

FFY 2012 UNIFIED PLANNING WORK PROGRAM

SEPTEMBER 2011

PREPARED FOR:

NORTHERN MIDDLESEX METROPOLITAN PLANNING ORGANIZATION

BY:

NORTHERN MIDDLESEX COUNCIL OF GOVERNMENTS
40 CHURCH ST.
LOWELL, MA 01852

**FFY 2012 UNIFIED TRANSPORTATION PLANNING WORK
PROGRAM**

(OCTOBER 1, 2011 – SEPTEMBER 30, 2012)

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NORTHERN MIDDLESEX METROPOLITAN PLANNING ORGANIZATION

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Patrick Murphy, City Councilor, City of Lowell

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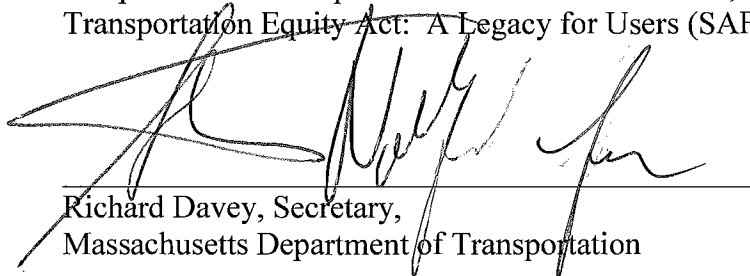
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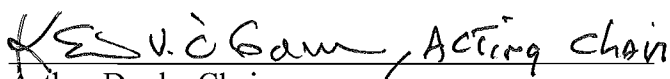
NORTHERN MIDDLESEX METROPOLITAN PLANNING ORGANIZATION

**ENDORSEMENT OF THE FY 2012 UNIFIED PLANNING WORK PROGRAM
FOR THE NORTHERN MIDDLESEX REGION**


This document will certify that the Northern Middlesex Metropolitan Planning Organization, at its meeting of September 13, 2011, hereby approves the endorsement of the FY 2012 *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)


Richard Davey, Secretary,
Massachusetts Department of Transportation

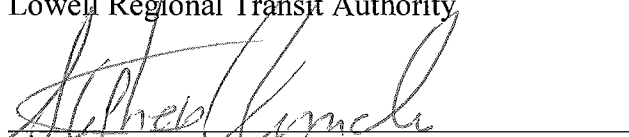
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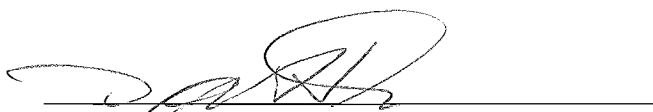
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Stephen Themelis, Chair
Northern Middlesex Council of Governments

9/13/2011
Date

Patrick Murphy, City Councilor
City of Lowell

Date


David Gay, Selectman,
Town of Tewksbury

9/13/11
Date

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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, 2011– September 30, 2012. 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. This document has been 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 MassDOT. The UPWP provides a way to coordinate these many different planning activities to address transportation planning concerns through 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 addressed 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, and the work is 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 made in cooperation with MassDOT, FHWA, FTA, LRTA and other agencies, as appropriate.

The Northern Middlesex region has a number of transportation issues that are studied each year in the work program. One of the major transportation challenges facing the Northern Middlesex Region is the level of traffic congestion along our commercial corridors. Each year, the NMMPO studies one of these congested corridors, and makes recommendations for improvement.

The UPWP divides the scope and estimated cost of the transportation planning activities into the following categories:

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 MassDOT and LRTA; and preparation and maintenance of the Regional Transportation Plan, Unified Planning Work Program 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 MassDOT 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 transportation and economic development projects and 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), and the Secretary of the Massachusetts Department of Transportation (MassDOT). 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 NMCOG; 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. 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 Council is comprised of a Selectman or City Councilor and Planning Board member from 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 2012 Unified Planning Work Program.

TRANSPORTATION PLANNING FUNDING SOURCES

Federal Highway Funds: MassDOT 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 resides in urbanized areas and the amount of highway construction funds the state receives. MassDOT 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) as established by 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 MassDOT 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), MassDOT and the Federal Transit Administration through the MassDOT 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 2011-September 2012 and the FTA/LRTA Section 5307 program covers the period April 2011-March 2012. Funding from the MassDOT/FHWA covers the period of October 2011- September 2012.

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. Lowell-Nashua-Manchester 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 Manchester, NH. New Hampshire is seeking federal funding for design and environmental work.
2. 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.
3. North Chelmsford Commuter Rail Station:
The MBTA previously completed a study examining the feasibility of constructing a commuter rail station in North Chelmsford following the extension of commuter rail service to Manchester, NH. The Town of Chelmsford is seeking funding for environmental work and land acquisition should the extension project go forward.
4. Downtown Lowell Circulation Study:
The Lowell National Historical Park, the City of Lowell, and the Lowell Plan are undertaking a Downtown Lowell Circulation Study. One component of the study will examine the feasibility of extending the existing trolley system. This work will take into account the ongoing redevelopment of the Hamilton Canal District. In August 2002, the Volpe Center completed a planning study assessing alternatives for completing the extension. The LNHP has received NPS Alternative Modes money to fund the completion of a feasibility analysis and the necessary environmental studies. The firm of TranSystems has been retained by the Lowell Plan to undertake this work. A Project Advisory Committee has been formed consisting of the National Park Service, the City of Lowell, the MassDOT, the Lowell Regional Transit Authority, the Federal Transit Administration, the Volpe Center and the Northern Middlesex Council of Governments.
5. 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. On October 29, 2008, MassDOT held the 25% public hearing for this phase of the path. The communities are awaiting the release of the Statewide Enhancement funds which would help bring the design of Phase 2A and 2C to 100%.

OTHER NMCOG PLANNING STUDIES AND FUNDING SOURCES

The NMCOG is a comprehensive regional planning agency serving nine Greater Lowell 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 2012, and summarizes the funding levels and match requirements for those activities.

Summary of Other NMCOG Funding Resources for FY 2012 (October 1, 2011 to September 30, 2012)

<u>Sources of Funding</u>	<u>Amount</u>	<u>% Match Required</u>
Local Assessments	\$ 72,733	0
Dracut Sealer	6,000	0
Billerica Sealer	7,500	0
Chelmsford Sealer	7,000	0
Littleton Sealer	4,000	0
Lowell Sealer	40,000	0
Tewksbury Sealer	7,000	0
Tyngsborough Housing Update	1,500	0
DLTA IV	77,642	10
Tewksbury Master Plan Update	20,000	0
Tewksbury Affordable Housing	20,000	0
Pre-Disaster Mitigation Plan Update	8,000	25 (in kind)
Dracut Historic Preservation Plan	3,500	0
*EDA Short Term Planning	60,000	25

*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 traffic circulation in the Town Center.
2. Assisting the Middlesex Canal Commission in negotiations relative to right-of-way issues for the Middlesex Canal Park.
3. Assisting the City of Lowell and the National Park Service on the Downtown Lowell Circulation Study Advisory Committee.
4. Assisted the Town of Dunstable in the development of pathways connecting to the town center.
5. Participation in the I-93/Lowell Junction Project Advisory Committee, Working Group and Cooperating Partners.
6. Participation in the Route 110/I-93 and Route 113 Project Advisory Committee.
7. Participation in the State Hazard Mitigation Interagency Task Force.

TRANSPORTATION STUDIES

The NMCOG staff updated the Congestion Management Plan. The High Hazard Intersection Study work continued with a Top 100 High Crash Locations list developed for the overall region and a more detailed analysis of specific high crash intersections. NMCOG staff continued to work with MassDOT and FHWA on the Highway Safety Improvement Program, with a focus on addressing lane departure crash problems in the region. Safety audits were performed at the intersection of East Street and Shawsheen Street in Tewksbury, and at the intersection of Boston Road and Route 110 (Minot's Corner), in the town of Westford.

The Council staff continued to assist the National Park Service and the Volpe Center with the feasibility analysis and environmental studies being undertaken for the Downtown Lowell Circulation Study. The first phase of the project focuses on the trolley extension from the Lowell Central Business District to the Gallagher Intermodal Center (Lowell Commuter Rail Station). Over the past year, NMCOG staff has provided technical assistance to the City of Lowell relative to the Hamilton Canal District redevelopment project.

COORDINATION OF ECONOMIC DEVELOPMENT AND TRANSPORTATION ACTIVITIES

Under Task 4.2 of the FY 2011 UPWP – Transportation and Economic Development Prioritization and Coordination Study, NMCOG staff continued to coordinate transportation and economic development activities in the Greater Lowell region. The effective linking of transportation and economic development projects has resulted in an appropriate balance between economic growth and maintaining the quality of life in the region. Through the coordinated development of the regional transportation and economic development plans, NMCOG staff has integrated the respective projects for maximum economic impact at a time when there is a critical need for additional jobs.

NMCOG staff addressed the public participation element of this work task through its work with the Council, the Greater Lowell Comprehensive Economic Development Strategy (CEDS) Committee, Greater Lowell Workforce Investment Board (GLWIB), MassDOT, MassDevelopment, the Lowell Regional Transit Authority (LRTA), the Massachusetts Office of Business Development (MOBD), the Greater Lowell Chamber of Commerce, the Billerica Community Alliance, the Lowell Development and Financial Corporation (LDFC), the Lowell Plan, the Federal Highway Administration (FHWA), Community Teamwork, Inc. (CTI) and the Coalition for a Better Acre (CBA) regarding linkages related to the transportation and economic development areas and the relevance to the planning factors as required under SAFETEA-LU. NMCOG staff completed the *Greater Lowell Comprehensive Economic Development Strategy (CEDS) for 2009-2013*, which highlights the importance of transportation projects to the economic growth of the region. NMCOG is awaiting the receipt of a \$ 60,000 short-term planning contract from the Economic Development Administration (EDA) of the U.S. Department of Commerce (DOC) to develop and complete the *Annual Comprehensive Economic Development Strategy (CEDS) for 2009-2011*. NMCOG will be applying for Economic Development District (EDD) designation from EDA so that we'll be able to establish a three-year planning contract and not have to compete for funds on an annual basis.

NMCOG staff has continued to work with the City of Lowell on the Hamilton Canal project, as well as with the Towns of Tewksbury and Billerica on the Lowell Junction and the Middlesex Turnpike projects. NMCOG was able to assist the City in securing a \$ 2 million EDA Public Works grant for the Hamilton Canal project, that will address some bridge and roadwork infrastructure issues that will enable a commercial development project to move forward. This portion of the Hamilton Canal project is expected to create at least 1,000 new jobs and provide employment opportunities for neighborhood residents. NMCOG staff has also worked with the Lowell Community Health Center (LCHC) to expand

their facility at the Hamilton Crossings Project, which will create 100 new jobs and provide increased health services to low income and minority populations throughout the region.

NMCOG has been actively involved with the Lowell Junction project as well, assisting the Towns of Tewksbury and Andover in receiving designation as an Economic Target Area (ETA) under the state's Economic Development Incentive Program (EDIP). NMCOG staff has provided technical assistance to the Tri Town Development Task Force in tying together the transportation and economic development funding resources available for this important project. NMCOG has participated in the form-based zoning code meetings and is awaiting the next phase of this "grass-roots" process.

Our work on the Middlesex Turnpike project has been largely a supportive role to ensure that the three phases of the Middlesex Turnpike project are completed and that businesses, such as EMD Serono in Billerica and iRobot in Bedford, can continue to grow and hire community residents. While the first two phases of the project have moved forward, the third phase, which principally affects Billerica, has lagged behind. The ability to attract businesses to this corridor will depend largely upon the completion of Phase Three and the possible designation of this area as a Growth District. As with the other two projects described previously, the Middlesex Turnpike project has been identified as one of the top Priority Projects in the *Greater Lowell CEDS for 2009-2013*.

NMCOG completed the Woburn Street study under District Local Technical Assistance (DLTA) III and provided recommendations to the City of Lowell and Towns of Billerica and Tewksbury on specific actions that could be taken to improve the Woburn Street corridor. NMCOG made public presentations in Billerica and Tewksbury on the specific recommendations and is working with the Town of Tewksbury under DLTA IV to address zoning issues that will assist in attracting commercial development, while also reducing the zoning conflicts between industrial and residential zoning districts. The completion of the Woburn Street interchange along Route 495 will have an important impact on the economic future of this corridor.

NMCOG staff worked with the Town of Westford to develop a parcel inventory and zoning overlay for the length of Route 110 to determine how different land use and traffic initiatives could improve the potential for increased private investment. Three portions of Route 110 have been included as part of the Growth District with Littleton and Boxborough and this initiative has been included as part of the discussions of the 495 Metrowest Development Compact. NMCOG staff have monitored the Route 110/Minot Corner improvements as part of this joint transportation/economic development initiative.

NMCOG staff worked with the Tewksbury Economic Development Committee and the Community Development Director to address transportation, economic development and land use issues along the length of Route 38, Route 133 and East Street under the Targeted Economic Development Plan project. These corridors have been focused upon as economic development opportunity areas, consistent with the recent ETA designation, and may require zoning changes in order to attract the types of light industrial and commercial tenants that the Town wishes to encourage. NMCOG staff will be working with the Tewksbury Planning Board and the Economic Development Committee to address these changes. A Route 38 subcommittee of the Economic Development Committee has been established to review transportation and economic development recommendations for Route 38.

NMCOG staff provided assistance to the Towns of Billerica, Chelmsford, Pepperell and Tewksbury in addressing the transportation issues relate to their approved Priority Development Sites (PDS). The work with Billerica focused on the successful construction of the EMD Serono facility, the identification of barriers to development along Middlesex Turnpike and Route 3 and the "branding" of Route 3. Our work with Chelmsford included the development of the Updated Comprehensive Master Plan and the focus on the reuse of the 27 Katrina Road site, the establishment of the Route 129 Technology Corridor and the establishment of an ETA for the entire community. The Town of Chelmsford also actively participated in the Route 3 "branding" effort and the identification of barriers to development along Route 3. NMCOG

staff worked with the Town of Pepperell on the former Pepperell Paper Mill site to encourage redevelopment that was consistent with the needs of town residents. NMCOG was also asked to focus on four transportation corridors within the town to determine how to encourage commercial investment. Currently, NMCOG staff is working with the Town Administrator, the Planning Administrator and the Pepperell Planning Board to address zoning changes and design guidelines along Main Street from Railroad Square to the rotary as a means to encourage private investment. This corridor area includes the former Pepperell Paper Mill site. The PDS in Tewksbury is the Lowell Junction project, which was described previously. NMCOG coordinated the work with the other two Regional Planning Agencies (RPA) – Metropolitan Area Planning Council (MAPC) and the Merrimack Valley Planning Commission (MVPC) – to address the strategic planning needs of Tewksbury, Wilmington and Andover.

This comprehensive approach has enabled NMCOG to work more closely with private industry and local government to encourage economic growth, while maintaining the quality of life that attracts residents, employers and visitors to our region.

STATEWIDE FUNDING PROPOSALS:

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

1. Completion of several phases of the canalway plan and the Riverwalk in the City of Lowell (further detailed on the following page);
2. Design of the Bruce Freeman Memorial Bike Path, Phase II;
3. Pedestrian improvements to link the Hamilton Canal redevelopment area with the Gallagher Intermodal Center;
4. Design of the Middlesex Canal Park; North Billerica;
5. Pedestrian enhancements to connect Gallagher Intermodal Center and the Swamp Locks; and
6. Planning for expansion of the Concord River Greenway, and eventual linkage to the Bruce Freeman Rail Trail.

BICYCLE AND PEDESTRIAN PROJECTS

NMCOG assisted MassDOT, DCR and the local communities in the planning and permitting for the construction of the Bruce Freeman Bike Path in the Towns of Chelmsford and Westford. Construction was completed in August 2009 on Phase I. The Towns of Acton, Carlisle, Concord and Westford have brought Phases 2A and 2C to the 25% design stage. MassDOT held a 25% design public hearing on Phase 2A, which includes portions of the trail in Westford, Carlisle, and Acton, on October 29, 2008. In June 2010, the State provided \$931, 500 to complete the Phase 2A design, which is underway contract is underway.

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.

The City of Nashua, New Hampshire has 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 recently opened the Concord River Greenway. The greenway links 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. Two phases of the Greenway are

complete, except for minor touch-up items. The Davidson section at the northern end is complete as is the southern section near the Lowell Cemetery.

The Merrimack Valley Planning Commission and the Essex National Heritage Commission, through a grant from the Recreational Trails Program, have undertaken a study to inventory and identify resource areas for the proposed Merrimack River Trail. This effort has included the participation of the NMCOG, the Merrimack River Watershed Council, the City of Lowell and the towns of Dracut, Chelmsford and Tyngsborough.

The Bay Circuit Trail is a network of trails around Greater 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 funds and with Transportation Enhancement funds. A description and status report for each phase of these projects is provided below:

- 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.
- 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 will make passage across these areas handicapped accessible. From there on, the walkway will pass through the canal side 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 was provided by the City of Lowell. Construction of the project has been completed.
- 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 complete. Project construction is pending based on the availability of funding.
- 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 complete. Construction is pending following acquisition of an easement from the Coalition for a Better Acre.
- 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 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 90% complete.

- Pawtucket Falls Overlook- The Pawtucket Falls Overlook project involves the development of a walkway at the edge of the Merrimack River, and 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 90% complete.
- Riverwalk Extension- The Mile of Mills Riverwalk project will design and construct an extension to the "Mile of Mills" Riverwalk from its current terminus at the historic Boott Mills complex to the east side of Bridge Street. Work includes railings, lighting, benches and trash receptacles. This portion will create an accessible connection to the Riverwalk from the Bridge Street Bridge crossing of the Riverwalk via the disused Mass Electric land adjacent to the bridge. Completion of the Riverwalk to its proposed terminus at Lowell Memorial Auditorium and Lower Locks area is contingent upon resolution of private and public interests as a portion of the requisite land at the Merrimack and Concord Rivers is privately held. Easements and permits have been secured and the construction documents are at 90% complete, but the proposed design exceeds the available construction budget by approximately \$200,000. The National Parks Service and the City of Lowell are working together to develop an add-alternates list. Completion of the project is estimated to be in the fall of 2011.
- Red Cross Reach – Phase 1 of the Red Cross River Reach project involves acquisition, design and development of a pedestrian walkway along the Merrimack River connecting the Upper Pawtucket Canal way with the Northern Canal Walkway. Phase 1 is the design and construction of a small park, parking area, and pathway at the adjacent Spaulding House. Construction for the park is almost complete with an estimated completion date of spring 2011. Phase II of the project involves the acquisition, design and development of a pedestrian walkway along the Merrimack River connecting the Upper Pawtucket Canal Way with the Northern Canal Walkway. Phase II is the coordination between the installations of a new pumping station and access ramp or stairs from the Upper Pawtucket Canal Way through the new park to the Northern Canal Walkway. This phase is currently in conceptual design which will be developed by the National Parks Service. The City of Lowell will contract with a consulting firm for design development, construction designs and services. Estimated time for completion is summer 2011.
- Merrimack River Trail- The Essex National Heritage Commission and the Merrimack Valley Planning Commission jointly received Recreational Trails Grant funding from the Massachusetts Department of Conservation and Recreation to conduct a planning assessment for the Merrimack River Trail. The project was conducted in cooperation with the Merrimack River Watershed Council and Northern Middlesex Council of Governments. Merrimack River Trail is a proposed 50-mile multimodal recreational trail along the Merrimack River. The strategic planning project entails the engagement of trail advocates and municipal officials in the seventeen Massachusetts communities that line the Merrimack River with the goal of promoting increased use of the Merrimack River Trail. The project seeks to build upon prior efforts by improving connections between existing sections. Tracing the river's route, the trail will ultimately connect six cities and eleven towns from Tyngsborough to Newbury, effectively creating the backbone of a continuous, non-motorized, on- and off-road trail system. Merrimack River Trail communities include Tyngsborough, Dracut, Chelmsford, Lowell, Tewksbury, Andover, Methuen, Lawrence, North Andover, Haverhill, Groveland, Merrimac, West Newbury, Amesbury, Newburyport, Salisbury, and Newbury.

CURRENT STATE AND FEDERAL POLICIES

The Federal Highway Administration Policies on Livability and Climate Change

On June 16, 2009 the U.S. Department of Transportation joined with the U.S. Department of Housing and Urban Development and the Environmental Protection Agency to help improve access to affordable housing, increase transportation options, and lower transportation costs all while protecting the environment. This interagency partnership for sustainable communities has established six *Livability Principles* which are as follows:

- Provide more transportation choices;
- Promote equitable, affordable housing;
- Enhance economic competitiveness;
- Support existing communities;
- Coordinate and leverage federal policies and investments; and
- Value communities and neighborhoods.

The goal of this partnership is to integrate housing, transportation and land use planning and investments to maximize the benefits of these efforts and implement these Livability Principles.

FHWA's Role in Addressing Climate Change

“The Federal Highway Administration is committed to improving transportation mobility and safety while protecting the environment, reducing greenhouse gas emissions, and preparing for climate change effects on the transportation systems.” FHWA believes that efforts to address climate change can easily be integrated into many of the transportation planning factors. Additionally, FHWA has developed the following strategies to reduce greenhouse gas (GHG) emissions:

- Improve system and operational efficiencies;
- Reduce growth of vehicle miles traveled (VMT);
- Transition to lower GHG fuels; and
- Improve vehicle technologies.

State Policies

The Patrick administration 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 Massachusetts Department of Transportation to receive and facilitate citizen and community concerns regarding project design.

GreenDOT

On June 2, 2010, the Massachusetts Department of Transportation introduced the GreenDOT Policy Directive, a comprehensive environmental responsibility and sustainability initiative that is intended to

“green” the state’s transportation system. The following are the principal goals of the GreenDOT policy directive:

- Reduce greenhouse gas (GHG) emissions;
- Promote the healthy transportation options of walking, bicycling, and public transit; and
- Support smart growth development.

There are a number of existing state laws, executive orders and policies from which GreenDOT has been derived. These following laws, directives, executive orders and policies will be utilized as the tools for implementing the above goals:

- Climate Protection and Green Economy Act (MGL c.21N);
- Green Communities Act (Chapter 169 of the Acts of 2008);
- Healthy Transportation Compact (Section 33 of Chapter 25 of the Acts of 2009);
- Leading By Example (Executive Order 488); and
- The “Complete Streets” design standards of the 2006 MassDOT Highway Division Project Development and Design Guide, as amended.

GreenDOT sets a goal of reducing greenhouse gas emissions by over 2 million tons by 2020, a reduction of about 7.3 percent below 1990 transportation sector emission levels. The GreenDOT initiative, combined with other state and federal government policies, is expected to reduce 2020 transportation emissions by almost 30 percent below prior levels.

Smart Growth Initiative

The Patrick Administration has issued a smart growth policy entitled “Sustainable Development Principles”. These principles are outlined as follows:

1. **Concentrate Development and Mix Uses**
Support the revitalization of city and town centers and neighborhoods by promoting development that is compact, conserves land, protects historic resources, and integrates uses. Encourage remediation and reuse of existing sites, structures, and infrastructure rather than new construction in undeveloped areas. Create pedestrian friendly districts and neighborhoods that mix commercial, civic, cultural, educational, and recreational activities with open spaces and homes.
2. **Advance Equity**
Promote equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning and decision making to ensure social, economic, and environmental justice. Ensure that the interests of future generations are not compromised by today's decisions.
3. **Make Efficient Decisions**
Make regulatory and permitting processes for development clear, predictable, coordinated, and timely in accordance with smart growth and environmental stewardship.
4. **Protect Land and Ecosystems**
Protect and restore environmentally sensitive lands, natural resources, agricultural lands, critical habitats, wetlands and water resources, and cultural and historic landscapes. Increase the quantity, quality and accessibility of open spaces and recreational opportunities.

5. Use Natural Resources Wisely

Construct and promote developments, buildings, and infrastructure that conserve natural resources by reducing waste and pollution through efficient use of land, energy, water, and materials.

6. Expand Housing Opportunities

Support the construction and rehabilitation of homes to meet the needs of people of all abilities, income levels, and household types. Build homes near jobs, transit, and where services are available. Foster the development of housing, particularly multifamily and smaller single-family homes, in a way that is compatible with a community's character and vision and with providing new housing choices for people of all means.

7. Provide Transportation Choice

Maintain and expand transportation options that maximize mobility, reduce congestion, conserve fuel and improve air quality. Prioritize rail, bus, boat, rapid and surface transit, shared-vehicle and shared-ride services, bicycling, and walking. Invest strategically in existing and new passenger and freight transportation infrastructure that supports sound economic development consistent with smart growth objectives.

8. Increase Job and Business Opportunities

Attract businesses and jobs to locations near housing, infrastructure, and transportation options. Promote economic development in industry clusters. Expand access to education, training, and entrepreneurial opportunities. Support the growth of local businesses, including sustainable natural resource-based businesses, such as agriculture, forestry, clean energy technology, and fisheries.

9. Promote Clean Energy

Maximize energy efficiency and renewable energy opportunities. Support energy conservation strategies, local clean power generation, distributed generation technologies, and innovative industries. Reduce greenhouse gas emissions and consumption of fossil fuels.

10. Plan Regionally

Support the development and implementation of local and regional, state and interstate 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 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. Participate in the Transportation Managers Group as a means to continually improve the quality and efficiency of the transportation planning process.
4. Review and comment on federal and state transportation related plans, programs, regulations and guidelines.
5. Provide transportation planning services in support of NMCOG's comprehensive planning programs and conduct meetings and workshops on transportation issues.
6. Participate in transportation workshops, seminars, conferences, training programs and courses. Review literature on new transportation planning procedures.
7. 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.
8. Draft MPO bylaws to further formalize and define agency roles as a result of the revised MPO agreement.
9. Participate in the Transportation/Air Quality Task Force meetings and SIP Steering Committee meetings as needed.
10. Participate on the State Hazard Mitigation Committee.
11. 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.
12. Participate in the Lowell Junction/I-93 Task Force.
13. Participate in the I-93 Transit Investment Study Advisory Committee.
14. Participate in the Methuen Rotary Task Force.
15. Coordinate with adjoining regional planning agencies: Nashua Regional Planning Commission, Merrimack Valley Planning Commission, Montachusett Regional Planning Commission, and the Metropolitan Area Planning Council.
16. Coordination with State Transportation Plan, State Freight Plan, and State Rail Plan.

TASK 1.1 MANAGEMENT OF THE 3-C PROCESS- Continued

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 Lowell Junction/I-93 Task Force
- Participation in the I-93 Transit Investment Study Advisory Committee
- Participation in the Methuen Rotary Task Force
- Participation in the Downtown Lowell Circulation Study Advisory Committee
- Participation in the City of Lowell’s Climate Action Plan Committee

PRODUCTS:

1. Technical assistance, reports, memoranda, workshops, as appropriate.
2. Update 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:

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$78,799 (\$62,639 federal)	30 weeks
MassDOT	(\$15,660 state)	N/A
FTA §5303	\$25,348.	7.2 weeks
LRTA §5307	-0-	-0-
NMCOG Match	\$6,337.	1.8 weeks
Total	\$110,484.	39 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 year, 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 VI, 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 planning requirements contained in SAFETEA-LU or changes in funding levels or federal emphasis area. 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 2013).

SCHEDULE:

The draft FY 2013 UPWP will be completed in June 2012 and released for public review and comment in July 2012. It is anticipated that the final document will be endorsed by the MPO in August 2012.

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$10,000. (\$8,000 federal)	4 weeks
MassDOT	(\$2,000 state)	N/A
FTA §5303	10,710.	3.1 weeks
LRTA §5307	-0-	-0-
NMCOG Match	2,678.	.76 weeks
Total	\$23,388.	7.86 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
- Amended the Public Participation Plan to allow for an abbreviated public review and comment period for the TIP when extraordinary circumstances arise.

PRODUCTS:

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

SCHEDULE:

10/11	11/11	12/11	01/12	02/12	03/12	04/12	05/12	06/12	07/12	08/12	09/12
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TASK 1.3 PUBLIC PARTICIPATION PROCESS - Continued

FUNDING:

	Budget	Estimated Staff Effort
FHWA	\$35,000. (\$28,000 federal)	14 weeks
MassDOT	(\$7,000 state)	N/A
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$35,000.	14 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 MassDOT. 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 to 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, MassDOT Highway Division, 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. Project 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 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 MassDOT 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

TASK 1.4 TRANSPORTATION IMPROVEMENT PROGRAM- continued
PRODUCTS:

1. FY 2013-2016 Transportation Improvement Program.
2. TIP Amendments and Adjustments as needed.

SCHEDULE:

The draft FY 2013-2016 TIP will be completed and released for public comment in June 2012. It is anticipated that the final document will be endorsed by the MPO in August 2012.

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$35,000. (\$28,000 federal)	14 weeks
MassDOT	(\$7,000 state)	N/A
FTA §5303	9,917.	2.8 weeks
LRTA §5307	-0-	-0-
NMCOG Match	2,479.	.71 weeks
Total	\$47,396.	17.51 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 MassDOT 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 MassDOT District offices.
8. Participate in MassDOT's update of the Massachusetts Enhancement Program

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:

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$10,000. (\$8,000 federal)	4 weeks
MassDOT	\$2,000 state)	
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$10,000.	4 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 ACTIVITES:

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 relative to Environmental Justice/Title VI activities of the LRTA and NMCOG to ensure compliance of the certification documents with current guidance and regulations;
4. Analyze 2010 Census Data and the latest available income data and revise the Environmental Justice area in the region accordingly;
5. Evaluate projects for environmental justice impacts as part of the RTP/ TIP/transportation evaluation criteria application processes.
6. Update NMCOG website so that documents are available in alternative languages, including Khmer, Portuguese, and Spanish.

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:

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$20,000 (\$16,000 federal)	6.4 weeks
MassDOT	(\$4,000 state)	N/A
FTA §5303	5,950.	1.7 weeks
LRTA §5307	-0-	-0-
NMCOG Match	1,488.	.4 weeks
Total	\$27,438	8.5 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 emergency planning committees (LEPCs), Massachusetts Emergency Management Agency (MEMA), Federal Emergency Management Agency (FEMA), the Department of Homeland Security (DHS), and the Executive Office of Public Safety and Security (EOPSS), State 911 Department and law enforcement organizations, with comprehensive emergency management plans, as appropriate.
3. Review current plans for emergency planning and security elements, identifying critical facilities and infrastructure, and the roles of various agencies.
4. Utilize Environmental Justice analysis from Task 1.6 to ensure vulnerable populations are fairly considered in emergency response and evacuation plans.
5. Attend training seminars and workshops regarding disaster planning, and transportation safety and security.
6. Participate in meetings of LEPCs and emergency management agencies as a Northern Middlesex Council of Governments (NMCOG) and Lowell Regional Transit Authority (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 Security concerning the implementation of the goals contained in the Statewide Security Strategy.
- Technical assistance to LRTA for the preparation and update of the Coordinated Organization Operations Plan (COOP).

PRODUCTS:

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

SCHEDULE:

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$8,500. (\$6,800 federal)	3.0 weeks
MassDOT	(\$1,700 state)	N/A
FTA §5303	\$5,950.	1.7 weeks
LRTA §5307	-0-	-0-
NMCOG Match	1,488.	.4 weeks
Total	\$15,938	5.1 weeks

TASK 1.8 TECHNICAL ASSISTANCE – TROLLEY EXTENSION STUDY

OBJECTIVE:

NMCOG will continue to provide technical assistance to the City of Lowell and the National Park Service in evaluating an extension of the trolley system in Downtown Lowell. The funds for this task come from a grant between the National Park Service, the Volpe Center, and NMCOG.

PROPOSED ACTIVITIES:

1. Coordinate activities with the National Park Service regarding the Trolley system.
2. Attend periodic public meetings, project meetings and meetings with project stakeholders.
3. Provide technical assistance to the city of Lowell and the National Park Service relative to the analysis of alternatives and financing plan for the proposed extension.
4. Trolley Extension Feasibility Study, 2011

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:

Assistance will be provided as needed throughout trolley extension study.

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	-0-	-0-
MassDOT	-0-	-0-
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
National Park Service Grant/ Volpe Center	\$10,243.	4 weeks
Total	\$10,243.	4 weeks

TASK 1.9 LOCAL TECHNICAL ASSISTANCE

OBJECTIVE:

To provide municipalities in the Northern Middlesex region with technical assistance on a variety of transportation planning related activities upon request.

PROPOSED ACTIVITIES:

1. Data collection and Operational analysis;
2. GIS related services;
3. Assistance with the MassDOT project development process;
4. Attending local meetings related to transportation issues;
5. Provide review and comment to local, state and federal on transportation related documents.
6. Analysis of small scale transportation problems and solutions

PREVIOUS WORK:

- Providing transportation planning assistance to communities in the Northern Middlesex region.

PRODUCTS:

- Transportation related data and analysis.
- Assistance and guidance relative to the project development process.

SCHEDULE:

Work Item	10/11	11/11	12/11	01/12	02/12	03/12	04/12	05/12	06/12	07/12	08/12	09/12
Data collection and operational analysis												
GIS related services												
Meeting attendance												

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$20,000 (\$16,000 federal)	10 Weeks
MassHighway	(\$4,000 state)	N/A
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
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 MassDOT 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 MassDOT 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 MassDOT 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.
7. Collect 48 Hour Counts as part of regional count program.

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 MassDOT coverage counts.

SCHEDULE:

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$55,000. (\$44,00 federal)	22 weeks
MassDOT	(\$11,000 state)	N/A
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$55,000.	22 weeks

TASK 2.2 GEOGRAPHIC INFORMATION SYSTEM (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 to 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, build out 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 base 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. Maintain 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 and maintenance of parcel level coverage for NMCOG communities.
- Development and maintenance of GIS program.
- Preparation of various maps for transportation reports and programs.
- Development of interactive transit route maps.

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:

10/11	11/11	12/11	01/12	02/12	03/12	04/12	05/12	06/12	07/12	08/12	09/12
[A thick black arrow points from left to right across the entire row, indicating the duration of the project from 10/11 to 09/12.]											

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$65,000. (\$52,000 federal)	25.2 weeks
MassDOT	(\$13,000 state)	N/A
FTA §5303	8,925.	2.5 weeks
LRTA §5307	10,000.	2.9 weeks
NMCOG Match	4,731.	1.4 weeks
Total	\$88,656.	32 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 and the Donahue Institute in collecting permit and occupancy data for development of Census estimates.
7. Process and analyze the latest 2010 Census Data as it is released by the Census Bureau.

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:

Digital databases
 Published data books, monographs and NMCOG website
 Relevant transit materials

SCHEDULE:

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$66,000. (\$52,800 federal)	23.2 weeks
MassDOT	(\$13,200 state)	N/A
FTA §5303	-0-	-0-
LRTA §5307	\$10,000.	2.9 weeks
NMCOG Match	\$ 2,500.	.7 weeks
Total	\$78,500.	26.8 weeks

TASK 2.4 REGIONAL PAVEMENT MANAGEMENT

OBJECTIVE:

Undertake pavement data collection for the Northern Middlesex region's Federal Aid eligible, locally owned roadway network. Based on data collected and the implementation of the RSMS (Road System Management Suite) software program, staff will calculate the cost of maintaining the Region's roadways and provide a more accurate assessment of long term roadway maintenance needs. This data will be included in future Regional Transportation Plans. Collect pavement condition data for TIP projects, and those projects being proposed to the Project Review Committee for approval and funding. This task will also provide data as needed 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 MassDOT 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 MassDOT 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:

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$24,000. (\$20,000 federal)	10 weeks
MassDOT	(\$5,000 state)	N/A
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$24,000.	10 weeks

TASK 2.5 TRAVEL DEMAND MODEL

OBJECTIVE:

To assist MassDOT in the continued development and maintenance of the statewide model used in air quality conformity analyses.

PROPOSED ACTIVITIES:

1. Assist MassDOT, as needed, in the refinement and maintenance of the statewide travel demand model.
2. Work with MassDOT staff and the model users group relative to necessary improvements to the model for conformity determination purposes.
3. Work with MassDOT staff to incorporate the latest demographic assumptions and project information into the model.
4. Work with adjoining regions, MassDOT and consultants relative to the development of travel demand models created for specific transportation projects, such as the Lowell Junction project and the Merrimack River Crossing.

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 Route 3 Exit 36 Study, the Downtown Lowell Circulation Study, Wood St. /Rourke Bridge Corridor study , Lowell Junction , and the Lowell-Nashua-Manchester Commuter Rail Extension project.
2. Revisions to the Air Quality Conformity Determination for the Regional Transportation Plan Update.

SCHEDULE:

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$5,000. (\$4,000 federal)	2.0 weeks
MassDOT	(\$1,000 state)	N/A
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$5,000.	2.0 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 for 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, MassDOT 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:

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	-0-	
MassDOT	-0-	-0-
FTA §5303	\$21,213.	5.9 weeks
LRTA §5307	15,500.	4.4 weeks
NMCOG Match	9,178.	2.5 weeks
Total	\$45,891.	12.8 weeks

TASK 3
TRANSPORTATION PLANNING STUDIES

TASK 3 REGIONAL TRANSPORTATION PLANNING

Work tasks will be coordinated with MassDOT Office of Transportation Planning, the MassDOT District offices, and the local communities.

TASK 3.1 ROUTE 3/ EXIT 36 STUDY- Tyngsborough, in cooperation with the Nashua Regional Planning Commission

OBJECTIVE:

This study will be a collaborative effort between the Northern Middlesex Council of Governments, the Nashua Regional Planning Commission (NRPC), the Town of Tyngsborough, Massachusetts and the City of Nashua, New Hampshire. The intent of the study is to analyze the impacts and benefits of making Exit 36 on Route 3 a full interchange. Currently Exit 36 is only accessible to northbound travelers, southbound motorists who want to access the businesses on Middlesex Road in Tyngsborough and Daniel Webster Highway in Nashua must get off Route 3 at Exits 1 or 2 in Nashua, NH or Exit 35 in Tyngsborough, MA and work their way to the commercial areas, including the Pheasant Lane Mall. NRPC has estimated that 13,300 vehicles per weekday divert to Exit 1 in New Hampshire This has increased the level of congestion on both sides of the interchange and has a negative impact on the businesses in the area. There have been discussions for a number of years regarding the extension of the Lowell commuter rail line into New Hampshire. The City of Nashua is considering a Multi-modal transportation facility in South Nashua which would provide an important connection to an expanded commuter rail line into Lowell and Boston. NRPC has applied for and received Transportation Community and System Preservation (TCSP) Grant to fund this effort. NMCOG will subcontract with NRPC to provide additional planning services using the TCSP funds.

PROPOSED ACTIVITIES:

1. Coordinate all data collection and analysis efforts with the Nashua Regional Planning Commission
2. Collect turning movement counts and ATRs at each location within Massachusetts.
3. Calculate the levels of service for each Tyngsborough intersection during the morning and afternoon peak periods with and without an expanded interchange.
4. Analyze possible environmental and land use impacts for the proposed alternatives.

PREVIOUS WORK:

- Middlesex Road Corridor Study
- Tyngsborough Economic Development Plan
- Middlesex Road Corridor Overlay District Bylaw and Design Guidelines

PRODUCTS:

- Draft report summarizing the findings and potential improvement alternatives
- Final report

SCHEDULE:

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

TASK 3.1 ROUTE 3 EXIT 36 STUDY- Tyngsborough, in cooperation with the Nashua Regional Planning Commission- Continued

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$25,000 (\$20,000 federal)	12 weeks
MassDOT	(\$5,000 state)	N/A
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
TCSP Grant (under separate contract)	\$100,000 (Pending TCSP Grant Award)	20 weeks
Total	\$125,000.	32 weeks

TASK 3.2 HIGH CRASH INTERSECTION STUDY

OBJECTIVE:

To continue to examine safety and operating conditions for at intersections identified as high hazard locations according to the MassDOT crash data. High crash locations, selected from NMCOG's Top 100 High Crash List, will be evaluated to determine the likely cause of the incidents and to identify mitigation to address safety issues at each location. The analyses will include an assessment of safety conditions impacting motorists, pedestrians and bicyclists. Safety has been identified as an emphasis area by the Federal Highway Administration and is supported through the planning factors contained in SAFETEA-LU. Based on the analysis, the NMMPO may consider performing a Road Safety Audit and Highway Safety Improvement Program (HSIP) funding may be sought in a future through the Transportation Improvement Program (TIP). This work program will focus on addressing safety and operational issues at the following high crash intersections:

- Route 133 (Andover Street) at River Road in Tewksbury (#79)
- Father Morrisette Blvd at Aiken Street in Lowell (#86)
- Route 38 (Bridge Street) at West Sixth Street in Lowell (#40)

PROPOSED ACTIVITIES:

1. Collect 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.
5. Update to the regional traffic safety analysis (top 100 crashes)

PREVIOUS WORK:

- Analysis of additional intersections under the FY 2008, through 2011 UPWPs
- 2011-2035 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)
- Billerica Center Traffic Study
- Various roadway safety audits performed in conjunction with MassDOT

PRODUCTS:

- Draft Study summarizing data analysis, safety conditions and improvement recommendations
- Roadway Safety Audits, as appropriate
- Final Study
- Recommended TIP projects

TASK 3.2 HIGH CRASH INTERSECTION ANALYSES - Continued

SCHEDULE:

It is expected that the draft report outlining recommendations for the subject locations will be completed in May 2012. The draft document will be submitted to MassDOT for review and comment. It is expected that the final report will be completed by August 2012.

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$50,000 (\$40,000 federal)	18 weeks
MassHighway	(\$10,000 state)	N/A
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$50,000.	18 weeks

TASK 3.3 REGIONAL CONGESTION MANAGEMENT/ REGIONAL BOTTLENECKS

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. Identify and evaluate three Bottlenecks impacting congestion in the region. Once these locations have been identified and improvement projects have been outlined, they will be presented to the NMMPO for possible Congestion Mitigation and Air Quality (CMAQ) funding in a future year of the TIP.

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. Identify the region's top 3 bottlenecks which could be addressed with low-cost improvements
4. Continue to monitor and assess ridership information for high ridership transit routes.
5. Work with local communities to identify possible mitigation strategies for congested locations.
6. Assess effectiveness of potential strategies.
7. Prepare draft report documenting findings annually.
8. Revise draft report based on comments received from the public review process.
9. Prepare the final annual report.
10. Recommend CMAQ eligible TIP projects.

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
- Traffic impact studies for various development project throughout the region

PRODUCTS:

- Draft Congestion Management Program Report
- Final Report Congestion Management Program Report
- Identified top 3 bottleneck locations with recommended improvements for future TIP programming

TASK 3.3 REGIONAL CONGESTION MANAGEMENT/ REGIONAL BOTTLENECKS
-Continued

SCHEDULE:

It is expected that the draft report updating the travel conditions and congestion levels throughout the region will be completed in June 2012. The final report is expected to be complete by September 2012.

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$25,000. (\$20,000 federal)	12 Weeks
MassDOT	(\$5,000 state)	N/N
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$25,000.	12 weeks

TASK 3.4 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 MassDOT 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 include forming the board, setting up the processes, protocols and by-laws, and pre-certifying engineering firms. The administrative oversight consists of receiving the petition, adhering to established protocol, maintaining documentation, and convening board meetings. These 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.

Under this task, research would be performed to collect and maintain information regarding the County Roads throughout the region. Administrative tasks for the Adjudicatory Board would be ongoing maintenance and continued development of, bylaws, protocol, and process 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. Reconvene the Board to address the processing of petitions as needed
2. Update data relative to county roads
3. Hold meetings of the board as required in the legislation
4. Maintain Bylaws and procedures
5. Processing petitions received.

PREVIOUS WORK:

- Develop bylaws, process and protocol for the Board that address the processing of petitions
- Maintain an inventory of county roadways and a database of available records
- Previous work on updating the roadway inventory file and mapping county road network
- Past work relative to the TIP, RTP, Pavement Management, and functional classification.
- Formation of Adjudicatory Board for county roads as established in Chapter 336 of the Acts of 2006.

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
4. Processing petitions received

TASK 3.4 COUNTY ROADS PETITION PROCESS – Continued

SCHEDULE:

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

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$12,500 (\$10,000 federal)	4 weeks
MassDOT	(\$2,500 state)	N/A
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$12,500.	4 weeks

TASK 3.5 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 \$562,439 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.

NMCOG has established a contract with MassDOT for this process and is in the process of developing and issuing an RFP for Consultant services. NMCOG will administer the consultant contract.

PROPOSED ACTIVITIES:

TASK 3.5 WOOD STREET CORRIDOR STUDY/PERMANENT BRIDGE FEASIBILITY STUDY-LOWELL - Continued

NMCOG staff will work with MassDOT, FHWA, the City of Lowell, and the Towns of Chelmsford, Dracut, and Tyngsborough throughout the process. Below is a general description of the study process.

1. Issue RFP for consultant services and administer consultant selection process.
2. Work with established Technical Committee and Project Advisory Committee to review work products and solicit community input. These committees will include NMCOG, LRTA, MassDOT, the City of Lowell and the Towns of Chelmsford, Dracut, and Tyngsborough.
3. Administer and manage contract.
4. Assist with public outreach.

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
- Drum Hill Master Plan and subsequent update

PRODUCTS:

1. Consultant selection and contract award
2. Draft Wood Street Corridor Study/Rourke Bridge Permanent River Crossing Feasibility Study
3. Public meetings to solicit input.
4. Coordination of Technical Committee and Project Advisory Committee.

SCHEDULE:

It is expected that the Draft Report will be available by early 2013, and the Final Report is anticipated to be available by April 2013. All products will be submitted to the state transportation agencies and the local communities for review and comment.

Work Item	10/11	11/11	12/11	01/12	02/12	03/12	04/12	05/12	06/12	07/12	08/12	09/12	10/12	11/12	12/12	01/13	02/13	03/13	
Consultant selection and contract award	→																		
Establish Technical Committee and Project Advisory Committee	→																		
Draft Report																			
Final Report																			
Contract Administration	→																		
Public Outreach	→																		

**TASK 3.5 WOOD STREET CORRIDOR STUDY/PERMANENT BRIDGE FEASIBILITY
STUDY-LOWELL - Continued**

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$507,195 (\$405,756 Federal)	Consultant
MassDOT	(\$101,439 State)	Consultant
subtotal	\$507,195	Consultant
FHWA	\$55,244 (\$44,195 Federal)	Staff Time 40 weeks N/A
MassDOT	(\$11,049 State)	N/A
subtotal	\$55,244	Staff Time 40 weeks
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$562,439.	40 weeks

TASK 3.6 REGIONAL BICYCLE AND PEDESTRIAN PLAN

OBJECTIVE:

Develop a region-wide bicycle and pedestrian plan in an effort to make bicycling and walking a safe and convenient way to travel to work, school, shopping and recreational opportunities. The plan would include an inventory of the current bicycle and pedestrian facilities and assess the walk-ability and ride-ability of the roadway networks passing through the Northern Middlesex communities. The plan would also make recommendations to improve existing facilities and provide additional facilities and accommodations. Additionally, facilities will be recommended to the NMMPO for Transportation Enhancement or CMAQ funding in a future TIP.

PROPOSED ACTIVITIES:

1. Inventory existing Bike and Pedestrian Facilities.
2. Hold public input sessions around the region.
3. Identify potential future Bike and Pedestrian Facilities.
4. Recommend projects, programs and policies to make bicycling and walking more accessible.
5. Outline measures to promote and encourage bicycle and walking

PREVIOUS WORK:

- Yankee Doodle Bike Path Plan
- Bruce Freeman Rail Trail Plan
- Regional Transportation Plan

PRODUCTS:

1. Public input sessions
2. Inventory of existing bicycle and pedestrian facilities
3. Recommendations for new bicycle and pedestrian facilities for possible TIP funding
4. Region wide map of bicycle and pedestrian facilities

SCHEDULE:

Work Item	10/ 11	11/ 11	12/ 11	01/ 12	02/ 12	03/ 12	04/ 12	05/ 12	06/ 12	07/ 12	08/ 12	09/ 12
Inventory existing facilities	→											
Hold public meetings					→							
Develop plan recommendations						→						

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$20,000. (\$16,000 federal)	20 weeks
MassDOT	(\$4,000 state)	N/A
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$20,000.	20 weeks

TASK 3.7 RIVER MEADOW BROOK GREENWAY PLAN

OBJECTIVE:

The proposed project is to develop a greenway plan for the River Meadow Brook in Lowell. The River Meadow Brook runs south to north from the Industrial Avenue/Cross Point area to Lawrence Street and the Concord River. Much of the brook runs along the south side of the Lowell Connector. When the Connector was constructed it significantly altered the natural path of the brook. The Plan will encourage regional collaboration between the City of Lowell, the Lowell Parks and Conservation Trust, representatives from UMass Lowell, and residential and commercial abutters to the brook to develop recommendations for a greenway/multi-use path along the entire length of the River Meadow Brook. The greenway would connect regional multi-use paths, such as the Bruce Freeman Trail and the Concord River Greenway. The plan will improve the livability of the region, and continue the City’s smart growth initiatives by promoting sustainable development and offering alternative transportation options.

PROPOSED ACTIVITIES:

1. Inventory existing resources along the greenway
2. Public input sessions for the community and area businesses
3. Identify opportunities for connections to other facilities, such as the Bruce Freeman Rail Trail, Concord River Greenway, the Riverwalk and the Lowell Canalway system
4. Recommendations for advancing a multi- use path

PREVIOUS WORK:

- Yankee Doodle Bike Path Plan
- Bruce Freeman Rail Trail Plan
- Concord River Greenway Planning

PRODUCTS:

1. Inventory of existing conditions
2. Recommendations to the NMMPO for the development of a greenway / multi-use path with Transportation Enhancement or CMAQ funds through a future TIP
3. Identify links to other regional paths

SCHEDULE:

Work Item	10/ 11	11/ 11	12/ 11	01/ 12	02/ 12	03/ 12	04/ 12	05/ 12	06/ 12	07/ 12	08/ 12	09/ 12
Inventory existing facilities	→											
Hold public meetings			→									
Develop plan recommendations					→							

TASK 3.7 RIVER MEADOW BROOK GREENWAY PLAN - Continued

FUNDING:

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

TASK 3.8 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

OBJECTIVE:

Assist in the maintenance and any future updating of the Boston/Eastern Massachusetts Regional ITS Architecture in accordance with the Safe, Affordable, Flexible, and Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU) which requires that all ITS projects funded through the Highway Trust Fund be in conformance with National ITS Architecture and applicable standards. MassDOT Office of Transportation Planning has led the effort to develop an ITS Architecture for the Region. Staff will also work with the on regional ITS planning. NMCOG will continue to coordinate update and maintenance with MassDOT and the local communities. In FY 2011 MassDOT completed and update of the Regional ITS Architecture. NMCOG will participate in activities related to the implementation of the updated Regional ITS Architecture.

PROPOSED ACTIVITIES:

1. Continue to train and educate staff through ITS workshops and other training opportunities so that staff may assist local stakeholders with the maintenance and update efforts
2. Continue to work with FTA consultants to address the ITS needs of the LRTA in support of the Regional Architecture through coordination of transit elements with the overall Regional Architecture.
3. Continue to assist in educating key stakeholders, such as local officials and members, regarding ITS and its potential applications in the region.
4. Assist in developing an ITS Vision for the region, consistent with the existing and anticipated local transportation infrastructure and institutional capabilities.
5. Assist in ensuring a seamless transition of ITS activities between the adjacent metropolitan regions.
6. Ensure short- and long-range ITS projects are consistent with the overall transportation planning process, including the Regional Transportation Plan, the Transportation Improvement Program, and the MPO approval process.

PREVIOUS WORK:

- Staff has attended several workshops and training sessions run by FHWA and MassDOT regarding ITS
- Staff has assisted the LRTA in the development of the Transit Service Plan which includes an assessment of ITS needs
- Staff has participated in the MassDOT ITS Working Group
- Identification of ITS stakeholders and projects throughout the region
- Development of the Regional ITS Architecture

PRODUCTS:

- Facilitate education and training of ITS stakeholders
- Assistance to MassDOT in maintaining and updating the Regional ITS Architecture
- Preparation of MOUs and other agreements between various ITS stakeholders
- Monitoring ITS projects to ensure consistency with the transportation planning process.

TASK 3.8 INTELLIGENT TRANSPORTATION SYSTEMS (ITS) - Continued

SCHEDULE:

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$8,000 (\$6,400 federal)	4 weeks
MassDOT	(\$1,600 state)	N/A
FTA §5303	\$ 2,231.	.6 weeks
LRTA §5307	-0-	-0-
NMCOG Match	\$558.	.2 weeks
Total	\$10,789.	4.8 weeks

TASK 3.9 IDENTIFYING THE IMPACTS OF CLIMATE CHANGE ON REGIONAL TRANSPORTATION

OBJECTIVE:

To identify the impacts of climate change on transportation in the Northern Middlesex region and implement strategies to address these impacts by reducing the levels greenhouse gas (GHG) emissions from transportation sources. This also includes assessing the impacts climate change on the regional transportation infrastructure by identifying areas vulnerable to flooding and inventorying transportation infrastructure potentially impacted.

PROPOSED ACTIVITIES:

1. Develop strategies for reducing GHG emissions
2. Continue to work with Regional partners to improve access to alternative transportation options
3. Develop a GIS based inventory of vulnerable infrastructure in the region.
4. Assist communities in the development of local climate action plans
5. Participate in GreenDOT initiatives
6. Coordinate and integrate activities as they relate to Climate Change and transportation planning.

PREVIOUS WORK:

- Participation on the City of Lowell’s Climate Action Plan Advisory Committee
- Completion of the region’s Pre-Disaster Mitigation Plan
- Massachusetts’ clean Energy and Climate Plan for 2020.

PRODUCTS:

1. GIS map and database of flood hazard areas and vulnerable transportation infrastructure
2. Technical memo outlining potential GHG reduction strategies

SCHEDULE:

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

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$16,000 (\$12,800 federal)	3 weeks
MassDOT	(\$3,200 state)	N/A
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	558.	.2 weeks
Total	\$12,788.	4.8 weeks

TASK 4
ONGOING TRANSPORTATION PLANNING

TASK 4.1 REGIONAL TRANSIT PLANNING

OBJECTIVE:

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.

TASK 4.1 REGIONAL TRANSIT PLANNING - Continued

SCHEDULE:

This is an ongoing task throughout the year.

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

FUNDING:

Funding Source		Estimated Staff Effort
FHWA		-0-
MassDOT		-0-
FTA §5303	\$8,925.	2.9 weeks
LRTA §5307	54,500.	18.2 weeks
NMCOG Match	10,856.	3.6 weeks
LRTA Match	5,000.	1.7 weeks
Total	\$79,281.	26.4 weeks

TASK 4.2 TRANSPORTATION AND ECONOMIC DEVELOPMENT PRIORITIZATION AND COORDINATION STUDY

OBJECTIVE:

The economic conditions in the Greater Lowell region have improved only slightly since 2010. Notwithstanding the passage of the American Recovery and Reinvestment Act (ARRA) of 2009, the national, state and regional economies have not improved significantly. This region received ARRA funds through the U.S. Department of Transportation (US DOT) for critical transportation projects in Chelmsford, Tewksbury and Westford. Additionally, the City of Lowell received a Public Works grant from the Economic Development Administration (EDA) of the U.S. Department of Commerce (US DOC) to implement bridge and street infrastructure improvements associated with the Hamilton Canal project. These transportation infrastructure projects will have a positive impact upon the regional economy as well.

The economic competitiveness of the Greater Lowell region depends largely on the quality of our transportation system. The widening of Route 3 has already generated economic benefits for the region, while also addressing critical traffic and safety issues. Our region is well served by the highway network provided through I-495, I-93 and Route 3, as well as the local street network. This efficient highway network benefits the regional economy by supporting businesses in accessing labor, supply and customer markets. Investing in transportation improvements as a means to attract new private investment will help to grow the Greater Lowell economy.

The Northern Middlesex Council of Governments (NMCOG) has maintained its partnership with EDA through the development and submission of the *Greater Lowell Comprehensive Economic Development Strategy (CEDS) for 2009-2013*. This Five-Year CEDS document provides an “economic blueprint” for the Greater Lowell region and identifies barriers to economic growth, such as the transportation infrastructure. The CEDS “grass-roots” planning process and document have clearly demonstrated the need to link economic development and transportation planning in order to maintain the region’s transportation infrastructure and economic competitiveness. Upon receipt of another Short-Term EDA planning contract, NMCOG will develop the *Annual CEDS Update for 2009-2011*. NMCOG will be submitting its Economic Development District (EDD) application to EDA once the Short-Term EDA planning contract is in place, thus providing additional economic development benefits for the region.

Work undertaken during the next year will build upon those activities already completed under the FY 2011 UPWP, as well as the additional economic development activities undertaken by NMCOG through its CEDS and District Local Technical Assistance (DLTA) contracts. NMCOG has continued to work with the Town of Tewksbury to develop the Lowell Junction project in conjunction with the towns of Andover and Wilmington and with the Town of Billerica to encourage private investment along the Middlesex Turnpike, which has resulted in the expansion of EMD Serono. These projects will be completed through the use of the established economic development and transportation partnerships in the region and will lead to additional transportation improvement project recommendations that will be incorporated into the TIP, UPWP, future Regional Transportation Plans, the Regional Congestion Management Plan and the new *Annual CEDS Update for 2009-2011*.

TASK 4.2 TRANSPORTATION AND ECONOMIC DEVELOPMENT PRIORITIZATION AND COORDINATION STUDY-Continued

As part of its Chapter 43D efforts, NMCOG worked with the Towns of Billerica, Bedford, Burlington, Chelmsford and Lowell on the development of the infrastructure study and “branding” strategy for Route 3 to encourage additional private investment. Within the *Greater Lowell CEDS for 2009-2013*, the Greater Lowell CEDS Committee identified fifty (50) short-term priority projects to be completed within eighteen months, as well as eight major development projects. The three major projects in the region that have strong transportation and economic development components are the following: Hamilton Canal, Lowell Junction, and Middlesex Turnpike. The implementation of these three projects is likely to result in more than 5,000 permanent jobs. Work completed under this task will include moving these projects, which are summarized below, towards implementation:

Hamilton Canal

The Hamilton Canal District project is an innovative public-private partnership between the City of Lowell and Trinity Financial, the designated Master Developer. The \$800 million, two million square foot project will include 350,000 square feet of office and research and development space, 50,000 square feet of retail space, 700 new housing units, and a new Judicial Center housing the Lowell Trial Courts. The completed project will also result in the creation of up to 1,000 permanent full-time jobs at a designated Priority Development site. The first phase of the Hamilton Canal District construction project began in November 2009 and there will be a build out timeframe of ten to thirteen years over six phases of construction. In July 2010 the City was awarded an EDA public works grant for \$ 2 million, which will pay for the replacement of the Revere Bridge and provide enhanced access to the development site. Adjacent to this project is the Hamilton Crossings Project, which will renovate mill space in order to support the expansion of the Lowell Community Health Center and create 100 new jobs. This project will tie into the recently constructed 900-space parking garage financed through local funds. The Lowell Community Health Center will be applying for federal and state assistance as well.

Lowell Junction

The Lowell Junction project consists of the construction of a new highway interchange on I-93 in the Towns of Andover, Tewksbury and Wilmington. The new interchange is proposed to be located between the I-93/Route 125 interchange in Wilmington and the I-93/Dascomb Road Interchange in Andover, an area referred to as Lowell Junction. The purpose of the project is to relieve traffic congestion on I-93 and adjacent local roadways, and to improve access to existing industrial and commercial developments, and to undeveloped land suitable for industrial and commercial development.

Given the amount of available undeveloped and underutilized land, the Lowell Junction/I-93 Development Area has the potential to become one of the largest concentrations of employment in northeastern Massachusetts. The area’s strategic location north of the research and development centers of Boston, Cambridge and Route 128, and immediately south of the technology manufacturing centers of the Merrimack Valley, place it at the nexus of the Commonwealth’s initiatives to retain and develop employment opportunities in the communications, technology, instrumentation and life sciences sectors. With its strategic location between Route 125 and Dascomb Road, the proposed new interchange would open up 700 acres of currently landlocked land for development.

TASK 4.2 TRANSPORTATION AND ECONOMIC DEVELOPMENT PRIORITIZATION AND COORDINATION STUDY-Continued

The Towns of Andover, Tewksbury and Wilmington formed the Tri Town Development Task Force in order to create a Unified Development Vision for the area and to move the project forward. As a result of the public planning process, a mixed-use vision emerged which will allow for science and technology based development, around sustainable mixed-use “villages” which offer a compact setting for office and retail uses. The three towns are committed to reaching unanimous agreement on a final development area master plan and tying these developments together through a form-based zoning code. The three towns have received designation of this area as a Priority Development Site under Chapter 43D, while Andover and Tewksbury have been jointly designated as an Economic Target Area (ETA) under the Economic Development Incentive Program (EDIP). The towns are still in the process of receiving public comments on the draft Form-Based zoning code for the area.

Middlesex Turnpike

Middlesex Turnpike connects the communities of Billerica, Bedford and Burlington and is a significant regional economic center and home to several major international and national companies. Transportation improvements along the corridor will improve access to these firms and are vital to attracting and maintaining employees, accommodating the needs of commuters, and facilitating the transport of goods along the corridor. Middlesex Turnpike provides direct access to I-95 and Route 3, which are recognized as leading technology corridors in the region.

The Massachusetts Executive Office of Housing and Economic Development (EOHED) has targeted this area for future economic growth and expansion through its approval of Priority Development Sites along the corridor in Burlington and Billerica. This area has seen the relocation and expansion of several high tech and life sciences firms, such as Anika Therapeutics, Inc, IRobot and EMD Serono. The three communities have been designated as Economic Target Areas (ETA) and are quite aggressive in attracting new firms and working with existing firms on their expansion firms. The Route 3 infrastructure needs study and “branding” initiatives tie directly into the Middlesex Turnpike efforts as well.

Phase III of the Middlesex Turnpike project, which includes improvements to 1.6 miles of the turnpike from the northern terminus of Phase II to 1,000 feet north of Manning Road in Billerica, will create tremendous economic benefits for this region. It is anticipated that the Phase III project will create 150 construction jobs and support an additional 1.7 million square feet of new commercial, industrial and residential space along the corridor, which equates to 2,500 new office, R & D and industrial jobs.

DLTA Corridor Initiatives

In addition to the three major development projects highlighted within the CEDS document, NMCOG will be working on several corridor initiatives with local communities through the resources provided under the DLTA program. The corridor initiatives outlined within the DLTA IV program include Route 3A in Billerica, Main Street in Pepperell, Route 38, East Street, Route 133 and Woburn Street in Tewksbury and Route 110 in Westford. These seven projects are focusing upon the transportation, land use and economic development components of these corridors in order to encourage private investment, address traffic issues and reduce conflicts between adjacent zoning areas.

TASK 4.2 TRANSPORTATION AND ECONOMIC DEVELOPMENT PRIORITIZATION AND COORDINATION STUDY-Continued

Furthermore, NMCOG is working on town center and neighborhood master plans through the Town Center Neighborhood Development Plan in Billerica, the Village Center Overlay in Dracut, and the Middlesex Village Master Plan in Lowell, which will tie into the Rourke Bridge/Wood Street Corridor Study. Additionally, EDA has proposed changes to its comprehensive planning criteria with increased emphasis on cluster industries, foreign trade and “green” industries, which has encouraged NMCOG to work with the Montachusett Regional Planning Agency to submit a joint Economic Adjustment grant to EDA in order to address the Siting of Renewable Energy Facilities in both regions.

PROPOSED ACTIVITIES:

1. Provide assistance to the City of Lowell and Towns of Tewksbury and Billerica in moving the three major development projects forward as follows:
 - **Hamilton Canal**- Continue to work with the City to identify funding sources for off-site traffic mitigation and to improve pedestrian access to the area.
 - **Lowell Junction**- Continue to work with the three communities on future infrastructure needs to accommodate new growth and development. Participate in the Lowell Junction Task Force, the Working Group and the Cooperating Partners through the environmental and design processes.
 - **Middlesex Turnpike**- Provide ongoing assistance to the Town of Billerica in moving Phase III forward and work with the Town on related economic development initiatives.

2. Provide assistance to the City of Lowell and the Towns of Billerica, Dracut, Pepperell, Tewksbury and Westford on the following DLTA initiatives:
 - **Route 3A Corridor Study** – Work with the Town of Billerica to identify potential commercial clusters that can be prioritized to attract private investment and improve traffic flow.
 - **Town Center Neighborhood Overlay** – Outline the various transportation, economic development and zoning tools that may be used in Billerica Center to attract private investment while maintaining its “New England small town” identity.
 - **Village Center Overlay** – Identify commercial opportunities and traffic improvements in the Village Center in Dracut that will improve economic activity while preserving the quality of life.
 - **Middlesex Village Master Plan** – Work with the City of Lowell to finalize the Middlesex Village Master Plan that will identify priority improvements to provide balance between private investment and quality of life issues.
 - **Economic Development Initiative** – Develop a corridor study for Main Street in Pepperell that will address transportation, economic development and land use issues from Railroad Square to the rotary.
 - **Woburn Street Corridor** - Work with the Town of Tewksbury to implement the recommendations in the Woburn Street Corridor Study in order to encourage reuse of the former Raytheon Building and other economic development opportunities.
 - **Targeted Economic Development Plan** – Focus attention on improvements to Route 38, East Street and Route 133 in coordination with work on the Regional Transportation Plan and other transportation planning initiatives.

TASK 4.2 TRANSPORTATION AND ECONOMIC DEVELOPMENT PRIORITIZATION AND COORDINATION STUDY-Continued

- **Route 110/Westford** – Coordinate work on the Route 110 Economic Development Corridor Study with the Route 110/Minot Corner improvements currently under design.
3. Provide assistance to the Towns of Billerica, Chelmsford, Pepperell and Tewksbury to address those transportation issues related to their approved Priority Development Sites. The identified transportation needs will be folded into the TIP, UPWP and the Congestion Management Program.
 4. Tie together the CEDS Priority Projects and DLTA initiatives with the region's transportation planning program.

PREVIOUS WORK:

- 2007-2030 Regional Transportation Plan for the Northern Middlesex Region
- Comprehensive Economic Development Strategy (CEDS) for the Greater Lowell Region and Annual Updates
- Tyngsborough Economic Development Plan, 2006
- Economic Development component of the Westford Updated Comprehensive Master Plan, 2008
- Chelmsford Updated Comprehensive Master Plan, 2010

PRODUCTS:

1. Technical updates with the monthly billings on the progress on each of these components;
2. Assistance to the City of Lowell on the implementation of the Hamilton Canal project, the town of Tewksbury on the Lowell Junction project and the town of Billerica on the Middlesex Turnpike project;
3. Technical assistance to the City of Lowell and the Towns of Billerica, Dracut, Tewksbury, Pepperell and Westford on the Middlesex Village Master Plan, Town Center Neighborhood Overlay, Route 3A Corridor Study, Village Center Overlay, Targeted Economic Development Plan, Woburn Street Corridor, and Route 110 Economic Development Corridor Study.
4. Assistance to the Towns of Billerica, Chelmsford, Tewksbury and Pepperell to address those transportation issues related to their approved Priority Development Sites;
5. Coordination of the infrastructure needs identified through the CEDS Priority Projects and DLTA program with the region's overall transportation planning program; and
6. A technical report outlining the activities under this component will be developed in the fall of 2012.

**TASK 4.2 TRANSPORTATION AND ECONOMIC DEVELOPMENT
PRIORITIZATION AND COORDINATION STUDY-Continued**

SCHEDULE:

Progress on these components will be summarized in technical updates included with the monthly billings. Technical assistance to local communities will be provided on an ongoing basis. A technical report will be produced in September 2012.

Work Item	10/ 11	11/ 11	12/ 11	01/ 12	02/ 12	03/ 12	04/ 12	05/ 12	06/ 12	07/ 12	08/ 12	09/ 12
Technical assistance to communities												
Technical updates												
Technical report												

FUNDING:

Funding Source	Budget	Estimated Staff Effort
FHWA	\$48,000. (\$38,400 federal)	19.2 weeks
MassDOT	\$9,600 state)	
FTA §5303	-0-	-0-
LRTA §5307	-0-	-0-
NMCOG Match	-0-	-0-
Total	\$48,000.	19.2 weeks

NORTHERN MIDDLESEX COUNCIL OF GOVERNMENTS STAFF

- Beverly Woods, Executive Director (0%)
- Jay Donovan, Assistant director (35%)
- Sarah Bradbury, Transportation Program Manager (100%)
- Christopher Curry, Comprehensive/Transit Planner (100%)
- John Matley, GIS Analyst (70%)
- David Tilton, Transportation Planner (70%)
- Justin Howard, Transportation Planner (100%)
- Angela Vincent, Municipal Management Specialist (25%)
- Linda Bendzewicz, Financial Manager (0%)
- Janet Thompson, Administrative Assistant (0%)
- George Russell, Regional Planner (40%)
- Nathaniel Strosberg, Land Use/Permitting Planner (25%)

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

TRANSPORTATION PLANNING STAFF

- Sarah Bradbury, Transportation Program Manager
- Christopher Curry, Comprehensive /Transit Planner
- Jay Donovan, Assistant Planner
- Angela Vincent, Municipal Management Specialist
- Justin Howard, Transportation Planner
- Nathaniel Strosberg, Land Use/Permitting 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.

FY 2012 UPWP Budget

TASK	MASSDOT			NRPC/NHD OT	MASSDOT HPP	NPS ALTERNATIVE MODES	FTA §5303	FTA/LRTA §5307	NMCOG MATCH	LRTA MATCH	TOTAL
	(PL) FEDERAL	STATE	TOTAL								
1.1-Management of the 3C Process	\$63,039	\$15,760	\$78,799	\$0	\$0	\$0	\$25,348	\$0	\$6,337	\$0	\$110,484
1.2-Unified Work Program	\$8,000	\$2,000	\$10,000	\$0	\$0	\$0	\$10,710	\$0	\$2,678	\$0	\$23,388
1.3-Public Participation	\$28,000	\$7,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000
1.4-Transportation Improvement Program	\$28,000	\$7,000	\$35,000	\$0	\$0	\$0	\$9,917	\$0	\$2,479	\$0	\$47,396
1.5-Statewide Funding Proposal Assistance	\$8,000	\$2,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
1.6-Environmental Justice	\$16,000	\$4,000	\$20,000	\$0	\$0	\$0	\$5,950	\$0	\$1,488	\$0	\$27,438
1.7-Safety and Security	\$6,800	\$1,700	\$8,500	\$0	\$0	\$0	\$5,950	\$0	\$1,488	\$0	\$15,938
1.8-Tech.Asst.-Trolley Extension	\$0	\$0	\$0	\$0	\$0	\$10,243	\$0	\$0	\$0	\$0	\$10,243
1.9- Local Technical Assistance	\$16,000	\$4,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
subtotal	\$173,839	\$43,460	\$217,299	\$0	\$0	\$10,243	\$57,875	\$0	\$14,470	\$0	\$279,887
2.1-Traffic Counting	\$44,000	\$11,000	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,000
2.2-GIS	\$52,000	\$13,000	\$65,000	\$0	\$0	\$0	\$8,925	\$10,000	\$4,731	\$0	\$88,656
2.3-Data Collection and Analysis	\$52,800	\$13,200	\$66,000	\$0	\$0	\$0	\$0	\$10,000	\$2,500	\$0	\$78,500
2.4-Regional Pavement Management	\$19,200	\$4,800	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000
2.5-Regional Travel Demand Modeling	\$4,000	\$1,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
2.6-Transit System Performance Surveillance	\$0	\$0	\$0	\$0	\$0	\$0	\$21,213	\$15,500	\$9,178	\$0	\$45,891
subtotal	\$172,000	\$43,000	\$215,000	\$0	\$0	\$0	\$30,138	\$35,500	\$16,409	\$0	\$297,047
3.1-Rt. 3 Exit 36 study	\$20,000	\$5,000	\$25,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000
3.2-High Crash Intersection Analysis	\$40,000	\$10,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
3.3-Congestion Management/Regional Bottlenecks	\$20,000	\$5,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
3.4-County Roads Petition Process	\$10,000	\$2,500	\$12,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500
3.5-Wood St./Permanent Bridge Study	\$0	\$0	\$0	\$0	\$562,439	\$0	\$0	\$0	\$0	\$0	\$562,439
3.6- Regional Bicycle and Pedestrian Plan	\$16,000	\$4,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
3.7- River Meadow Brook Greenway Plan	\$8,000	\$2,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
3.8-Intelligent Transportation System (ITS)	\$6,400	\$1,600	\$8,000	\$0	\$0	\$0	\$2,231	\$0	\$558	\$0	\$10,789
3.9-Identifying Impacts of Climate Change and analyzing GHG emissions	\$12,800	\$3,200	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000
subtotal	\$133,200	\$33,300	\$166,500	\$100,000	\$562,439	\$0	\$2,231	\$0	\$558	\$0	\$831,728
4.1-Regional Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$8,925	\$54,500	\$10,856	\$5,000	\$79,281
4.2-Transp. & Econ. Develop. Prioritization/Cc	\$38,400	\$9,600	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,000
subtotal	\$38,400	\$9,600	\$48,000	\$0	\$0	\$0	\$8,925	\$54,500	\$10,856	\$5,000	\$127,281
TOTALS	\$517,439	\$129,360	\$646,799	\$100,000	\$562,439	\$10,243	\$99,169	\$90,000	\$42,292	\$5,000	\$1,535,942

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**PL ALLOCATION
BALANCE SHEET**

(As of 06/2011)

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>			<i>2,092,437.30</i>
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>			<i>2,103,854.33</i>
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>			<i>2,278,633.74</i>
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
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>			<i>2,386,293.90</i>
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>			
<i>2,176,663.35</i>			
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>			
<i>2,401,506.82</i>			
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
35006-17	41,061.08	5,915,102.37	2,158,666.75
35006-18	43,483.78	5,958,586.15	2,115,182.97
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
35006-34	37,958.62	6,637,595.80	2,667,242.32
35006-35	47,340.39	6,684,936.19	2,619,901.93
35006-36	47,458.85	6,732,395.04	2,572,443.08
35006-37	42,012.29	6,774,407.33	2,530,430.79
35006-38	33,983.97	6,808,391.30	2,496,446.82
35006-39	29,229.96	6,837,621.26	2,467,216.86
35006-40	28,391.52	6,866,012.78	2,438,825.34
35006-41	16,898.45	6,882,911.23	2,421,926.89
35006-42	26,527.02	6,909,438.25	2,395,399.87
35006-43	37,054.15	6,946,492.40	2,358,345.72
35006-44	42,252.12	6,988,744.52	2,316,093.60
<i>Adjustment due to Contract Amendment --- add 259,828</i>			<i>2,575,921.60</i>
35006-45	42,512.18	7,031,256.70	2,533,409.42
<i>Adjustment due to FY '08 allocation --- add 651,016</i>			<i>3,184,425.42</i>
35006-46	50,830.63	7,082,087.33	3,133,594.79
35006-47	65,750.18	7,147,837.51	3,067,844.61
35006-48	67,611.66	7,215,449.17	3,000,232.95
55725-01	46,210.85	7,261,660.02	2,954,022.10
55725-02	39,692.60	7,301,352.62	2,914,329.50
55725-03	34,812.02	7,336,164.64	2,879,517.48
55725-04	39,323.41	7,375,488.05	2,840,194.07
55725-05	42,832.09	7,418,320.14	2,797,361.98
55725-06	42,997.39	7,461,317.53	2,754,364.59
55725-07	38,044.92	7,499,362.45	2,716,319.67
55725-08	26,796.49	7,526,158.94	2,689,523.18
55725-09	39,842.26	7,566,001.20	2,649,680.92
<i>Adjustment due to FY '09 allocation --- add 668,359</i>			<i>3,318,039.92</i>

55725-10	44,823.95	7,610,825.15	3,273,215.97
55725-11	50,353.42	7,661,178.57	3,222,862.55
55725-12	64,067.48	7,725,246.05	3,158,795.07
55725-13	46,803.63	7,772,049.68	3,111,991.44
55725-14	30,987.80	7,803,037.48	3,081,003.64
55725-15	35,755.01	7,838,792.49	3,045,248.63
55725-16	63,108.16	7,901,900.65	2,982,140.47
55725-17	63,978.82	7,965,879.47	2,918,161.65
55725-18	70,603.84	8,036,483.31	2,847,557.81
55725-19	59,865.54	8,096,348.85	2,787,692.27
55725-20	45,948.58	8,142,297.43	2,741,743.69
55725-21	49,756.43	8,192,053.86	2,691,987.26
<i>Adjustment due to FY '10 allocation --- add 646,799</i>			3,338,786.26
55725-22	58,228.65	8,250,282.51	3,280,557.61
55725-23	49,780.48	8,300,062.99	3,230,777.13
55725-24	47,267.40	8,347,330.39	3,183,509.73
55725-25	51,204.20	8,398,534.59	3,132,305.53
55725-26	40,058.67	8,438,593.26	3,092,246.86
55725-27	37,812.31	8,476,405.57	3,054,434.55
55725-28	67,608.26	8,544,013.83	2,986,826.29
55725-29	53,401.31	8,597,415.14	2,933,424.98
55725-30	49,827.23	8,647,242.37	2,883,597.75
55725-31	45,534.34	8,692,776.71	2,838,063.41
<i>Adjustment due to FY '11 allocation --- add 646,799</i>			3,484,862.41

NMCOG "PL" ALLOCATIONS

(by Federal Fiscal Year)

FISCAL YEAR	ANNUAL ALLOCATION	CUMULATIVE TOTAL
1974-81	N/A	\$660,358
1982	91,175	
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
2008	651,016	9,978,715
2009	668,359	10,647,074
2010	646,799	11,293,873
2011	646,799	11,940,672

PL EXPENDITURES			
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	2,326,540	1,913,138.34	7,099,237.34
55725	2,805,960	1,477,327.54	8,576,564.88