non-voting members of the Northern Middlesex MPO.

NORTHERN MIDDLESEX COUNCIL OF GOVERNMENTS' ROLE

The NMCOG is a regional planning agency established under Chapter 40B of the General Laws of Massachusetts. The NMCOG is comprised of a Selectman or City Councillor and Planning Board member of each of its nine member communities (including Billerica, Chelmsford, Dracut, Dunstable, Lowell, Pepperell, Tewksbury, Tyngsborough, and Westford). The Council meets monthly and provides direct input from local government regarding various transportation issues. The Northern Middlesex Council of Governments also conducts the public participation process for all certification documents.

FEDERAL HIGHWAY ADMINISTRATION'S NATIONAL STRATEGIC PLAN

In January 1998, FHWA released its National Strategic Plan. This document established FHWA's programmatic goals and planned accomplishments over the next ten years within the overall USDOT Strategic Plan.

FHWA's mission is simple: to continually improve the quality of the nation's highway system and its intermodal connections as a component in creating the best transportation system in the world. To accomplish this, the FHWA Strategic Plan focuses on five broad areas of Mobility, Safety, Productivity, Human and Natural Environment, and National Security. A wide array of objectives and strategies are identified within each of these areas.

Within the framework of the National Strategic Plan, each FHWA state division is responsible for developing a Performance Plan that includes specific goals, objectives and activities within the five areas identified above. The Massachusetts Division Plan calls for early deployment of Intelligent Transportation Systems (ITS) technology, making Access to Jobs issues an MPO focus, development of community safety studies, environmental justice, and a number of other activities.

As an essential partner and client of the FHWA in the transportation planning process, the NMMPO has taken steps to incorporate many of the FHWA's concerns and recommended activities in the region's FY 2008 Unified Planning Work Program.

TRANSPORTATION PLANNING FUNDING SOURCES

Federal Highway Funds: EOT/MassHighway receives Metropolitan Planning Funds (PL) from FHWA and passes the monies through to the regional planning agencies. These funds are apportioned to states based on population in urbanized areas and relative to the amount of highway construction funds the state receives. EOT/MassHighway maintains multi-year contracts with the RPAs to conduct transportation related planning activities.

FTA/LRTA: Two categories of funds are utilized for the conduct of transit planning – Section 5303 (formerly Section 8) and Section 5307 (formerly Section 9) of the Federal Transit Act Amendments of 1991. Section 5303 funds are used for planning and technical studies related to transit. These funds are obtained from FTA and passed through the EOT to the regional planning agencies.

Section 5307 funds can be used for planning as well as other purposes and are distributed by FTA based on the RTA service area population. The Lowell Regional Transit Authority, using Section 5307 funds, contracts with NMCOG to provide technical assistance for a wide range of planning issues.

Unless otherwise noted, each of the tasks described in this document are financed jointly (although not equally) by the Federal Highway Administration (FHWA), MassHighway and the Federal Transit Administration through the EOT and under contract with the LRTA. The appropriate 20% local match is provided by NMCOG for both FTA programs.

The Section 5303 program covers the period October 2007-September 2008 and the FTA/LRTA Section 5307 program covers the period January 2008-December 2009. Funding from the MassHighway/FHWA covers the period of October 2007-September 2008.

TRANSPORTATION PLANNING STUDIES BY OTHERS

In addition to the studies and analyses undertaken by the NMCOG, a number of other planning studies will be conducted in the region and surrounding area by other entities. These include:

1. Tyngsborough Companion Bridge Environmental Assessment:

MassHighway has completed a feasibility study to examine the construction of a companion bridge to the existing Tyngsborough Bridge. Funding is being sought to prepare an Environmental Assessment/Impact Report for the project.

2. Nashua Rail Extension:

The Nashua Regional Planning Commission and New Hampshire DOT have completed a feasibility study for the extension of MBTA Commuter Rail service from Lowell to Nashua, NH. Environmental work is currently underway, with release of the DEIR/EA expected in Spring 2008.

3. Merrimack River Trail:

The Town of Tyngsborough has received transportation enhancement funds for the design of portions of the Merrimack River Trail. Tyngsborough has decided to defer the design of their portion of the trail until the alignment of the Companion Bridge is decided.

4. Boston-Montreal High Speed Rail:

In March 2003, a feasibility study was completed to assess the feasibility of developing and operating high-speed rail service between Boston and Montreal. Future studies are needed to examine environmental permitting issues, investigate regulatory and institutional issues and to further evaluate operating and capital costs.

5. Westford Regional Recreational Trail:

The Town of Westford has received transportation enhancement funding to design a trail along an abandoned trolley right-of-way. The project is currently at approximately 25% design.

6. North Chelmsford Commuter Rail Station:

The MBTA recently completed a study examining the feasibility of constructing a commuter rail station in North Chelmsford following the extension of commuter rail service to Nashua, NH. The Town of Chelmsford is seeking funding for environmental work and land acquisition.

7. Downtown Lowell Circulation Study:

The Lowell National Historical Park and the City of Lowell are undertaking a Downtown Lowell Circulation Study. One component of the study will examine the feasibility of extending the existing trolley system. In August 2002, the Volpe Center completed a planning study assessing various alternatives for completing the extension. The LNHP has received NPS Alternative Modes money to fund the completion of an alternatives analysis and the necessary environmental studies. The firm of DMJM Harris has been retained by the National Park Service to undertake this work. A Project Advisory Committee has been formed for the project, consisting of the National Park Service, the City of Lowell, the Massachusetts Executive Office

of Transportation, the Lowell Regional Transit Authority, the Federal Transit Administration, the Central Transportation Planning Staff, the Volpe Center and the Northern Middlesex Council of Governments.

8. Bruce Freeman Memorial Bicycle Path-Phase 2 Design:

The Towns of Westford, Carlisle, Acton, and Concord appropriated Community Preservation Act (CPA) funds during their 2006 Annual Town Meetings for preparing 25% design plans for Phase 2 of the Bruce Freeman Bicycle Path. It is anticipated that this work will be completed by September 2007.

OTHER NMCOG PLANNING STUDIES AND FUNDING SOURCES

The NMCOG is a comprehensive regional planning agency serving nine communities. In addition to the wide range of transportation planning studies and activities described in this report, NMCOG performs environmental, land use, housing, economic development, emergency management and comprehensive planning services. The table below provides a listing of other known planning activities that will be undertaken over the course of FY 2008, and summarizes the funding levels and match requirements for those activities.

Summary of Other NMCOG Funding Resources for FY 2008

		<u>% Match Required</u>
Local Assessments	\$70,959	0
Dracut Sealer	6,000	0
Billerica Sealer	7,000	0
Chelmsford Sealer	6,000	0
Dracut Affordable Housing	3,400	0
Downtown Lowell Study (Volpe)	15,300	0
Westford Economic Development	3,000	0
Tyngsborough Stormwater	70,000	0
Tyngsborough Open Space Plan	20,000	0
Tyngsborough Housing Update	7,500	0
Tewksbury Open Space Plan	15,000	0
Dracut Open Space Plan	12,000	0
Westford Address File	8,300	0
DHCD Expedited Permitting	140,000	10
EDA – CEDS Update *	50,000	100
Tyngsborough Smart Growth	7,000	0

*Pending EDA approval of the final application; matching funds are being provided through a combination of in-kind contribution and cash.

LOCAL TECHNICAL ASSISTANCE

Each year, NMCOG assists local communities in solving small-scale technical transportation issues. Over the past year, such work has included the following:

1. Assisting the Town of Billerica in issues related to the Yankee Doodle Bike Path.
2. Assisting the Middlesex Canal Commission in negotiations relative to right-of-way issues for the Middlesex Canal Park.
3. Assisting the Town of Westford in the design of the Regional Recreational trail, and on the Route 110 Corridor Study Advisory Committee.
4. Assisting the City of Lowell and the National Park Service on the Downtown Lowell Circulation Study Advisory Committee.
5. Participation in the Project Advisory Committee for the Nashua Commuter Rail Extension project.
6. Participation in the I-495 Project Advisory Committee and Technical Committee.
7. Participation in the Route 3 North Project Advisory Committee.
8. Participation in the I-93/Lowell Junction Project Advisory Committee.
9. Participation in the I-93 Transit Investment Study being undertaken cooperatively with the NHDOT.
10. Participation in the Route 110/I-93 and Route 113 Project Advisory Committee.
11. Participation in the Lowell Junction/I-93 Task Force.
12. Participation in the State Hazard Mitigation Task Force.

TRANSPORTATION STUDIES

Under the FY 2007 UPWP, work was completed on the Drum Hill Road Corridor Study. The Council staff updated the 2006 Congestion Management Plan, and completed the 2007-2030 Regional Transportation Plan. The High Hazard Intersection Study work continued with a Top 100 High Crash Locations list developed for the overall region. NMCOG staff continued to work with MassHighway and FHWA on the Highway Safety Improvement Program, with a focus on addressing lane departure crash problems in the region. MassHighway is in the process of conducting a safety audit of two of these high crash locations. NMCOG staff also worked in partnership with MassHighway and the Merrimack Valley Planning Commission (MVPC), on the I-495 Corridor Study and the Route 113/I-93 Rotary study.

Over the past year, the NMMPO underwent its first federal Certification Review and part of the Boston TMA. In addition, as required under SAFETEA-LU, the region's public participation plan was revised in order to comply with the requirements outlined in the legislation and in the new federal metropolitan planning regulations.

The Council staff continued to assist the National Park Service and the Volpe Center with the alternatives analysis and environmental studies being undertaken for the Downtown Lowell Circulation Study. The first phase of the project focuses on the extension from the Lowell Central Business District to the Gallagher Intermodal Center (Lowell Commuter Rail Station).

COORDINATION OF ECONOMIC DEVELOPMENT AND TRANSPORTATION ACTIVITIES

Under Task 4.2 of the FY 2007 UPWP – Transportation and Economic Development Prioritization and Coordination, NMCOG staff undertook several activities with a focus on linking economic development planning and transportation in order to maintain the region's economic competitiveness. First, transportation staff has addressed the public participation element of this work task through work with the regional Comprehensive Economic Development Strategy (CEDS) Committee, the NMCOG Board, the Coalition for a Better Acre, MassHighway, EOT, the Greater Lowell Chamber of Commerce, the Billerica Plan and the Federal Highway Administration regarding the linkage of these two functional areas and the relevance to the planning factors as required with the passage of SAFETEA-LU. NMCOG recently completed the Annual CEDS Update for 2005-2007 and the updated Priority Projects listing, including transportation projects. NMCOG has been invited by EDA to applying for an additional \$50,000 in CEDS planning funds.

Second, the industry clusters have been identified. NMCOG staff has assessed the access and transportation issues unique to the needs of each of these industry clusters and will provide a set of recommendations for meeting these specific needs by the end of the FY 2007 UPWP. In addition, the businesses within these industry clusters are in the process of being mapped and the current transportation resources available to each business are being identified. The issues of site access, employee transportation and goods movement are being addressed as part of this effort. Much of this work has been incorporated in the 2007-2030 Regional Transportation Plan Update and the Congestion Management Plan. Many additional issues will likely be identified through work being undertaken on the I-495 Corridor Study, the I-93 Interstate Transit Investment Study, and the Lowell Junction Interchange design and environmental work.

Third, NMCOG staff worked with the City regarding the Jackson, Appleton, Middlesex Redevelopment Plan, Acre Urban Renewal Project and Tanner Street Initiative. NMCOG staff provided information to the City on alternative funding sources for the construction of a municipal parking garage in the Hamilton Redevelopment District. The garage is a key component of the City's overall redevelopment plan and is currently under construction. In addition, NMCOG staff has provided technical assistance to the City in the preparation and review of a Transportation Community System Preservation (TCSP) Grant application to fund the planning and design of transportation improvements needed for the Hamilton Canal redevelopment project. The City is in the process of reviewing proposals for a Master Developer for the JAM project and NMCOG staff will continue to work with the City and the selected firm as the plans advance and roadway and intersection improvements (including Lord Overpass), pedestrian improvements, transit needs and streetscape improvements are formulated and reviewed. Most recently, NMCOG staff assisted the City with its efforts in designating the Hamilton Canal site as a Priority Development Site, as provided for under the Commonwealth's Expediting Permitting legislation. The Hamilton Canal

District was designated as a Priority Development Site in May 2007; hence the City will be receiving \$150,000 to assist in its planning activities related to the project.

Fourth, the staff has assisted the Town of Tyngsborough in preparing two overlay zoning bylaws and corresponding sets of design guidelines for the Town Center and the Middlesex Road corridor, as recommended in the town's Economic Development Plan previously prepared by NMCOG. The bylaws and design guidelines address several transportation issues including sidewalks, crosswalks, bicycle accommodations, parking, street lighting, access control and curb cuts, and traffic signal design.

Fifth, NMCOG staff has assisted the Town of Westford and MassHighway in studying traffic conditions along Route 110 in Westford in relationship to several development projects that have either been permitted or are currently in the permitting stages. These projects include a 725,000 s.f. office parking which has been permitted at the intersection of Route 110 and Route 225, a major 250,000 square foot, high-end retail complex that is being planned near the intersection of Boston Road and Route 110, and two large residential complexes east of Minot's Corner. The Project Review Committee has approved a \$3.6 million transportation improvement project along this section of Route 110 to address the transportation issues identified through this process and design is underway. Over the upcoming months, the NMCOG staff will be assisting the Town in preparing the Economic Development component of the Town's Master Plan, which will tie together the economic development needs of the community with the transportation infrastructure needs.

STATEWIDE FUNDING PROPOSALS:

Work is currently underway on the following transportation enhancement, transit oriented development and Public Lands Highway projects:

1. Design of the Westford Regional Recreational Trail project;
2. Completion of several phases of the canalway plan and the Riverwalk in the City of Lowell (further detailed on the following page);
3. Design of the Bruce Freeman Memorial Bike Path, Phase II;
4. Pedestrian improvements to link the Hamilton Canal redevelopment area with the Gallagher Intermodal Center;
5. Design of the Middlesex Canal Park; North Billerica;
6. Restoration of the B&M Railroad Building in the City of Lowell; and
7. Central Square Streetscaping and pedestrian improvements in the Town of Chelmsford.

BICYCLE AND PEDESTRIAN PROJECTS

NMCOG has continued to assist MassHighway, EOT, DCR and the local communities in the planning and permitting for the pending construction of the Bruce Freeman Bike Path in the Towns of Chelmsford and Westford. Construction is likely to

begin in Fall 2007. The Towns of Acton, Carlisle, Concord and Westford recently appropriated Community Preservation Act monies to fund the design for the next phase of the project, extending from junction of Routes 225 and 27 in Westford to Concord.

The Town of Billerica continues to negotiate right-of-way acquisition with private property owners for the Yankee Doodle Bike Path. The Manning Road Bridge, which was reconstructed as part of the Route 3 North Improvement project, includes accommodation for the Bike Path crossing. In 2006, the Town purchased forty acres of land from Cabot Corporation, securing another section of the right-of-way.

Over the past year, the City of Nashua, New Hampshire extended the Nashua River Trail to downtown Nashua, from where the trail previously terminated at the Dunstable/Nashua line. An additional parking facility was provided as part of that project.

The Lowell Parks and Conservation Trust is currently designing the Concord River Greenway. The greenway will link the City's largest park area, Shedd Park and Rogers Fort Hill Park, to the center of the City and a network of walkways that have been developed by the Lowell National Historical Park. The Concord River Walkway is also an integral part of the Bay Circuit Trail. The Bay Circuit Trail is a network of trails around Great Boston, extending from Duxbury to Ipswich. The Bay Circuit Trail is being planned and promoted by the Bay Circuit Alliance and passes through several NMCOG communities including Tewksbury, Lowell, Billerica, Chelmsford and Westford.

The Lowell National Historical Park continues to work on its development of the Canalway and extension of the Riverwalk. Many phases of the canalway and the Riverwalk have been funded with Public Lands Highway and with Transportation Enhancement funds. A description and status report for each phase of both these projects is provided below and include:

- Northern Canal Island and Great River Wall Walkway-The project involves the reestablishment of the 19th century walkways and landscaping on the island and river wall which separate the watercourses of the Merrimack River and Northern Canal. Construction costs totaled \$831,000 and were provided in-part through \$500,000 in PLH funding, with the Lowell National Historical Park providing the balance. The contractor has abandoned the project with construction 98% complete. The National Park Service is negotiating a contractual settlement with the contractor;
- Western Canal Acre Reach (Area 1)- Development of a canal walkway from the head of the Western Canal at Dutton Street to Broadway along the western bank of the canal, a distance of approximately .25 miles. The first quarter of the route will bridge two areas of low bank with boardwalks that place the walking surface at the grade of adjacent land and make passage across these areas handicapped accessible. From there on, the walkway will pass through the canalside greenway opposite the Acre neighborhood. The National Park Service received

\$439,000 in FY 2001 PLH funding and an additional \$400,000 in FY 2004 PLH funding. The balance of the funding needed to complete the \$1.1 million project will be provided by the City of Lowell.

- Western Canal-Western Canal Park Reach (Area 2)-The project will rehabilitate and enhance the linear functionality of the 1970s designed Western Canal Park. The park extends approximately .25 miles along both sides of the Western Canal between Broadway and French Street. Design costs totaling \$220,850, were funded through an FY 2002 PLH award. Design plans are at 25% complete;
- Western Canal-Suffolk Street Reach (Area 3)-This project will involve the development of a pedestrian walkway along the canal edge with provisions for handicapped accessibility at street crossings, replacement of an iron picket fence with code compliant canal railing, and general landscaping and site improvements. Construction funding totaling \$500,000 was obtained through FY 2005 PLH funds. Design plans are at 25% complete;
- Hamilton Canalway-The project will consist of a tree lined walkway, approximately .25 miles in length, along the southerly side of the canal from its branch at the Upper Pawtucket Canal to the former counting house of the Hamilton Mills. Design costs, totaling \$133,732, were obtained through FY 2002 PLH funds. Design plans are 25% complete;
- Upper Pawtucket Canalway-The Upper Pawtucket Canalway is broken into two sections: the Guard Locks Reach and the Mechanics Mills Reach. Included in these two areas are several linear park segments, including a walkway at the canal edge in the approximate location of the historic towpath with links to adjacent neighborhoods. Passage is provided beneath three railroad bridges. Design costs, totaling \$278,748, were funded with FY 2003 PLH monies. The design is approximately 75% complete;
- Pawtucket Falls Overlook- The Pawtucket Falls Overlook project involves the development of a walkway at the edge of the Merrimack River, construction of two major viewing areas: one overlooking the Falls at School Street and the other just west of the Pawtucket Dam. Also included in the project is the construction of two small bridges over the mouths of Clay Pit Brook and Flaggy Meadow Brook. Design costs, totaling \$174,914, were funded with FY 2003 PLH funds. The design is 75% complete; and
- Riverwalk Extension- The Mile of Mills Riverwalk will be extended from its current terminus at the Boott Mills, approximately 2,300 linear feet to the Double Tree Hotel at the Lower Locks. The project will pass through the Boiler House at the Massachusetts Mills and will involve the construction of two bridges: one over the Concord River to the Lowell Memorial Auditorium, and the second extending from the Davidson Street parking lot to the Double Tree Hotel. The Lowell National Historical Park received \$200,000 in FY 2002 PLH funds for preliminary

design and an additional \$800,000 in FY 2004 PLH fund for final design. A PLH grant in FY 2005 provided the first \$1 million in construction funding for the project. The City of Lowell is amending its consultant contract to include graphic work for the Mass Mills Boiler House. Design is in the preliminary stage.

- Red Cross Reach - The project involves the acquisition, design and development of a pedestrian walkway along the Merrimack River connecting the Upper Pawtucket Canalway with the Northern Canal Walkway. The project includes provisions for handicapped accessibility, parking, landscaping and site improvements. Design and development of the project will be managed by the Lowell National Historical Park through a cooperative agreement with the Lowell Parks and Conservation Trust. A consultant is currently under contract to guide design and development of the project

The Town of Westford continues to work on the design of the Regional Recreation Trail. The proposed project would be constructed on an abandoned trolley line right-of-way. The project extends from Route 40, south to the Acton line, and will ultimately connect to the Bruce Freeman Bicycle Path.

CURRENT STATE POLICIES

The Commonwealth of Massachusetts policies concerning smart growth are outlined below and have been considered in the region's transportation planning activities, and in the formulation of this document.

Communities First

The "Communities First" policy emphasizes context sensitive design that protects and enhances the surrounding community and landscape, while addressing mobility for all transportation modes. The purposes of this policy are to: (1) prevent sprawl, (2) recognize the communities as transportation agency customers, (3) avoid the costs associated with unnecessary widening and associated conflicts, (4) free up additional funding to complete more construction projects, and (5) provide enhanced mobility for sustainable transportation modes (walking, bicycling, and public transportation).

As part of this policy, the Highway Design Manual and other design standards have been revised to incorporate the principles of context-sensitive design, traffic calming and multi-modal accommodation. An ombudsman was appointed in the Executive Office of Transportation to receive and facilitate citizen and community concerns regarding project design.

Smart Growth Initiative

The Massachusetts Office for Commonwealth Development has issued a smart growth policy entitled "Enhancing Our Commonwealth: 10 Commonwealth Development Principles". These principles are outlined as follows:

1. **Redevelop first.** Support the revitalization of community centers and neighborhoods. Encourage reuse and rehabilitation of existing infrastructure rather than the construction of new infrastructure in undeveloped areas. Give preference to redevelopment of brownfields, preservation and reuse of historic structures and rehabilitation of existing housing and schools.
2. **Concentrate development.** Support development that is compact, conserves land, integrates uses, and fosters a sense of place. Create walkable districts mixing commercial, civic, cultural, educational and recreational activities with open space and housing for diverse communities.
3. **Be fair.** Promote equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning to ensure social, economic, and environmental justice. Make regulatory and permitting processes for development clear, transparent, cost-effective, and oriented to encourage smart growth and regional equity.
4. **Restore and enhance the environment.** Expand land and water conservation. Protect and restore environmentally sensitive lands, natural resources, wildlife habitats, and cultural and historic landscapes. Increase the quantity, quality and accessibility of open space. Preserve critical habitat and biodiversity. Promote developments that respect and enhance the state's natural resources.
5. **Conserve natural resources.** Increase our supply of renewable energy and reduce waste of water, energy and materials. Lead by example and support conservation strategies, clean power and innovative industries. Construct and promote buildings and infrastructure that use land, energy, water and materials efficiently.
6. **Expand housing opportunities.** Support the construction and rehabilitation of housing to meet the needs of people of all abilities, income levels and household types. Coordinate the provision of housing with the location of jobs, transit and services. Foster the development of housing, particularly multifamily, that is compatible with a community's character and vision.
7. **Provide transportation choice.** Increase access to transportation options, in all communities, including land and water based public transit, bicycling, and walking. Invest strategically in transportation infrastructure to encourage smart growth. Locate new development where a variety of transportation modes can be made available.
8. **Increase job opportunities.** Attract businesses with good jobs to locations near housing, infrastructure, water, and transportation options. Expand access to educational and entrepreneurial opportunities. Support the growth of new and existing local businesses.

9. Foster sustainable businesses. Strengthen sustainable natural resource-based businesses, including agriculture, forestry and fisheries. Strengthen sustainable businesses. Support economic development in industry clusters consistent with regional and local character. Maintain reliable and affordable energy sources and reduce dependence on imported fossil fuels.

10. Plan regionally. Support the development and implementation of local and regional plans that have broad public support and are consistent with these principles. Foster development projects, land and water conservation, transportation and housing that have a regional or multi-community benefit. Consider the long-term costs and benefits to the larger Commonwealth.

TASK 1.0

MANAGEMENT AND SUPPORT OF THE

PLANNING PROCESS AND CERTIFICATION ACTIVITIES

TASK 1.1 MANAGEMENT OF THE 3-C PROCESS

OBJECTIVE:

To assist, support, and facilitate an open, comprehensive, cooperative and continuing (3-C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3-C Memorandum of Understanding. The development of all planning documents will be undertaken in accordance with the metropolitan planning requirements set forth in SAFETEA-LU, and as further established through the metropolitan planning regulations.

PROPOSED ACTIVITIES:

1. Provide liaison service between the NMCOG communities, LRTA, private transportation providers, adjoining regions, transportation agencies, and other organizations and stakeholders at the local, regional, state and federal levels, on transportation related matters, issues and actions.
2. Work with the Metropolitan Planning Organization and its constituent members. Present transportation plans and programs developed through the 3-C public participation process for appropriate MPO action.
3. Provide technical assistance to the local communities and the Transportation Advisory Committee.
4. Participate in the Transportation Managers Group as a means to continually improve the quality and efficiency of the transportation planning process.
5. Review and comment on federal and state transportation related plans, programs, regulations and guidelines.
6. Provide transportation planning services in support of NMCOG's comprehensive planning programs and conduct meetings and workshops on transportation issues.
7. Participate in transportation workshops, seminars, conferences, training programs and courses. Review literature on new transportation planning procedures.
8. Participation in the MPO certification process. Prepare and periodically update regional planning documents, as necessary, to maintain federal certification of NMCOG's planning program and LRTA's eligibility to receive transit assistance.
9. Draft MPO bylaws to further formalize and define agency roles as a result of the revised MPO agreement.

10. Participate in the Transportation/Air Quality Task Force meetings and SIP Steering Committee meetings as needed.
11. Participate on the State Hazard Mitigation Committee.
12. Work cooperatively with the other MPOs comprising the Boston Urbanized area per the terms of the 2003 Memorandum of Understanding for the Boston Urbanized Area.
13. Participate in the Lowell Junction/I-93 Task Force.
14. Participate in the I-93 Transit Investment Study Advisory Committee.
15. Coordinate with adjoining regional planning agencies: Nashua Regional Planning Commission, Merrimack Valley Planning Commission, Montachusets Regional Planning Commission, and the Metropolitan Area Planning Council.

PREVIOUS WORK:

- Participation in the statewide State Implementation Plan Steering Committee
- Participation in the Transportation Managers Group
- Participation in the Route 110/I-93 Project Advisory Committee
- Participation in the Acre Revitalization Planning Committee
- Participation in the Jackson, Middlesex, Appleton Street Advisory Committee
- Participation in the Tyngsborough Bridge Advisory Committee
- Participation in the Route 3 Project Advisory Committee
- Participation in the Lowell Junction/I-93 Task Force
- Participation in the I-93 Transit Investment Study Advisory Committee

PRODUCTS:

1. Technical assistance, reports, memoranda, workshops, as appropriate.
2. Update to certification documents as necessary
3. MPO meeting notices and minutes.
4. Press releases, newsletters and other public information materials
5. Revised MPO agreement and bylaws

SCHEDULE:

10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$80,000. (\$64,000 federal/ \$16,000 state)	36.0 weeks
FTA §5303	20,694.	8.3 weeks
LRTA §5307	-0-	-0-
NMCOG Match	5,174.	2.2 weeks
Total	\$105,868.	46.5 weeks

TASK 1.2 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE:

To prepare and maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation related planning activities anticipated within the NMCOG region during the upcoming years, in accordance with applicable federal, state and regional regulations and guidelines. The UPWP will be developed in accordance with the Public Participation Plan as well as Title IV, Environmental Justice, and Executive Order 13166, Improving Access to Services for Limited English Proficiency.

PROPOSED ACTIVITIES:

1. Develop a new UPWP for the NMCOG region for the upcoming year. The UPWP will be reviewed in accordance with the MPO's adopted public participation plan. The UPWP will also be available to the public via the NMCOG website: www.nmcog.org.
2. Review and amend, as necessary, relevant portions of the UPWP in order to meet new planning requirements as contained in SAFETEA-LU or changes in funding levels. Circulate proposed revisions to appropriate agencies for review and/or endorsement. Amendments to the UPWP shall follow the formal MPO endorsement process. Minor revisions such as changes to the existing level of effort or addition/deletion of tasks and procedures within the current contract/grant may be made as an administrative adjustment with the mutual consent of the contractor and FHWA. An administrative adjustment will not require a formal MPO endorsement.

PREVIOUS WORK:


- Past Unified Planning Work Programs

PRODUCTS:

1. Amendments to the current UPWP as necessary.
2. UPWP for the next program year (FY 2009).

SCHEDULE:

The draft FY 2009 UPWP will be completed in April 2008 and released for public review and comment in May 2008. It is anticipated that the final document will be endorsed by the MPO in August 2008.

10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08
											

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$10,000. (\$8,000 federal/ \$2,000 state)	5 weeks
FTA §5303	7,762.	3.1 weeks
LRTA §5307	-0-	-0-
NMCOG Match	1,941.	.75 weeks
Total	\$19,703.	8.85 weeks

TASK 1.3 PUBLIC PARTICIPATION PROCESS

OBJECTIVE:

To provide the public with complete information, timely notification, full access and input relative to key decisions, and opportunities for early and continual involvement in the 3-C process. To assess the effectiveness of the current public participation process and to develop and enhance the process of regional public involvement supporting the objectives of SAFETEA-LU and the metropolitan planning regulations. All public participation and outreach efforts shall be conducted in accordance with USDOT guidance regarding environmental justice. NMMPO staff will continue to participate in the transportation planning process of other regions subject to the Boston Urbanized Area MOU. This includes regular attendance at, and participation in, the Regional Transportation Advisory Council meetings for the MPOs within the Boston Urbanized area pursuant to the 2003 MOU, as well as the sharing of notices, reports, and other materials.

PROPOSED ACTIVITIES:

1. Continue to refine the current public participation process and the Public Participation Plan, based on the requirements of SAFETEA-LU.
2. Apply the public participation process to transportation programs and tasks: prepare for public meetings, attend public meetings, inform and educate the public relative to transportation issues.
3. Continue to identify underserved/underrepresented groups and improve outreach efforts, offering materials and web site access in accessible formats, in order to meet environmental justice and LEP requirements.
4. Apply new and innovative approaches to improve public participation levels and opportunities.
5. Promote increased awareness of transportation issues and alternatives for the region.
6. Present certification documents to the public for appropriate action.
7. Continue outreach efforts to organizations such as the Coalition for a Better Acre, OneLowell, and the International Institute.

PREVIOUS WORK:

- Development of the revised Public Participation Plan
- Public review processes for UPWP, TIP and the Regional Transportation Plan
- Outreach efforts to minority and low-income groups

PRODUCTS:

1. Revised and updated public participation plans and procedures.
2. Public meetings and meeting minutes.

SCHEDULE:

10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$35,000. (\$28,000 federal/ \$7,000 state)	15 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$35,000.	15 weeks

TASK 1.4 TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE:

The Northern Middlesex Council of Governments is responsible for annually developing, adjusting, and maintaining the Transportation Improvement Program for the region. The TIP is a multi-year document that lists and briefly describes all federally funded transportation projects that are likely to be implemented in the region. Any project that proposes to use federal funding must appear in this document, and any project that may be implemented in the current fiscal year must appear in the Annual Element.

Under this activity, NMCOG will refine a multi-year program of transportation improvements that is consistent with the Regional Transportation Plan, the State Implementation Plan, EPA Air Quality Conformity Regulations, FHWA/FTA Planning Regulations, and the Memorandum of Understanding among Massachusetts State and Regional officials to define, develop and monitor a balanced statewide road and bridge program. The TIP will conform to the federal requirement to produce a financially constrained document. The TIP will also list major projects from the previous TIP that were implemented, and will identify significant projects from the previous TIP that were delayed.

Each TIP project will be evaluated using the Transportation Evaluation Criteria developed by EOTC and MassHighway. Project priorities will be generated accordingly.

The TIP will be distributed and circulated in accordance with the Public Participation Plan as revised in Task 1.3 to conform with the requirements of SAFETEA-LU. The document will be available on the NMCOG website: www.nmcog.org.

PROPOSED ACTIVITIES:

1. Solicit the submittal of transportation improvement projects from municipalities, MassHighway, LRTA and other transportation providers.
2. Work with the MPO partners to prioritize projects using the Transportation Evaluation Criteria, as appropriate.
3. Develop a multi-year TIP that includes all transit, highway or air quality projects that are expected to require federal and state transportation funding for design, engineering, construction or acquisition. Projects descriptions shall be of sufficient detail to permit air quality analysis in accordance with EPA conformity requirements.
4. Present air quality conformity findings with sufficient levels of analysis and documentation to satisfy requirements of the new Metropolitan Planning Regulations under SAFETEA-LU.

5. Revise and amend the TIP as needed, in cooperation with federal, state and local officials.
6. Conduct appropriate public participation for the TIP, consistent with the public participation plan for the region and in compliance with environmental justice requirements.
7. Present the TIP document to the MPO for endorsement.
8. Produce and distribute TIP documents to federal, state and local entities.
9. Attend regular meetings with MassHighway staff from the District offices to exchange information regarding TIP projects.

PREVIOUS WORK:

- Past Transportation Improvement Programs
- Memorandum of Understanding among Massachusetts State and Regional officials to define, develop and monitor a balanced statewide road and bridge program.
- 2003 MOU for the Boston Urbanized Area
- Refinement of the Transportation Project Evaluation Criteria

PRODUCTS:

1. FY 2009-2012 Transportation Improvement Program.
2. TIP Amendments and Adjustments as needed.

SCHEDULE:

The draft FY 2009-2012 TIP will be completed and released for public comment in June 2008. It is anticipated that the final document will be endorsed by the MPO in August 2008.

10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$40,000. (\$32,000 federal/ \$8,000 state)	17.0 weeks
FTA §5303	7,670.	3.0 weeks
LRTA §5307	-0-	-0-
NMCOG Match	1,918.	.75 weeks
Total	\$49,588.	20.75 weeks

TASK 1.5 STATEWIDE FUNDING PROPOSAL ASSISTANCE

OBJECTIVE:

To provide management, guidance, and technical support to local communities and others relative to Transportation Enhancements, Travel Demand Management, CMAQ/TMA funding programs, Transit Oriented Development, PWED, the Transportation and Community System Preservation Program, Public Lands Highway and other statewide and Federal funding programs.

PROPOSED ACTIVITIES:

1. Review and comment on EOT guidelines for each of the funding programs.
2. Review and determine eligibility status of proposed projects.
3. Assist local communities in interpreting and applying program and application guidelines.
4. Establish appropriate committees for the evaluation of proposals.
5. Maintain public participation in the project development process.
6. Conduct mailings and workshops as necessary to educate the public relative to each of the funding programs.
7. Coordinate enhancement projects with the MassHighway District offices.

PREVIOUS WORK:

- Past review and processing of regional transportation enhancement applications.
- Past review of TDM and TMA funding applications.

PRODUCTS:

1. Review and ranking procedures for proposal evaluations.
2. Workshops relative to each program.
3. Written correspondence and documentation of regional activities related to each program.

SCHEDULE:

10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$10,000. (\$8,000 federal/ \$2,000 state)	5 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$10,000.	5 weeks

TASK 1.6 ENVIRONMENTAL JUSTICE

OBJECTIVE:

To integrate the basic principles of Environmental Justice into the 3-C transportation planning process. Under the Civil Rights Act of 1964 and Executive Order 12898, MPOs are required to:

- Ensure that the TIP and the Regional Transportation Plan comply with Title VI, and Executive Order 12898, Environmental Justice.
- Take the steps necessary to ensure that the transportation public involvement process contains no barriers to minority and low-income groups.
- Attend training seminars and workshops regarding environmental justice.

PROPOSED ACTIVITIES:

1. Address environmental justice requirements in the preparation of certification documents and in the conduct and preparation of various transportation planning studies and activities, as required under federal guidance and regulations;
2. Attend training seminars and workshops regarding environmental justice;
3. Review existing information: Review existing Environmental Justice/Title VI activities of the LRTA and NMCOG to ensure compliance of the certification documents with current guidance and regulations; and
4. Evaluate projects for environmental justice impacts as part of the RTP/TIP/transportation evaluation criteria application processes.

PREVIOUS WORK:

- Environmental Justice Report for the Northern Middlesex Region
- Environmental Justice analysis for the LRTA Transit Service Plan
- NMCOG and LRTA Title VI Review and Certification

PRODUCTS:

1. Preparation of required documentation in studies, reports, and certification documents.
2. Staff training regarding environmental justice requirements, guidance and regulations as needed.

SCHEDULE:

10/06	11/06	12/06	01/07	02/07	03/07	04/07	05/07	06/07	07/07	08/07	09/07

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$15,000. (\$12,000 federal/ \$3,000 state)	6.0 weeks
FTA §5303	5,369.	2.1 weeks
LRTA §5307	-0-	-0-
NMCOG Match	1,342.	.5 weeks
Total	\$21,711.	8.6 weeks

TASK 1.7 TRANSPORTATION SAFETY AND SECURITY

OBJECTIVE:

To assist in the planning and development of local, state, regional, and federal transportation security and emergency response plans. This effort includes planning work needed to protect critical infrastructure and services that may be subject to various threats, including natural disasters and terrorism.

PROPOSED ACTIVITIES:

1. Assist local, regional and state emergency planning committees (LEPCs), MEMA, FEMA, DHS, and the EOPS and law enforcement organizations with comprehensive emergency management plans, as appropriate.
2. Review current plans for emergency planning and security elements, identifying critical facilities and transportation systems, and the roles of various agencies.
3. Attend training seminars and workshops regarding disaster planning, and transportation safety and security.
4. Participate in meetings of LEPCs and emergency management agencies as a NMCOG and LRTA representative.

PREVIOUS ACTIVITIES:

- Participation and attendance in meetings of the LEPCs and emergency management agencies.
- Ongoing work on FEMA/MEMA Pre-Disaster Mitigation Plans and Homeland Security Planning.
- Ongoing discussions with Executive Office of Public Safety and Homeland Security concerning the implementation of the goals contained in the Statewide Homeland Security Strategy for FY 2004.

PRODUCTS:

1. Assistance in the development of transportation security and emergency response plans.
2. Attendance at meetings, seminars and workshops related to emergency planning.

SCHEDULE:

10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$10,000. (\$8,000 federal/ \$2,000 state)	5.0 weeks
FTA §5303	\$5,369.	2.1 weeks
LRTA §5307	-0-	-0-
NMCOG Match	1,342.	.5 weeks
Total	\$16,711.	7.6 weeks

TASK 1.8 TECHNICAL ASSISTANCE –LOWELL DOWNTOWN CIRCULATION STUDY

OBJECTIVE:

To assist the Lowell National Historical Park and the Volpe Center in the preparation of an Alternatives Analysis and Environmental Assessment for the proposed downtown Lowell Downtown Circulation Study. The alternatives analysis and EA will build on earlier planning studies. Phase A of the project includes providing an improved connection to the Gallagher Intermodal Center from the central business district and the Jackson, Appleton, Middlesex Urban Renewal area.

PROPOSED ACTIVITIES:

1. Provide technical assistance as needed, including demographic analysis, using existing data sources, for the preparation of the travel demand model, traffic count data, transit ridership/NTD statistics, land use data, economic data, employment information, and build out information. Where appropriate data will be provided by TAZ or Census Tract level.
2. Provide GIS assistance in areas related to environmental constraints (wetlands, historic and cultural resources, etc) and in the provision of files and data necessary for the preparation of the visioning software/model.
3. Assist in community outreach/public participation efforts at various stages of the project. Community outreach will be performed in compliance with Title VI, Environmental Justice and Executive Order 13166, Improving Access for Limited English Proficiency.
4. Attend periodic public meetings, project meetings and meetings with the project stakeholders.

PREVIOUS ACTIVITIES:

- Trolley Extension Feasibility Study, 1995
- Regional Transportation Plan, 2007-2030
- NTD 2003
- LRTA Transit Service Plan
- LNHP Alternative Transportation System Historic Trolley Planning Study, Volpe Center, December 2002

PRODUCTS:

1. Technical assistance including the compilation of data needed for the EA and for the preparation of the travel demand model and the visioning model.
2. GIS assistance for the visioning model, etc.
3. Assistance with community outreach and public participation.

SCHEDULE:

The schedule for this project is under the control of the Lowell National Historical Park and its consultant. It is anticipated that work will ongoing throughout FY 2008.

10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	-0-	-0-
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Volpe Center	\$20,000.	10 weeks
Total	\$20,000.	10 weeks

TASK 2

TECHNICAL SUPPORT AND DATA COLLECTION

TASK 2 TECHNICAL SUPPORT AND DATA COLLECTION

This element describes specific activities to be undertaken in support of transportation planning tasks. Such activities include the collection of traffic and accident data, maintenance of databases, data collection as required for conformity analysis and GIS activities.

TASK 2.1 TRAFFIC COUNTING

OBJECTIVE:

To provide accurate and efficient traffic data collection services to MassHighway and the local communities. To maintain an ongoing region-wide traffic count database for use in monitoring regional VMT growth rates. Whenever possible, the FHWA Traffic Monitoring Guide procedures will be followed.

PROPOSED ACTIVITIES:

1. Collect 48-hour traffic count data in the region at locations requested by MassHighway as part of the State Coverage Count program.
2. Update the NMCOG Regional Traffic Count book and database annually.
3. Compile and forward all traffic count data to MassHighway and the local communities.
4. Assist in the development of traffic count adjustment factors and growth rates.
5. Perform data collection activities for other UPWP tasks including corridor and traffic studies.
6. Collect bicycle and pedestrian counts whenever possible.

PREVIOUS WORK:

- Collection of previous traffic count data
- Previous traffic count books and maps

PRODUCTS:

1. Summary reports of daily traffic count information for the region.
2. Traffic count data for various UPWP tasks as needed.
3. Adjustment factors and growth rates.
4. Regional and MassHighway coverage counts.

SCHEDULE:

10/07	11/07	12/07	01/07	02/07	03/08	04/08	05/08	06/08	07/08	08/08	09/08
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FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$55,000. (\$44,000 federal/ \$11,000 state)	25 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$55,000.	25 weeks

TASK 2.2 GIS

OBJECTIVE:

To continue to develop and maintain digital geo-coded referenced data; increase access to regional databases; improve spatial analytical capabilities; and exchange and distribute map data. A strong emphasis will be placed on providing visual information and interpretation to enhance the public's understanding of complex transportation issues and facilitate informed decision-making.

PROPOSED ACTIVITIES:

1. Continue staff training, develop data, maps and other graphic displays to help facilitate an exchange of information,
2. Continue to use GIS technology in the conduct of various transportation planning tasks.
3. Enhance existing digital map data and develop additional geographically referenced data layers for use in transit service analysis, land use analysis, buildout analysis, evaluation of highway alternatives, and air quality.
4. Create work maps, report graphics and presentation materials using GIS.
5. Work with local communities to improve existing bases maps and to acquire additional digital map data.
6. Ongoing maintenance and updating of parcel level mapping.
7. Work with state and federal agencies to review, correct and enhance regional GIS map coverage and related data to meet state standards.
8. Develop interactive transit route maps to include bus stop information (i.e. signage, routes and stop times). Revise the transit route map as needed.

PREVIOUS WORK:

- Development of parcel level coverage for most NMCOG communities.
- Development of GIS program.
- Preparation of various maps for transportation reports and programs.

PRODUCTS:

1. New expanded and enhanced digital layers and data files.
2. Transportation Planning Maps and Graphics for reports and presentations.
3. Databases, data layers, etc., in conformance with State standards.

SCHEDULE:

10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$60,000. (\$48,000 federal/ \$12,000 state)	24.0 weeks
FTA §5303	8,629.	3.4 weeks
LRTA §5307	10,000.	4.7 weeks
NMCOG Match	4,157.	1.8 weeks
Total	\$82,786.	33.9 weeks

TASK 2.3 DATA COLLECTION AND ANALYSIS

OBJECTIVE:

To continue to develop and maintain an extensive database for use in decision-making relative to regional transportation issues. To improve analytical capabilities, monitor statistical trends and develop projections.

PROPOSED ACTIVITIES:

1. Continue to collect useful and current data. Update and expand demographic data, employment data, and land use information.
2. Continue to build databases in digital format and develop mechanisms to improve public access to these databases.
3. Research methodologies and models for calculating demographic, land use and economic forecasts.
4. Promote coordination and cooperation among data generators and data users emphasizing local and regional applications and the need for standardization.
5. Serve as the principal regional liaison to the U.S. Census Bureau. Continue to analyze, aggregate, and disseminate updated demographic data, as it is made available.
6. Assist the Census Bureau in preparing for the 2010 decennial census through work on address coding and ranges.

PREVIOUS WORK:

- Maintenance of on-going updates to the development tracking database and report
- Maintenance of on-going LRTA transit ridership information, including passenger trips, passenger miles, route miles, vehicle information, etc., as required by the FTA National Transit Data systems.
- Compilation of data needed for technical analyses relative to various transportation and transit studies.
- Demographic forecasts for use in the statewide model, air quality conformity analyses, and the Regional Transportation Plan
- Monitoring and reporting of demographic and land use trends.
- Work on past decennial census relative to address range and identification issues.

PRODUCTS:

1. Digital databases
2. Published data books, monographs and NMCOG website
3. Relevant transit materials

SCHEDULE:

10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$60,000. (\$48,000 federal/ \$12,000 state)	26.0 weeks
FTA §5303	-0-	-0-
LRTA §5307	\$10,000.	4.0 weeks
NMCOG Match	\$ 2,500.	1.0 weeks
Total	\$72,500.	31.0 weeks

TASK 2.4 REGIONAL PAVEMENT MANAGEMENT

OBJECTIVE:

In cooperation with MassHighway, undertake data collection for the Northern Middlesex region's roadway network based on an agreed upon schedule. Collect pavement condition data for TIP projects, and those projects being proposed to the Project Review Committee for approval and funding. Collect pavement data as need for application of the project evaluation criteria.

PROPOSED ACTIVITIES:

1. Collect roadway condition information including but not limited to ride, distress, and rutting conditions that adversely impact surface friction.
2. Maintain and refine the MassHighway roadway inventory file for the NMCOG region.
3. Analyze segment condition, including the calculation of pavement condition index rating and benefit/cost analysis.
4. Update PMS database, including recent repair/reconstruction activities.
5. Attend Pavement Management User Group Meetings, and work with MassHighway on meeting pavement management data needs for projects going to the PRC and for TIP projects to which the transportation evaluation criteria will be applied.

PREVIOUS WORK:

- Past inventory of pavement conditions for pavement management systems

PRODUCTS:

1. Updated NMCOG PMS database.
2. Pavement condition index maps.
3. Financial analysis.
4. Data for application of the transportation evaluation criteria.

SCHEDULE:

10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08
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FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$10,000. (\$8,000 federal/ \$2,000 state)	5 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$10,000.	5 weeks

TASK 2.5 TRAVEL DEMAND MODEL

OBJECTIVE:

To assist MassHighway in the continued development and maintenance of the statewide model for use in air quality conformity analyses.

PROPOSED ACTIVITIES:

1. Assist MassHighway, as needed, in the refinement and maintenance of the statewide travel demand model.
2. Work with MassHighway staff and the model users group relative to necessary improvements to the model for conformity determination purposes.
3. Work with MassHighway staff to incorporate the latest demographic assumptions and project information into the model.

PREVIOUS WORK:

- Development and maintenance of the regional travel demand model utilizing the Highway Emulator program.
- Conversion and development of the regional travel demand model using TRIPS
- Conversion and development of the regional travel demand model using TransCAD

PRODUCTS:

1. Refined and updated statewide model for purposes of making conformity determinations and for use in major feasibility and corridor studies, such as the I-495 Corridor Study, the Downtown Lowell Circulation Study and the Route 110 Rotary/Route 113 Study and the Lowell/Nashua/Manchester Commuter Rail Extension project.
2. Revisions to the Air Quality Conformity Determination for the Regional Transportation Plan Update.

SCHEDULE:

10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$7,000. (\$5,600 federal/ \$1,400 state)	3.0 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$7,000.	3.0 weeks

TASK 2.6 TRANSIT SYSTEM PERFORMANCE SURVEILLANCE

OBJECTIVE:

To maintain a current database for the region's transit system in order to provide an accurate basis for future forecasting, planning and program analysis and project evaluation.

PROPOSED ACTIVITIES:

1. Assemble and analyze monthly ridership and revenue reports and quarterly monitoring reports.
2. Sample and analyze weekly random revenue vehicle operation survey and develop reports on ADA Driver compliance.
3. Revise formulae for monthly ridership reports as quarterly monitoring data is received and processed.
4. Provide computerized summaries of above reports and analysis trends at the end of each year.
5. Prepare information as needed for FTA reports, SIP submissions, American Public Transit Association reports, EOTC reports, and other routine reporting.

PREVIOUS WORK:

- Prepared Section 15 as required
- Prepared NTD reports annually as required
- Prepared Title VI certifications as needed

PRODUCTS:

1. Up-to-date ridership/revenue statistics for LRTA
2. Information for federal and state reporting requirements
3. Maintenance of Title VI certification

SCHEDULE:

10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	-0-	-0-
FTA §5303	\$12,510.	5.0 weeks
LRTA §5307	15,500.	7.75 weeks
NMCOG Match	7,002.	3.0 weeks
Total	\$35,012.	15.75 weeks

TASK 3
TRANSPORTATION PLANNING STUDIES

TASK 3 REGIONAL TRANSPORTATION PLANNING

Tasks 3.1 through 3.7 are being proposed as a result of previous work completed under the Congestion Management System and the Regional Transportation Plan. A detailed study design will be prepared and submitted to MassHighway and FHWA prior to commencing work. Work tasks will be coordinated with MassHighway planning, the District offices, and the local communities.

TASK 3.1 GORHAM STREET (ROUTE 3A), LOWELL TRAFFIC STUDY

OBJECTIVE:

Continue to complete a traffic and safety study of Route 3A in Lowell, from the Lowell Connector to the Chelmsford line. The corridor has been identified as an area of concern by the City through the public process for the preparation of the 2003 Regional Transportation Plan Update. Traffic counts taken by the City in October 2000 show a P.M. peak hour northbound count of 800 vehicles. Significant delays have been observed along this section of roadway.

PROPOSED ACTIVITIES:

1. Collect updated ATR counts, turning movements, geometric and accident data for the study area.
2. Calculate levels of service for all major intersections and roadway segments in the area.
3. Review and analyze accident data and calculate accident rates for study area intersections and roadway segments.
4. Prepare existing conditions report.
5. Prepare future year forecasts for study area.
6. Analyze improvement alternatives for the study area and prepare draft report.
7. Submit draft report to MassHighway and the City for review and comment.
8. Revise draft report based comments received during comment period and prepare final report.

PREVIOUS WORK:

- Regional Transportation Plans
- Congestion Management Plan activities

PRODUCTS:

1. Existing Conditions Report
2. Draft Report
3. Final Report

SCHEDULE:

It is anticipated that the draft report will be completed in July 2008 and submitted to MassHighway/EOT for review and comment. It is expected that the final report will be completed by September 2008.

Work Item	10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08
Data analysis		→										
Existing Conditions Report					→							
Alternatives Analysis							→					
Draft Report									→			
Final Report											→	

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$18,000. (\$14,400 federal/ \$3,600 state)	8 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$18,000.	8 weeks

TASK 3.2 ROUTE 110/I-93 ROTARY AND ROUTE 113 TRAFFIC STUDY- DRACUT AND METHUEN

OBJECTIVE:

The NMCOG staff will work with the Merrimack Valley Planning Commission, MassHighway, and the consultant relative to the Route 110 Rotary/Route 113 Traffic Study. The need for this study was identified by the Town of Dracut, during the development of the Regional Transportation Plan, and was also identified in the I-93 Corridor completed by the Merrimack Valley Planning Commission. Route 113 provides primary access to industrially zoned land in the Town of Dracut. Land uses along much of Route 113 are residential in nature, with some commercial and industrial uses as well. As traffic volumes and congestion levels have increased over the years, the Town has become concerned about motorist and pedestrian safety along Route 113. In addition, the Town views the lack of transportation capacity and infrastructure as an impediment to further economic growth and development.

The Route 110 rotary experiences significant delays during peak travel periods, with queues from the Exit 46 ramps backing up onto I-93. During the morning peak, heavy traffic from Route 113 eastbound creates long queues and heavy congestion west of the rotary. In addition, the rotary experiences a high accident rate, with more than 100 crashes per year. The rotary carries approximately 4,000 vehicles per hour during the morning peak period, and 5,000 vehicles per hour during the afternoon peak period, with a design capacity of 2,000 vehicles per hour.

PROPOSED ACTIVITIES:

1. Serve on the Project Advisory Committee and the Technical Committee to provide input as the study progresses.
2. Provide technical assistance to the selected consultant by compiling and sharing existing data and resources, such as traffic count information, and GIS data.
3. Review work and comment on work products as the project progresses.
4. Participate in and assist with the Public Participation Process.
5. Serve as liaison between MassHighway, the consultant and the local communities.

PREVIOUS WORK:

- Regional Transportation Plan
- Congestion Management Plan

PRODUCTS:

1. Existing Conditions Report
2. Future Year Operating Conditions Report
3. Draft Feasibility Study
4. Final Report

SCHEDULE:

This is a MassHighway project, and therefore, the schedule is controlled by MassHighway and its consultant.

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$10,000. (\$8,000 federal/ \$2,000 state)	4.0 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$10,000.	4.0 weeks

TASK 3.3 I-495 TRANSPORTATION PLANNING STUDY

OBJECTIVE:

MassHighway has retained the firm of Fay, Spofford and Thorndike to conduct a transportation study of the I-495 corridor, from I-95 south to the Westford/Littleton town line. The Northern Middlesex Council of Governments and the Merrimack Valley Planning Commission will provide input into the study as it progresses. The purpose of this task is to fund staff time needed to work with the selected consultant for the purposes of providing data; to attend project advisory committee meetings, technical committee meetings, community meetings and public hearings; to assist with the public involvement process; and to review and comment on reports and documents as they are released.

PROPOSED ACTIVITIES

1. Attend and participate in the Project Advisory Committee.
2. Attend Technical Committee meetings
2. Provide data to selected consultant.
3. Review documents and reports as they are released.
4. Attend community meetings and public hearings/meetings, and assist with the public involvement process.

PREVIOUS WORK:

- Regional Transportation Plan
- Participation in various PACs including the Route 3 PAC, I-93 PAC and the PAC for the Tyngsborough Bridge project.
- Congestion Management Plan

PRODUCTS:

- Attendance at Technical Committee and Project Advisory Committee Meetings
- Review and comment relative to consultant work products as determined by MassHighway
- Serve as liaison between the local communities and the state and federal transportation agencies
- Technical assistance to the project consultant and MassHighway

SCHEDULE:

This is a MassHighway project, and therefore, the schedule is controlled by MassHighway and its consultant.

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$10,000. (\$8,000 federal/ \$2,000 state)	4.0 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$10,000.	4.0 weeks

TASK 3.4 HIGH CRASH INTERSECTION ANALYSIS

OBJECTIVE:

To continue to examine safety and operating conditions at intersections identified as high hazard locations according to the MassHighway crash data. Selected high crash locations will be evaluated to determine the likely cause of the incidents and to identify mitigation for safety issues at each location. Safety has been identified as an emphasis area by the Federal Highway Administration and is supported through the planning factors contained in SAFETEA-LU. This work program will focus on addressing safety and operational issues at the following high crash intersection locations as identified in the work completed in the FY 2007 UPWP: Route 38 (Nesmith St.) and Route 133 (Andover St.); School Street and Branch Street; and Route 3A (Westford St.) and Wilder Street.

PROPOSED ACTIVITIES:

1. Collected turning movement counts and ATRs at each location.
2. Calculate the levels of service for each intersection during the morning and afternoon peak periods.
3. Collect three years of accident reports for each location. Calculate accident rates using the EPDO method and determine the most prevalent type of accident.
4. Evaluate potential improvement strategies for each location to correct safety and operating deficiencies.

PREVIOUS WORK:

- Analysis of additional intersections under the FY 2006 UPWP
- 2007-2030 Regional Transportation Plan
- Intersection Study completed under the FY 2003 UPWP
- Route 110 Accident and Safety Study
- Middlesex Road Accident and Safety Study
- Route 40 Traffic Study
- Previous corridor and traffic studies
- An Assessment of Traffic Safety Conditions in the Northern Middlesex Region (2002-2004)

PRODUCTS:

- Draft report summarizing data analysis, safety conditions and improvement recommendations
- Final report

SCHEDULE:

It is expected that the draft report outlining recommendations for the subject locations will be completed in April 2008. The draft document will be submitted to MassHighway for review and comment. It is expected that the final report will be completed by July 2008.

Work Item	10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08
Data collection	→											
Data analysis			→									
Draft Report					→							
Final Report							→					

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$60,000. (\$48,000 federal/ 12,000 state)	27 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$60,000.	27 weeks

TASK 3.5 REGIONAL CONGESTION MANAGEMENT

OBJECTIVE:

To continue to develop a Congestion Management Program for the Northern Middlesex region that provides for effective management of transportation facilities, through the use of travel demand reduction and operational management strategies.

PROPOSED ACTIVITIES:

1. Continue to monitor congestion levels throughout the region per the 2006 Regional Congestion Management Plan.
2. Conduct travel time runs on additional corridors identified through previous congestion management activities, environmental reviews, and the Regional Transportation Plan as congested locations.
3. Continue to monitor and assess ridership information for high ridership transit routes.
4. Evaluate use of the Route 3 Park-and-Ride lot in Tyngsborough.
5. Evaluate utilization and turnover of parking in the Lowell CBD.
6. Work with local communities to identify possible mitigation strategies for congested locations.
7. Assess effectiveness of potential strategies.
8. Prepare draft report documenting findings annually.
9. Conduct public meeting to present findings.
10. Revise draft report based on comments received from the public review process.
11. Prepare the final annual report.

PREVIOUS WORK:

- Previous Congestion Management Plans
- 2007-2030 Regional Transportation Plan
- LRTA Transit Service Plan
- LRTA 21st Century Transit Initiative

- Route 3 Park-and-Ride Lot Feasibility Report
- Various corridor and traffic studies
- NTD Reporting Data

PRODUCTS:

1. Draft Congestion Management Program Report
2. Final Report Congestion Management Program Report

SCHEDULE:

It is expected that the draft report updating the travel conditions and congestion levels throughout the region will be completed in June 2008. The final report is expected to be completed by September 2009.

Work Item	10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08
Data collection		→										
Data analysis					→							
Draft Report								→				
Final Report										→		

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$30,000. (\$24,000 federal/ \$6,000 state)	14 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$30,000.	14 weeks

TASK 3.6 COUNTY ROADS PETITION PROCESS

OBJECTIVE:

Under Chapter 336 of the Acts of 2006, the RPAs inherited the powers and responsibilities of County Commissioners with respect to county roads, as defined in Chapter 82. A Regional Adjudicatory Board must be established comprised of four members of the regional planning agency advisory board and the MassHighway District Director or designee. The Board must meet annually and have administrative support and capabilities to receive petitions, provide proper notification and file actions.

Initial start-up activities will include forming the board, setting up the processes, protocols and by-laws, and pre-certifying engineering firms. The administrative oversight will consist of receiving the petition, adhering to established protocol, maintaining documentation, and convening board meetings. These initial start-up costs are not covered within the legislation.

The most common actions that are likely to be requested include: (1) relocation of a roadway where changes are made to the sidelines of an existing county roadway within the limits of a single community; or (2) discontinuance, which is a formal process of removing the public's right to a former roadway corridor. This adjudicatory process can also be used to transfer a county road to the town. Less common actions might include creating a new county highway where none previously existed, or altering the sidelines of a roadway that crosses into two or more towns. It is also possible to petition to discontinue maintenance, which maintains the public's right to a roadway but relieves the town of the responsibility to maintain the roadway.

The county roads legislation is very complex and requires extensive research and planning to implement. In Middlesex County, records are not readily available that would identify the county roadway system, and as-built plans are extremely difficult to locate. Under this task, research would be performed to collect as much information as possible regarding the County Roads throughout the region. The Adjudicatory Board would be formed, bylaws drafted and protocol and process established for dealing with petitions. This work will likely require legal services to ensure compliance with the requirements set forth in the legislation and to protect the rights of property owners, the Commonwealth, NMCOG and the municipalities.

PROPOSED ACTIVITIES:

1. Form Adjudicatory Board for county roads as established in Chapter 336 of the Acts of 2006.
2. Develop bylaws, process and protocol for the Board that address the processing of petitions
3. Research county roads records and develop and inventory of roadways and a database of available records.

PREVIOUS WORK:

1. Previous work on updating the roadway inventory file
2. Past work relative to the TIP, RTP, Pavement Management, and functional classification.

PRODUCTS:

1. Establishment of the Adjudicatory Board for County Roads
2. Establishment of bylaws, protocol and process for petitions received under Chapter 336
3. Collection of county roads files, layout plans, and records

SCHEDULE:

It is anticipated that work on this task will commence in October 2007 and continue through the program year.

Work Item	10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08
Collection of data, record, files, and layout plans						▶						
Establishment of Adjudicatory Board	▶											
Development of Bylaws, procedures and protocol			▶									

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$31,800. (\$25,440 federal/ \$6,360 state)	14 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$31,800.	14 weeks

TASK 3.7 WOOD STREET CORRIDOR STUDY/PERMANENT BRIDGE FEASIBILITY STUDY-LOWELL

OBJECTIVE:

In 1976, a Draft Environmental Impact Study considered a number of alternatives for a new river crossing in Lowell, all within a 1.5-mile corridor extending from the Drum Hill Rotary in Chelmsford, through western Lowell and over the Merrimack River and then through southern Dracut to Route 113. The highway was assumed to be a six-lane, limited access roadway with an eight-lane river crossing. The preferred alignment met with considerable opposition because of the land takings required and the barrier effect it would create.

In response to the disagreements generated by the DEIS, in 1978, the Federal Highway Administration, through the Massachusetts Highway Department, funded a Corridor Planning Study undertaken by the Northern Middlesex Council of Governments. The purpose of the study was to analyze the feasibility of a smaller scale project than that considered in the DEIS, and to examine additional alternatives to effectively address existing traffic problems.

The Corridor Planning Study drew numerous conclusions based on traffic characteristics and projections, and determined that a limited access highway was not justified. Three alternatives for a new river crossing were identified as being equally appropriate for alleviating congestion on the existing bridges. All of these connected Route 3 east of Drum Hill Rotary in Chelmsford with Mammoth Road in Dracut, providing a new bridge in western Lowell.

Upon completion of the Corridor Planning Study (CPS), the Massachusetts Highway Department contracted with Parsons Brinckerhoff Quade & Douglas to undertake an environmental analysis, based on the conclusions and recommendations of the CPS. The Draft Environmental Impact Statement was completed in 1985. However, it was never accepted by FHWA as it was based on 1982 data, which was considered to be too old. Since that time, the project has not moved forward.

In developing the 2007 Regional Transportation Plan, a survey was distributed to each community asking officials to identify and rank the transportation priorities with their respective communities. City of Lowell officials identified the river crossing deficiencies as being of high priority. The temporary two-lane, Rourke Bridge currently carries about 28,000 vehicles per day. The City has requested that a new, updated feasibility study be completed and the necessary environmental documents be prepared for replacing the temporary bridge with a permanent structure. The estimated cost for the feasibility study and EA/EIS is \$1.5 million.

Congressman Marty Meehan earmarked \$500,000 in High Priority Project through SAFETEA-LU for the Wood Street/Rourke Bridge Corridor Study. The intent of this project is two-fold: (1) to develop short-term recommendations for addressing the

severe congestion and safety issues that presently exist along the corridor; and (2) to reassess the feasibility of constructing a permanent replacement for the temporary Rourke Bridge. This feasibility effort will also evaluate possible connections to Route 3 on the west side of the river, and to Mammoth Road in Dracut on the east side of the river, as initially proposed in the DEIS.

PROPOSED ACTIVITIES:

NMCOG staff will work with MassHighway, EOT, FHWA, the City of Lowell, and the Towns of Chelmsford and Dracut to develop the scope of services and RFP for the project. Below is a general description of the study process. Additional detail will be provided in the RFP.

1. Develop a Scope of Work and Draft RFP for consultant services.

Establish a Technical Committee and Project Advisory Committee to review work products and provide community input. These committees will include NMCOG, LRTA, MassHighway, EOT, the City of Lowell and the Towns of Chelmsford and Dracut.

Issue RFP for consultant services and select consultant as required through the Chapter 30B procurement process.

Select consultant and issue consultant contract.

PREVIOUS WORK:

- 2007-2030 Regional Transportation Plan for the Northern Middlesex Region
- 1995 and 2006 Congestion Management Plans for the Northern Middlesex Region
- Merrimack River Crossing DEIS, 1985
- Wood Street/Drum Hill Road Traffic Study

PRODUCTS:

1. Scope of Work and RFP
2. Draft Wood Street Corridor Study/Rourke Bridge Permanent River Crossing Feasibility Study

SCHEDULE:

It is anticipated that the RFP will be issued by July 15th. It is expected that the Draft Report will be available by March 2008, and the Final Report is anticipated to be available by August 2008. All products will be submitted to the state transportation agencies and the local communities for review and comment.

Work Item	06/ 07	07/ 07	08/ 07	09/ 07	10/ 07	11/ 07	12/ 07	01/ 08	02/ 08	03/ 08	04/ 08	05/ 08	06/ 08	07/ 08	08/ 08
Develop RFP			→												
Establish Technical Committee and Project Advisory Committee			→												
Select Consultant				→											
Draft Report					→										
Final Report													→		

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$258,000	NA-consultant
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$258,000.	NA-consultant

TASK 3.8 ROUTE 38 CORRIDOR STUDY UPDATE -Tewksbury

OBJECTIVE:

Due to construction at the intersection of Route 38 and Shawsheen Street, as well as previous construction at Route 38 and Livingston Street, the Route 38 Corridor Study initiated by NMCOCG previously was put on hold. The existing conditions report is now out of date and will need to be revised, and the corridor study needs to be completed. Traffic data collection for this effort will commence once the Main and Shawsheen Street construction project concludes in late autumn.

The corridor study examines existing and future operating conditions along corridor from the Lowell/Tewksbury line to the Wilmington/Tewksbury line. A project advisory committee has been established to provide input throughout the study process and to help formulate and review appropriate improvement strategies.

PROPOSED ACTIVITIES:

1. Update ATRs, turning movement counts, accident data, geometric data, signal timings, etc., for all study area intersections and roadway segments;
2. Update all level of service for all intersections and roadway segments;
3. Update accident information for all roadway segments and intersections within the study area;
4. Update the existing conditions report;
5. Update data regarding future development proposals and land use information;
6. Generate traffic forecasts based on projected development activity and background growth rates;
7. Prepare future level of service analysis for all study area intersections and roadway segments;
8. Identify potential improvement strategies;
9. Prepare draft report and submit to MassHighway and the community for review and comment;
10. Conduct a public meeting to present the findings to the communities;
11. Draft final report based on comments received from the project advisory committee, the public, local officials and MassHighway.

PREVIOUS WORK:

- Route 38 Existing Conditions Report
- 1995 and 2006 Congestion Management Plans

PRODUCTS:

1. Updated Existing Conditions Report
2. Draft Report
3. Final Report

SCHEDULE:

It is anticipated that the Updated Existing Conditions Report will be completed by early April 2007. It is expected that the Draft Future Conditions Report will be available by June 2007, and the Final Report is anticipated to be available by August 2007. All products will be submitted to the state transportation agencies and the Town for review and comment.

Work Item	10/07	11/07	12/07	01/07	02/07	03/07	04/07	05/07	06/07	07/07	08/07	09/07
Update Existing Conditions Report	→											
Future Conditions Draft Report				→								
Final Report							→					

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$30,000. (\$24,000 federal/ \$6,000 state)	14 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$30,000.	14 weeks

TASK 4
ONGOING TRANSPORTATION PLANNING

TASK 4.1 REGIONAL TRANSIT PLANNING

OBJECTIVE:

To continue to provide a high level of technical assistance to the Lowell Regional Transit Authority. Work under this task will include ongoing analysis of existing transit services and special service proposals, as well as the exploration of potential new service and financial arrangements with local human service agencies, and continued implementation of the requirements of the Americans with Disabilities Act. Work will also be undertaken on the Public Transit Human Services Transportation Plan.

PROPOSED ACTIVITIES:

1. Provide continued technical assistance to the LRTA in capital planning activities, data collection for grant applications, computer operations and meeting federal and state reporting requirements.
2. Assist in preparation of proposals, statistical analysis, small and special studies, capital planning and program implementation.
3. Provide continued support for LRTA marketing activities, supplying information to media, employers, employees, service agencies, etc. Preparation of special presentations and presentation materials.
4. Provide analysis of service and fare structures and assist in layout, costing and scheduling of modifications or "special service" proposals as needed by LRTA.
5. Develop and maintain FTA Drug and Alcohol Program for LRTA Council on Aging Contractors.
6. Assist LRTA in plan preparation, data collection, reporting and other activities associated with FTA annual DBE reporting requirements.
7. Assist LRTA as liaison with human service agencies, and special interest groups such as the Lowell Commission for the Disabled. Assist with maintenance of effort, update and implementation associated with its Compliance Plan and other requirements of the Americans with Disabilities Act.
8. Coordinate and cooperate in the development of the Public Transit Human Services Transportation Plan related to the mobility needs of the elderly and disabled, access to jobs and reverse commute programs and the "New Freedom Program".

PREVIOUS WORK:

- Preparation of statistical reports
- Materials for media and marketing
- Evaluation of proposed fare restructuring
- Review if ADA Compliance issues
- Previous grant applications

PRODUCTS:

1. Technical assistance to provide for on time grant submissions, accurate reporting, and timely, well-documented proposals.
2. Continued LRTA visibility through marketing activities.
3. Update of LRTA marketing materials to reflect fare and service changes, including E&H programs
4. Service refinement and special service recommendations/proposals, survey information.
5. Programs leading to increased agency participation in E&H service operations and ADA compliance. Contract negotiation with the Department of Mental Health and other human service providers.
6. Proposals and technical assistance for working with the communities on issues of ADA compliance.
7. Development of the Coordinated Human Services Transportation Plan.

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	-0-	-0-
FTA §5303	\$7,287.	2.90 weeks
LRTA §5307	24,500.	12.25 weeks
NMCOG Match	7,947.	3.20 weeks
Total	\$39,734.	18.35 weeks

TASK 4.2 TRANSPORTATION AND ECONOMIC DEVELOPMENT PRIORITIZATION AND COORDINATION STUDY

OBJECTIVE:

The competitiveness of the region depends in large part on the quality of its transportation system. It is well known that an extensive and efficient transportation network can aid economic development efforts by meeting the needs of business and industry for just-in-time production processes; and access to broad labor markets, supply markets and customer markets. The value of transportation improvements, in terms of providing for improved productivity and attracting new business investment, is not typically addressed during the planning and engineering of such projects.

In May 2004, the Northern Middlesex Council of Governments developed the Greater Lowell Comprehensive Economic Development Strategy (CEDS) for 2004-2008, which received approval from the Economic Development Administration (EDA) of the U. S. Department of Commerce. The CEDS, provided a regional economic "blueprint", and identified the need to "develop the infrastructure that builds upon the strengths of the regional highway system and public transit network to enhance access to the economic centers of the region". One objective of the CEDS was to "develop additional service to industrial and commercial sites as a means to match the work force with additional sites". The CEDS process clearly demonstrated the need to link economic development planning and transportation planning, in order to maintain the region's economic competitiveness. In order to maintain eligibility for EDA funds, NMCOG completed its 2005-2007 CEDS Update during FY 2007, and will prepare an additional Annual CEDS Update during FY 2008.

Work undertaken over the upcoming year will build upon work completed under the FY 2007 UPWP and upon additional economic planning activities undertaken by NMCOG in the communities of Billerica, Chelmsford, Dracut, Lowell, Tewksbury, Tyngsborough and Westford. As outlined in the current CEDS, these efforts will focus on evaluation components of Goal 7: Regional Transportation System. The quantitative measures for Goal 7 include: the number of transportation projects implemented, funds received by the LRTA, improvement in bridge condition ratings, roadway safety conditions, completion of the Route 3 North Improvement project. The qualitative measures include: Number of TIP projects to move forward/projects advertised and constructed, travel times /congestion levels along regional roadways, quality of travel, commuter information resources, and ITS/technological improvements.

Work undertaken through this task will include assessing the access and transportation issues unique to the needs of industry clusters; and providing technical assistance for meeting these specific needs. This effort will be the first such research conducted in this area since the completion of the Route 3 North Improvement project. The project will utilize the partnerships formed through the CEDS process and the transportation planning/MPO process. Completion of this task will lead to transportation improvement project recommendations that will be incorporated into the TIP, the

UPWP, future Regional Transportation Plans, and the Regional Congestion Management Plan, as well as the Annual CEDS update.

The CEDS also emphasizes the importance of completing the Jackson-Appleton-Middlesex (JAM) Urban Renewal project, the Acre Redevelopment project and the Tanner Street Initiative (all located in the City of Lowell), given the multiple benefits of these projects to the City, the region and the minority and economically disadvantaged communities. Furthermore, in terms of job creation, the City estimates that the JAM plan will create more than 533 jobs; the Acre Plan will create 541 jobs; and the Tanner Street Initiative will create 200 jobs. Work completed under this task includes continued assistance to the City and the Commonwealth in advancing the transportation projects identified in each of these plans, as outlined on the following page:

- Jackson-Appleton- Middlesex Urban Renewal Plan: The JAM project area contains more than fifty (50) acres and is comprised of a number of industrial, residential and commercial properties which have deteriorated, and in many cases, been abandoned. This neighborhood is among the City's poorest and has been an area where Southeast Asians have located their businesses and homes. The City applied for and received state designation of the area as the Lowell Central Business District-South Economic Opportunity Area (EOA). There are several infrastructure improvements incorporated into the plan including the construction of structured parking facilities, roadway and intersection improvements (including redesign of the Lord Overpass), pedestrian improvements, improved access to Gallagher Intermodal Center, and streetscape improvements. The City is presently constructing a \$22 million dollar parking garage. Furthermore, the City has secured funding from the state for a Transit-Oriented Development project to improve pedestrian access between the redevelopment area and Gallagher Intermodal Center.
- Acre Urban Development and Revitalization Plan: The Acre neighborhood has been home to many immigrant groups in Lowell and has traditionally been one of the poorest neighborhoods in the City. The area that is the subject of this plan contains 18.28 acres. Public improvements have been completed on several streets with roadway repaving, the installation of brick sidewalks, Victorian lighting and underground utility work. Additional roadway reconstruction is planned as the implementation of the project moves forward, along with additional pedestrian improvements.
- Tanner Street Initiative: The Tanner Street Initiative focuses on a 16-acre Superfund site that was once home to the now defunct Silresim Chemical Corporation. Cleanup activities at the site began in 1978. The Tanner Street corridor is located adjacent to the Lowell Connector, with direct connections to Plain Street, Howard Street and Hale Street. It also has direct access to rail service. Part of the City's redevelopment plan for this area includes the creation of a connector road behind the Silresum site, creating the opportunity for over 100,000 square feet of additional light industrial space, as well as additional

office and commercial space. It is estimated that this proposed development would create over 200 new jobs.

Under the state's Expedited Permitting Program, NMCOG is providing technical assistance to with projects that:

- Remove barriers to economic development initiatives by modifying and enhancing zoning bylaws and permitting processes;
- Address a specific goal and are consistent with the *Greater Lowell Comprehensive Economic Development Strategy (CEDS) for 2004-2008*;
- Support the community's Economic Development Plan or economic development component of their Master Plan;
- Promote commercial and industrial development in sustainable locations;
- Focus upon "brownfield" sites, the State's Economic Development Incentive Program (EDIP), town center bylaws and overlay districts, financing opportunities, such as DIF, TIF, BID and MORE and other local economic development initiatives;
- Support the local economic development planning process and contribute to the development of the *Annual CEDS Update for 2005-2007*;
- Target infrastructure development in order to support additional industrial, commercial and mixed-use development; and
- Require planning and GIS services to promote economic development activities.
- Are consistent with the *2020 Vision Plan* developed by NMCOG, the state "smart growth" guidelines (Commonwealth Capital) and the local Master Plan;
- Focus upon mixed-use plans and bylaws that encourage smart growth;
- Extend smart growth techniques within corridors crossing community boundaries;
- Request state assistance as a Transit Oriented Development (TOD) project;
- Request state assistance as a Chapter 40R or 40S project;
- Address the state's current smart growth agenda;
- Consist of regional planning documents and action plans, similar to the *Billerica Smart Growth Mixed-Use Zoning Study*.

The expedited permitting/technical assistance efforts will be tied together and coordinated with the region's transportation planning efforts.

PROPOSED ACTIVITIES:

1. Continue to evaluate the transportation needs of industry clusters related to site access, employee transportation and goods movement. Organizations representing private business interests such as the Greater Lowell CEDS Committee, Greater Lowell Chamber of Commerce, the Billerica Plan and the Lowell Plan will continue to participate in this effort. The results of this effort will be incorporated into the region's transportation planning documents including the TIP, UPWP, and Congestion Management Program.

2. Provide assistance to the City of Lowell and the Commonwealth in advancing the transportation projects contained in the JAM Urban Renewal Plan, the Acre Urban Development and Revitalization Plan, and the Tanner Street Initiative. Such work will include technical assistance in evaluating design concepts; assistance in identifying appropriate and available funding sources; and assistance in preparing funding applications. Funding will be sought from state and federal agencies such as the Federal Highway Administration, Federal Transit Administration, MassHighway, the Massachusetts Executive Office of Transportation, MassDevelopment, and the Economic Development Administration of the U.S. Department of Commerce. NMCOG will assist the City in advancing the transportation elements of the project including parking, pedestrian improvements, roadway and traffic improvements, and transit service improvements.
3. Provide assistance to the Towns of Billerica and Westford to address those transportation issues identified in the economic development initiatives of each respective community. NMCOG will be completing the economic development component of Westford's Master Plan concurrent with this work task. The identified transportation needs will be folded into the TIP, UPWP and the Congestion Management Program.
4. Tie together and coordinated the expedited permitting/technical assistance initiatives with the region's transportation planning program.

PREVIOUS WORK:

- 2007-2030 Regional Transportation Plan for the Northern Middlesex Region
- Comprehensive Economic Development Strategy for the Greater Lowell Region and Annual Updates
- Tyngsborough Economic Development Plan, 2006

PRODUCTS:

1. Technical memo outlining and documenting the transportation needs of industry, and identifying future transportation improvement projects needed to meet those needs;
3. Assistance to the City of Lowell and the Commonwealth in advancing the transportation projects proposed as part of the JAM Plan, the Acre Plan, and the Tanner Street Initiative. This work will include review of design concepts and assistance with funding applications; and
4. Assistance to the Towns of Tyngsborough and Westford in addressing the transportation needs identified in each respective community's economic development planning effort. Assistance to the Town of Billerica relative to development of its recently identified 43D site.

5. Coordination of the infrastructure needs identified through the expedited permitting/technical assistance program with the region's overall transportation planning and economic development programs.
6. A summary report will be developed in Fall 2008

SCHEDULE:

It is anticipated that the Technical Memo regarding the transportation needs of industry will be completed by January 2008. Technical assistance to local communities will be provided on an ongoing basis. A summary report will be produced in September 2008.

Work Item	10/07	11/07	12/07	01/08	02/08	03/08	04/08	05/08	06/08	07/08	08/08	09/08
Assistance to communities												
Technical memo												
Summary report												

FUNDING:

Funding Source	Budget	Estimated Staff Effort
MassHighway	\$48,000. (\$38,400 federal/ \$9,600 state)	22 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$48,000.	22 weeks

NORTHERN MIDDLESEX COUNCIL OF GOVERNMENTS STAFF

- Robert Flynn, Executive Director (5%)
- Beverly Woods, Assistant Director (85%)
- Jay Donovan, Part-time, Associate Planner (50%)
- Christopher Curry, Comprehensive Planner (90%)
- John Matley, GIS Analyst (70%)
- David Tilton, Transportation Planner (80%)
- Justin Howard, Transportation Planner (80%)
- Linda Bendzewicz, Financial Manager (0%)
- Janet Thompson, Administrative Assistant (0%)
- George Russell, Regional Planner (40%)
- Leon Swiniarski, Sealer of Weights and Measures (0%)

(numbers in parentheses represent the approximate percentages of time devoted to transportation planning)

TRANSPORTATION PLANNING STAFF

- Beverly Woods, Assistant Director
- Chris Curry, Comprehensive /Transit Planner
- Justin Howard, Transportation Planner
- Jay Donovan, Associate Planner
- John Matley, GIS Specialist
- David Tilton, Transportation Planner
- George Russell, Regional Planner

JOINT TRANSPORTATION COMMITTEE

The Northern Middlesex Council of Governments Board, which is comprised of a chief elected official and Planning Board member from each community, also serves as the Joint Transportation Committee.

PROPOSED FY 2008 UNIFIED WORK PROGRAM FUNDING

TASK	MASSHIGHWAY (PL)			MASSHIGHWAY HPP	NPS ALTERNATIVE MODES	FTA § 5303	FTA/LRTA § 5307	NMCOG MATCH	TOTAL
	FEDERAL	STATE	TOTAL						
1.1-Management of the 3C Process	\$64,000.	16,000.	\$80,000.	0	-0-	\$20,694.	-0-	\$5,174.	\$105,868.
1.2-Unified Work Program	8,000.	2,000.	10,000.	0	-0-	7,762.	-0-	1,941.	19,703.
1.3-Public Participation	28,000.	7,000.	35,000.	0	-0-	-0-	-0-	-0-	35,000.
1.4-Transportation Improvement Program	32,000.	8,000.	40,000.	0	-0-	7,670.	-0-	1,918.	49,588.
1.5-Statewide Funding Proposal Assistance	8,000.	2,000.	10,000.	0	-0-	-0-	-0-	-0-	10,000.
1.6-Environmental Justice	9,600.	2,400.	12,000.	0	-0-	5,369.	-0-	1,342.	19,711.
1.7-Safety and Security	8,000.	2,000.	10,000.	0	-0-	5,369.	-0-	1,342.	16,711.
1.8-Tech. Asst.-Trolley Extension	-0-	-0-	-0-	0	20,000.	-0-	-0-	-0-	24,800.
Subtotal	157,600.	39,400.	\$197,000.	0	20,000.	\$46,864.	-0-	\$11,717.	\$275,581.
2.1-Traffic Counting	\$44,000.	\$11,000.	\$55,000.	0	-0-	-0-	-0-	-0-	\$55,000.
2.2-GIS	48,000.	12,000.	60,000.	0	-0-	8,629.	10,000.	4,157.	82,786.
2.3-Data Collection and Analysis	48,000.	12,000.	60,000.	0	-0-	-0-	10,000.	2,500.	72,500.
2.4-Regional Pavement Management	8,000.	2,000.	10,000.	0	-0-	-0-	-0-	-0-	10,000.
2.5-Regional Travel Demand Modelling	5,600.	1,400.	7,000.	0	-0-	-0-	-0-	-0-	7,000.
2.6-Transit System Performance Surveillance	-0-	-0-	-0-	-0-	-0-	12,510.	15,500.	7,022.	35,032.
Subtotal	\$153,600.	38,400.	\$192,000.	0.	-0-	\$21,139.	\$35,500.	\$13,679.	\$262,318.
3.1-Gorham St.(Route3A) Traffic Study-Lowell	\$14,400.	\$3,600.	\$18,000.	0	-0-	-0-	-0-	-0-	\$18,000.
3.2-Route 110/I-93 and Route 113 Study	8,000.	2,000.	10,000.	0	-0-	-0-	-0-	-0-	10,000.
3.3-I-495 Planning Study	8,000.	2,000.	10,000.	0	-0-	-0-	-0-	-0-	10,000.
3.4-High Crash Intersection Analysis	48,000.	12,000.	60,000.	0	-0-	-0-	-0-	-0-	60,000.
3.5-Congestion Management	24,000.	6,000.	30,000.	0	-0-	-0-	-0-	-0-	30,000.
3.6-County Roads Petition Process	25,440.	6,360.	31,800.	0	-0-	-0-	-0-	-0-	31,800.
3.7-Wood St./Permanent Bridge Study	0.	0.	0.	258,000.	-0-	-0-	-0-	-0-	258,000.
3.8-Route 38 Corridor Study	24,000.	6,000.	30,000.	0.	-0-	-0-	-0-	-0-	30,000.
Subtotal	151,840	37,960	\$189,800.	\$258,000.	-0-	-0-	-0-	-0-	\$447,800.
4.1-Regional Transit Planning	-0-	-0-	-0-	-0-	-0-	7,287.	24,500.	7,947.	39,734.
4.2-Transportation and Economic Development Prioritization and Coordination Study	\$38,4000	\$9,600.	48,000.	-0-	-0-	-0-	-0-	-0-	48,000.
Subtotal	\$38,4000	\$9,600.	48,000.	-0-	-0-	\$7,287.	\$24,500.	\$7,947.	\$87,734.
TOTALS	\$501,440	\$125,360	\$626,800.	\$258,000.	\$20,000	\$76,701.	\$60,000.	\$33,696.	\$1,075,197.

6/25/07

PL FUNDING INFORMATION

PL ALLOCATION BALANCE SHEET
(As of 06/07)

Cumulative PL Allocations as of 10/01/98: \$4,966,844

INVOICE NUMBER	EXPENDITURE	CUMULATIVE EXPENDITURE	BALANCE
97221-22	\$24,551.70	\$3,354,680.70	\$1,612,163.30
<i>Adjustment due to FY '00 allocation --- add \$480,274</i>			2,092,437.30
97221-23	26,316.72	3,380,997.42	2,066,120.58
97221-24	24,512.67	3,405,510.09	2,041,607.91
97221-25	23,150.47	3,428,660.56	2,018,457.44
97221-26	21,611.32	3,450,271.88	1,996,846.12
97221-27	24,963.20	3,475,235.08	1,971,882.92
97221-28	19,659.17	3,494,894.25	1,952,223.75
97221-29	24,661.06	3,519,555.31	1,927,562.69
97221-30	27,988.17	3,547,543.48	1,899,574.52
97221-31	28,978.23	3,576,521.71	1,870,596.29
97221-32	29,030.72	3,605,552.43	1,841,565.57
97221-33	24,421.82	3,629,974.25	1,817,143.75
97221-34	18,583.94	3,648,558.19	1,798,559.81
97221-35	20,448.57	3,669,006.76	1,778,111.24
97221-36	15,670.19	3,684,676.95	1,762,441.05
97221-37	33,947.40	3,718,624.35	1,728,493.65
97221-38	31,881.49	3,750,505.84	1,696,612.16
97221-39	32,747.76	3,783,253.60	1,663,864.40
97221-40	27,115.29	3,810,368.89	1,636,749.11
97221-41	27,252.78	3,837,621.67	1,609,496.33
<i>Adjustment due to FY '01 allocation --- add \$494,358</i>			2,103,854.33
97221-42	24,193.25	3,861,814.92	2,079,661.08
97221-43	24,114.19	3,885,929.11	2,055,546.89
97221-44	41,795.98	3,927,725.09	2,013,750.91
97221-45	39,092.44	3,966,817.53	1,974,658.47
31022-01	24,408.60	3,991,226.13	1,950,249.87
31022-02	17,081.66	4,008,307.79	1,933,168.21
31022-03	23,064.46	4,031,372.25	1,910,103.75
31022-04	19,019.07	4,050,391.32	1,891,084.68
31022-05	28,484.48	4,078,875.80	1,862,600.20
31022-06	26,149.55	4,105,025.35	1,836,450.65
3102-07	31,751.44	4,136,776.79	1,804,699.21
31022-08	28,520.47	4,165,297.26	1,776,178.74
<i>Adjustment due to FY '02 allocation --- add \$502,455</i>			2,278,633.74
31022-09	36,112.39	4,201,419.65	2,242,521.35
31022-10	38,657.75	4,240,077.40	2,203,863.60
31022-11	36,686.21	4,276,763.61	2,167,177.39
31022-12	23,148.71	4,299,912.32	2,144,028.68
31022-13	24,297.09	4,324,209.41	2,119,731.59
31022-14	25,644.80	4,349,854.21	2,094,086.79
31022-15	23,077.44	4,372,931.65	2,071,009.35
31022-16	25,522.22	4,398,453.87	2,045,487.13
31022-17	17,881.37	4,416,335.24	2,027,605.76
31022-18	29,733.44	4,446,068.68	1,997,872.32

INVOICE NUMBER	EXPENDITURE	CUMULATIVE EXPENDITURE	BALANCE
31022-19	31,348.18	4,477,416.86	1,966,524.14
31022-20	40,116.03	4,517,532.89	1,926,408.11
31022-21	34,176.21	4,551,709.10	1,892,231.90
<i>Adjustment due to FY '03 allocation --- add \$494,062</i>			2,386,293.90
31022-22	33,510.91	4,585,220.01	2,352,782.99
31022-23	33,152.00	4,618,372.01	2,319,630.99
31022-24	25,588.47	4,643,960.48	2,294,042.52
31022-25	30,675.45	4,674,635.93	2,263,367.07
31022-26	24,519.13	4,699,155.06	2,238,847.94
31022-27	28,635.33	4,727,790.39	2,210,212.61
31022-28	26,914.10	4,754,704.49	2,183,298.51
31022-29	23,365.86	4,778,070.35	2,159,932.65
31022-30	25,452.26	4,803,522.61	2,134,480.39
31022-31	32,023.14	4,835,545.75	2,102,457.25
31022-32	26,914.10	4,862,459.85	2,075,543.15
31022-33	70,00.850	4,869,460.70	2,068,542.30
31022-34	30,444.28	4,899,904.98	2,038,098.02
31022-35	29,944.42	4,929,849.40	2,008,153.60
31022-36	28,528.09	4,958,377.49	1,979,625.51
31022-37	27,522.68	4,985,900.17	1,952,102.83
31022-38	22,196.57	5,008,096.74	1,929,906.26
31022-39	23,532.60	5,031,629.34	1,906,373.66
31022-40	26,265.12	5,057,894.46	1,880,108.54
31022-41	27,431.13	5,085,325.59	1,852,677.41
31022-42	30,710.66	5,116,036.25	1,821,966.75
31022-43	34,326.89	5,150,363.14	1,787,639.86
31022-44	39,941.45	5,190,304.59	1,747,698.41
31022-45	11,166.65	5,201,471.24	1,736,531.76
31022-46	32,152.26	5,233,623.50	1,704,379.50
31022-47	33,919.51	5,267,543.01	1,670,459.99
31022-48	28,396.64	5,295,939.65	1,642,063.35
<i>Adjustment due to FY '04 allocation --- add \$534,600</i>			2,176,663.35
35006-01	28,755.52	5,324,695.17	2,147,907.83
35006-02	36,828.92	5,361,524.09	2,111,078.91
35006-03	36,246.71	5,397,770.80	2,074,832.20
35006-04	34,334.93	5,432,105.73	2,040,497.27
35006-05	39,512.54	5,471,618.27	2,000,984.73
35006-06	43,833.88	5,515,452.15	1,957,150.85
35006-07	35,513.12	5,551,131.39	1,921,637.73
35006-08	26,904.25	5,578,035.64	1,894,733.48
35006-09	28,512.28	5,606,547.92	1,866,221.20
35006-10	34,294.83	5,640,842.75	1,831,926.37
35006-11	31,419.55	5,672,262.30	1,800,506.82
<i>Adjustment due to FY '05 allocation --- add \$601,000</i>			2,401,506.82
35006-12	40,272.55	5,712,534.85	2,361,234.27
35006-13	39,394.95	5,751,929.80	2,321,839.32
35006-14	34,217.32	5,786,147.12	2,287,622.00
35006-15	40,469.83	5,826,616.95	2,247,152.17
35006-16	47,424.34	5,874,041.29	2,199,727.83
35006-18	43,483.78	5,958,586.15	2,115,182.97

INVOICE NUMBER	EXPENDITURE	CUMULATIVE EXPENDITURE	BALANCE
35006-19	35,794.97	5,994,381.12	2,079,388.00
35006-20	30,893.35	6,025,274.47	2,048,494.65
35006-21	19,771.33	6,045,045.80	2,028,723.32
35006-22	49,526.84	6,094,572.64	1,979,196.48
35006-23	56,463.66	6,151,036.30	1,922,732.82
<i>Adjustment due to FY '06 allocation --- add \$604,269</i>			<i>2,527,001.82</i>
35006-24	55,384.87	6,206,421.17	2,471,616.95
35006-25	46,198.51	6,252,619.68	2,425,418.44
35006-26	40,667.01	6,293,286.69	2,384,751.43
35006-27	45,310.29	6,338,596.98	2,339,441.14
35006-28	52,240.05	6,390,837.03	2,287,201.09
35006-29	46,989.54	6,437,826.57	2,240,211.55
35006-30	44,649.53	6,482,476.10	2,195,562.02
35006-31	37,481.60	6,519,957.70	2,158,080.42
<i>Adjustment due to FY '07 allocation --- add \$626,800</i>			<i>2,784,880.42</i>
35006-32	44,594.85	6,564,552.55	2,740,285.57
35006-33	35,084.63	6,599,637.18	2,705,200.94

NMCOG "PL" ALLOCATIONS
(by Federal Fiscal Year)

FISCAL YEAR	ANNUAL ALLOCATION	CUMULATIVE TOTAL
1974-81	N/A	\$660,358
1982	91,175	751,553
1983	108,944	860,477
1984	115,333	975,810
1985	120,164	1,095,974
1986	120,291	1,216,265
1987	111,050	1,327,315
1988	112,249	1,439,564
1989	112,249	1,551,813
1990	111,190	1,663,003
1991	111,818	1,774,821
1992	295,466	2,070,287
1993	353,668	2,423,955
1994	351,869	2,775,824
1995	350,958	3,126,782
1996	347,269	3,474,051
1997	397,726	3,871,777
1998	615,649	4,487,426
1999	480,274	4,967,700
2000	494,358	5,462,058
2001	502,455	5,964,513
2002	502,455	6,466,968
2003	494,062	6,961,030
2004	534,600	7,495,630
2005	601,000	8,096,630
2006	604,269	8,700,899
2007	626,800	9,327,699

PL EXPENDITURES

(as of 6/07)

CONTRACT NO.	AMOUNT	SPENT	CUMULATIVE
17900	\$56,000	\$56,000.00	\$56,000.00
18627	126,000	116,064.29	172,064.29
19556	163,000	159,405.00	331,469.29
20993	173,000	173,000.00	504,469.29
22481	378,400	369,553.87	874,023.16
25039	411,000	410,989.41	1,285,012.57
5601	679,900	649,373.77	1,934,386.34
94020	1,018,722	803,012.31	2,737,398.65
97221	1,486,158	1,116,726.02	3,854,124.67
31022	1,933,330	1,331,974.33	5,186,099.00
35006	2,066,712	1,297,326.35	6,483,425.35