

## Summary Narrative of Amendment 2 to the FFY 2024-2028 Transportation Improvement Program for the Northern Middlesex Region

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### 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 2** involved the addition of two new, fully funded, projects. These projects are considered statewide projects because they will occur in more than one MPO region. Because part of each of these projects will take place in the NMMPO region, the projects needed to be amended onto the NMMPO TIP.

The proposed amendment was released for a 21-day public comment period at the January 24, 2024 NMMPO meeting. A public comment meeting was held on February 14, 2024 via zoom. The public was invited to comment on this amendment by email to [pchristner@nmcog.org](mailto:pchristner@nmcog.org), [publiccomments@nmcog.org](mailto:publiccomments@nmcog.org) or by mail to NMCOG, 672 Suffolk Street, Suite 100, Lowell, MA 01854. After the public comment period closed on February 23, the NMMPO met on February 28, 2024 to heard any comments received and endorsed this amendment.

**Table of Changes to the FFY 2024 TIP Program of Projects**

Project Amendment	Notes	Project Number	Change
Resurfacing and Related Work on Route 110  Lowell- Dracut- Methuen	Add Regionally Prioritized Project  (National Highway Performance Program (NHPP) Funded)	608816	+ \$18,436,452
Bridge Preservation of 41 Bridges in Route 3 Corridor  Bedford- Billerica- Chelmsford- Tyngsborough	Add State Prioritized Project  (Highway Infrastructure Program (HIP) Funded)	613213	+ \$ 9,999,250

### 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.

### **Public Comment Summary**

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

#### **21-DAY PUBLIC COMMENT PERIOD: FEBRUARY 2, 2024 - FEBRUARY 23, 2024**

The NMMPO accepted public comments at [publiccomments@nmcog.org](mailto:publiccomments@nmcog.org) during the public comment period.

The NMMPO received no comments on the proposed amendment.

#### **VIRTUAL PUBLIC MEETING: FEBRUARY 14, 2024 AT 5:30 PM ON ZOOM**

NMMPO staff Paul Christner and Blake Acton hosted a virtual public meeting on Zoom. No members of the public attended the meeting, so no comments were recorded.

### **Detailed List of Changes**

#### **1. 608816 – Resurfacing and Related Work on Route 110:**

The purpose of this project is to resurface a 5.9-mile portion of the Route 110 corridor and provide overall improvements to the existing infrastructure. The project will provide new pedestrian and bicycle accommodations as well as update existing pedestrian accommodations to ADA compliance. Additionally, the proposed work will include pavement mill and overlay, restriping, and new signage. The proposed cross section consists of 11-foot travel lanes in each direction, a two-foot shoulder on the north side of the road, a 5.5-foot reconstructed sidewalk on the north side, and a 10-foot at-grade shared use path separated from the vehicle travel lane by a two-foot to six-foot buffer containing guardrail or flex-posts. The vehicle travel lanes, shoulders, and at-grade buffered shared use path are proposed to fit within the existing pavement width. The typical width of the buffer is proposed to be six feet. However, in areas where turn lanes are needed, or other constraints exist, the buffer may be reduced to two feet. The typical buffer separation will include w-beam guardrail with a backing on the post-side to protect the pedestrians and bicyclists. Breaks would be provided along the guardrail for driveways and at pedestrian crossings/access points. Flex posts are proposed, in place of guardrail, in areas where there are frequent driveways, and in constrained areas where the buffer narrows.

2. **613213 – Bridge Preservation of 41 Bridges in Route 3 Corridor:**

This project will perform minor concrete patching to the existing bridge components as well as joint replacement on 41 bridges carrying Route 3 from the NH line to the town of Bedford.

## ENDORSEMENT OF AMENDMENT 2 TO THE FFY 2024 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE NORTHERN MIDDLESEX REGION

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### FFY 2024-2028 Northern Middlesex Transportation Program Air Quality Endorsement Statement

This document certifies that on February 28, 2024 the Northern Middlesex Metropolitan Planning Organization endorsed Amendment #2 to the FFY 2024-2028 Transportation Improvement Program for the Northern Middlesex Region. This TIP amendment is being endorsed in accordance with the 3C Transportation Planning Process and complies with the requirements in the Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law” (BIL).

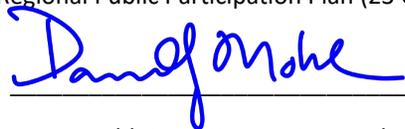
### Air Quality Conformity

Whereas, the 1990 Clean Air Act Amendments (CAAA) require Metropolitan Planning Organizations within non-attainment areas and/or attainment areas with maintenance plans to perform air quality conformity determinations prior to the approval of transportation plans and transportation improvement programs, and at such other times as required by regulation;

Whereas, the air quality conformity analysis prepared for the FFY 2024-2028 Transportation Improvement Program also demonstrates air quality conformity of the Northern Middlesex Regional Transportation Plan (RTP), and that all regionally significant transportation projects in the FFY 2024-2028 Transportation Improvement Program are contained in the Regional Transportation Plan, and that all regionally significant projects in the 2020 to 2040 timeframe of the Regional Transportation Plan are modeled in the FFY 2024-2028 Transportation Improvement Program's air quality conformity analyses;

Whereas, the NMMPO has completed its review in accordance with Section 176(c) (4) of the Clean Air Act as amended in 1990 [42 U.S.C. 7251 (a)], and hereby certifies that Amendment 2 to the FFY 2024-2028 TIP is financially constrained and that the implementation of the RTP satisfies the conformity criteria specified in both 40 CFR Part 51 and 93 (8/15/1997) and 310 CMR 60.03 (12/30/1994). Based on the results of the conformity analyses, the RTP and FFY 2024-2028 TIP is consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan;

Therefore, in accordance with 23 CFR Part 450.326 (Development and content of the Transportation Improvement Program) and the Northern Middlesex MPO Regional Public Participation Plan (23 CFR 450.316), the MPO hereby endorses the FFY 2024-2028 Transportation Improvement Program.



for

February 28, 2024

Monica Tibbits-Nutt, Secretary and CEO  
Massachusetts Department of Transportation (MassDOT);  
Chair, Northern Middlesex Metropolitan Planning Organization (NMMPO)

Date

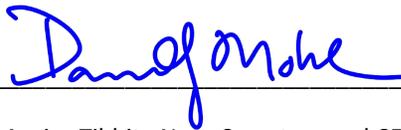
## 310 CMR 60.05: GLOBAL WARMING SOLUTIONS ACT REQUIREMENTS FOR THE TRANSPORTATION SECTOR AND THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

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### Self-Certification Compliance Statement for Metropolitan Planning Organizations

This will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Northern Middlesex Metropolitan Planning Organization (NMMPO) Transportation Improvement Program is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

1. 310 CMR 60.05(5)(a)1.: Evaluate and report the aggregate transportation GHG emissions impacts of MTPs and TIPs;
2. 310 CMR 60.05(5)(a)2.: In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in MTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts;
3. 310 CMR 60.05(5)(a)3.: Quantify net transportation GHG emissions impacts resulting from the projects in MTPs and TIPs and certify in a statement included with MTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts;
4. 310 CMR 60.05(5)(a)4.: Determine in consultation with the RPA that the appropriate planning assumptions used for transportation GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05(8)(a)2.a.: Develop MTPs and TIPs;
6. 310 CMR 60.05(8)(a)2.b.: Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05(8)(a)2.c.: Perform regional aggregate transportation GHG emissions impact analysis of MTPs and TIPs;
8. 310 CMR 60.05(8)(a)2.d.: Calculate aggregate transportation GHG emissions impacts for MTPs and TIPs;
9. 310 CMR 60.05(8)(a)2.e.: Develop public consultation procedures for aggregate transportation GHG emissions impact reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05(8)(c): Prior to making final endorsements on the MTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in MTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the MTPs, TIPs, and STIPs; and
11. 310 CMR 60.05(8)(a)1.c.: After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed MTPs, TIPs, STIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.



for

February 28, 2024

Monica Tibbits-Nutt, Secretary and CEO  
Massachusetts Department of Transportation (MassDOT);  
Chair, Northern Middlesex Metropolitan Planning Organization (NMMPO)

Date

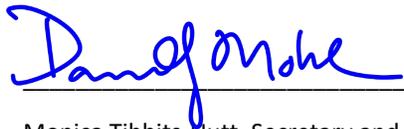
## SELF-CERTIFICATION OF THE 3C PLANNING PROCESS

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### FFY 2025-2029 Northern Middlesex Transportation Program 3C Process Statement

The Northern Middlesex Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101 (b) of the Fast Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 CFR Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.



for

February 28, 2024

Monica Tibbits-Nutt, Secretary and CEO  
Massachusetts Department of Transportation (MassDOT);  
Chair, Northern Middlesex Metropolitan Planning Organization (NMMPO)

Date