

Summary Narrative of Amendment 3 to the FFY 2024-2028 Transportation Improvement Program for the Northern Middlesex Region

Introduction and Overview

The following table summarizes a draft amendment to Fiscal Year 2024 of the FFY 2024-2028 Northern Middlesex Transportation Improvement Program (TIP). **Amendment 3** proposes a cost increase for Project #609035, which involves the rehabilitation of Boston Road in Westford, programmed for FY 2024. Once a project is programmed in the TIP and endorsed by the MPO board any subsequent changes must be released for public comment prior to MPO board approval.

The proposed amendment will open for a 21-day public comment period following the NMMPO meeting on April 24, 2024, where the board voted to release the amendment for public comment. A public comment meeting will be held on May 15, 2024, at 5:30 PM via Zoom using the following link: <https://us02web.zoom.us/j/82059514317>. The public is invited to comment on this amendment by email to publiccomments@nmcog.org, or by mail to NMCOG, 672 Suffolk Street, Suite 100, Lowell, MA 01854. The public comment period will open on April 24, 2024, and close on May 16, 2024. The NMMPO will meet again on May 22, 2024, to hear any comments received and vote to endorse this amendment.

Table of Changes FFY 2024 Project #609035 – “Rehabilitation of Boston Road in Westford”

Project Funding	Former Value	New Value	Variance
Regional: CMAQ	\$1,725,000	\$1,725,000	\$0
Regional: TAP	\$281,909	\$1,000,000	+\$718,091
Regional: STBG	\$8,272,207	\$9,162,651	+\$890,444
Section 2B (State TIP): STBG	\$0	\$3,205,943	+\$3,205,943
TOTAL	\$10,019,116	\$15,093,594	+\$5,074,478

TIP Program Description

The Transportation Improvement Program (TIP) is a critical federally mandated document that directs the allocation of federal transportation funding within the NMMPO region. The TIP outlines a five-year capital plan, featuring a diverse array of projects anticipated to receive federal and state aid. The most [recent TIP](#) is available on the NMCOG website as well as TIPs from [recent years](#). Our TIP is bifurcated into two principal components: one focusing on transit

projects through the Lowell Regional Transit Authority's (LRTA) and the other on regional transportation infrastructure enhancements. The Program of Projects forms the core of the TIP. Proposed changes to the TIP, referred to as "amendments", are presented to the NMMPO Board for comprehensive review and consideration for inclusion in the regional plan.

Invitation for Public Comment

The NMMPO invites the public to provide their input on this TIP amendment package. We have established a 21-day comment period to ensure sufficient opportunity for community feedback. This process satisfies the MPO's public participation requirements for the Program of Projects.

Please refer any comments by email to publiccomments@nmcog.org, or by mail to NMCOG, 672 Suffolk Street, Suite 100, Lowell, MA 01854.

Detailed List of Proposed Changes

1. 609035 – Rehabilitation of Boston Road in Westford:

The project aims to reconstruct Boston Road from the Town Common to the I-495 Southbound Ramps. This extensive rehabilitation will address existing geometric deficiencies and includes the addition of a sidewalk on one side and on-road bicycle lanes in both directions, enhancing safety for all road users. The rehabilitation will also involve full depth pavement reclamation due to the deteriorated state of the existing pavement, and extensive trenching required for drainage and water main replacements. Originally budgeted at approximately \$10.02 million, the total cost has now increased to about \$15.09 million, reflecting an increase of \$5.07 million. The additional funding is sourced primarily from the Surface Transportation Block Grant Program (STBG), with substantial new allocations from the Transportation Alternatives Program (TAP) and a significant contribution from Section 2B (State TIP) under STBG. The cost increase for this project is primarily attributed to the need for widened pavement at a few strategic locations along Boston Road to facilitate one-way alternating traffic during the underground utility work. Prior to this change construction crews would have needed to close Boston Road to traffic. This adjustment ensures that traffic flow is maintained during construction, minimizing disruption to the local community and ensuring the safety of construction workers and road users.