

Northern Middlesex Metropolitan Planning Organization

REGULAR MEETING | January 28, 2026



**NORTHERN
MIDDLESEX
METROPOLITAN
PLANNING
ORGANIZATION**
MOVING THE REGION SINCE 1976



VIRTUAL MEETING

Notice of Nondiscrimination

You are invited to participate in our transportation planning process, regardless of your race, color, national origin (including limited English proficiency), religion, creed, gender, ancestry, ethnicity, disability, age, sex, sexual orientation, gender identity or expression, veteran's status, or background.

Español (Spanish)

Si necesita esta información en otro idioma, por favor contacte al especialista de NMCOG del Título VI al 978-454-8021.

Português (Portuguese)

Caso esta informação seja necessária em outro idioma, favor contar o Especialista em Título VI do NMCOG pelo telefone 978-454-8021.

Tiếng Việt (Vietnamese)

Nếu quý vị cần thông tin này bằng ngôn ngữ khác, vui lòng liên hệ với Chuyên gia Bảo vệ Quyền Dân sự Bộ VI của NMCOG qua số điện thoại 978-454-8021.

简体中文 (Simplified Chinese)

如果您需要使用其他语言了解这些信息，请联系北密德尔塞克斯政府协会(NMCOG)第六章专员，电话978-454-8021。

繁體中文 (Traditional Chinese)

如果您需要使用其他語言了解這些信息，請聯繫北密德爾塞克斯政府協會(NMCOG)第六章專員，電話978-454-8021。

ភាសាខ្មែរ (Khmer)

ប្រសិនបើអ្នកត្រូវការព័ត៌មាននេះជាភាសាខ្មែរទៀត សូមទាក់ទងមកឯកទេសករផ្នែកទី VI នៃ NMCOG តាមរយៈលេខ ទូរស័ព្ទ 978-454-8021។

ગુજરાતી (Gujarati)

જો તમને આ માહિતી બીજી કોઈ ભાષામાં જોઈતી હોય તો, કૃપા કરીને નોર્થ મિડલસેક્સ કાઉન્સિલ ઓફ ગવર્નમેન્ટ્સ (NMCOG) ટાઇટલ VI સ્પેશ્યાલિસ્ટનો ફોન નંબર 978-454-8021 પર સંપર્ક કરો.

AGENDA

1. Welcome & Introductions
2. Open Forum
3. Action: December 3 NMMPO Minutes
4. Action: FFY2026-2030 Transportation Improvement Program Amendment Package
 1. Amendment #2: Billerica – Yankee Doodle Bike Path Construction (Phase 1)
 2. Amendment #3: Billerica – Yankee Doodle Bike Path Construction (Phase 2)
 3. Amendment #4: Dracut – Improvements at George Englesby Elementary School (SRTS)
 4. Amendment #5: LRTA – FTA Low-No-Emission and Bus and Bus Facility Grant Award
5. Action: MassDOT CY26 Safety Performance Measure Update
6. Action: LRTA TAM Target Adjustment
7. TIP Funding Program Study
8. FFY2027-2031 TIP and UPWP Development Timelines
9. Greater Lowell Bicycle and Pedestrian Plan Update
10. Status Report on TIP Projects Under Design & Construction
11. Other Business
12. Adjournment

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WELCOME AND INTRODUCTIONS

Roll call of MPO Board Members

Derek Shooster, MassDOT*

Brian Fallon, MassDOT**

Pat Wojtas, NMCOG

Stephen Themelis, NMCOG

Lowell City Council Seat (vacant)

Tom Bomil / Bob Rafferty, LRTA

Karyn Puleo, LRTA

Ex-officio members

- FHWA / FTA
- Jason Silva
- Jeff Rosen

Welcome members of the public

*Representing Interim Secretary and CEO of MassDOT, Phillip Eng

**Representing MassDOT Highway Administrator, Jonathan Gulliver

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OPEN FORUM

- Open opportunity for comments from members of the public.



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APPROVAL OF December 3, 2025 MINUTES



Meeting Minutes
Northern Middlesex Metropolitan Planning Organization

Date: Wednesday, December 3, 2025
Time: 2:00 PM -PM
Location: Hybrid (NMCOG Office and via Zoom)
Attendees: **Voting members in Attendance:**

- Derek Shooster, representing MassDOT Interim Secretary and CEO, Phillip Eng
- Brian Fallon, representing Undersecretary and Highway Administrator, Jonathan Gulliver
- Pat Wojtas, Northern Middlesex Council of Governments (NMCOG) Representative to the MPO
- Stephen Themelis, NMCOG Chair
- Wayne Jenness
- Karyn Puleo, Lowell Regional Transit Authority (LRTA) Representative from a community outside Lowell
- Bob Rafferty, Transportation Coordinator Town of Westford, Appointee from the LRTA, on behalf of Mr. Tom Bomil

Ex-Officio:

- Jason Silva, representing Dunstable.

Non-voting attendees:

- Timothy Paris, MassDOT
- Miranda Briseño, MassDOT
- Katherine Duffy, MassDOT
- Justin Howard, LRTA
- Ali Bent, LRTA
- Andrew Jennings
- David Langlais

NMMPO staff: Kelly Lynema, Blake Acton, Amanuel Regassa, and Apple Gould-Schultz

1. Welcome and Introductions
The Northern Middlesex Metropolitan Planning Organization (NMMPO) meeting was called to order at 2:00 PM via Zoom.

2. Open Forum
Mr. Shooster invited comments from attendees. No public comments were made at this time.

Billerica • Chelmsford • Dracut • Dunstable • Lowell
Pepperell • Tewksbury • Tyngsborough • Westford

672 Suffolk Street, Suite 100 Lowell, MA 01854
(978) 454-0021 • www.nmcog.org

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FFY 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM – Amendments 2-5

See following slides →



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FFY 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM – Amendments 2-5

Summary Table of **Amendments #2, #3, and #4** to the Statewide FFY 2026–2030 TIP

Project ID	Description	Former Value	New Value	Variance	Former FFY	New FFY
608227	BILLERICA- YANKEE DOODLE BIKE PATH CONSTRUCTION (PHASE 1)	\$17,103,055	\$24,473,754	+\$7,370,699	2026	2026
613876	BILLERICA- YANKEE DOODLE BIKE PATH CONSTRUCTION (PHASE 2)	\$11,780,902	\$11,252,116	-\$528,786	2027	2028
609510	DRACUT- IMPROVEMENTS AT GEORGE ENGLSEBY ELEMENTARY SCHOOL (SRTS)	\$4,465,215	\$4,820,419	+\$355,204	2029	2028
	TOTAL			+\$7,197,117		

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FFY 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM – Amendments 2-5

Summary Table of **Amendment #5** to the NMMPO FFY 2026–2030 TIP

Project ID	Description	Former Value	New Value	Variance	Former FFY	New FFY
LRTA012199	LRTA - REVENUE VEHICLE REPLACEMENT (6) - 35' Hybrids (LOW NO AWARD)	—	\$8,589,877	+\$8,589,877	—	2027
RTD0011235	LRTA - REVENUE VEHICLE REPLACEMENT - 35' Hybrids (12)	\$20,121,759	\$13,611,759	-\$6,510,000	2027 - 2029	2028 - 2029
	TOTAL			+\$2,079,877		

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MASSDOT CY26 SAFETY PERFORMANCE MEASURE UPDATE

- MassDOT to present PM1 Update
- Staff to present regional data





Safety Performance Measures

Performance Measures Background

- In 2016, FHWA passed a rule establishing three performance measures (PM1, PM2, and PM3) that State DOTs and MPOs must track, as required by MAP-21 and the FAST Act.

PM1

- Improving safety

PM2

- Maintaining pavement and bridge conditions

PM3

- Improving efficiency of the system and freight movement
- Reducing traffic congestion
- Reducing emissions



Required Performance Measures under PM1

Roadway Fatalities

- Total number of roadway fatalities
- Rate of roadway fatalities (per 100 million vehicle miles traveled)

Roadway Serious Injuries

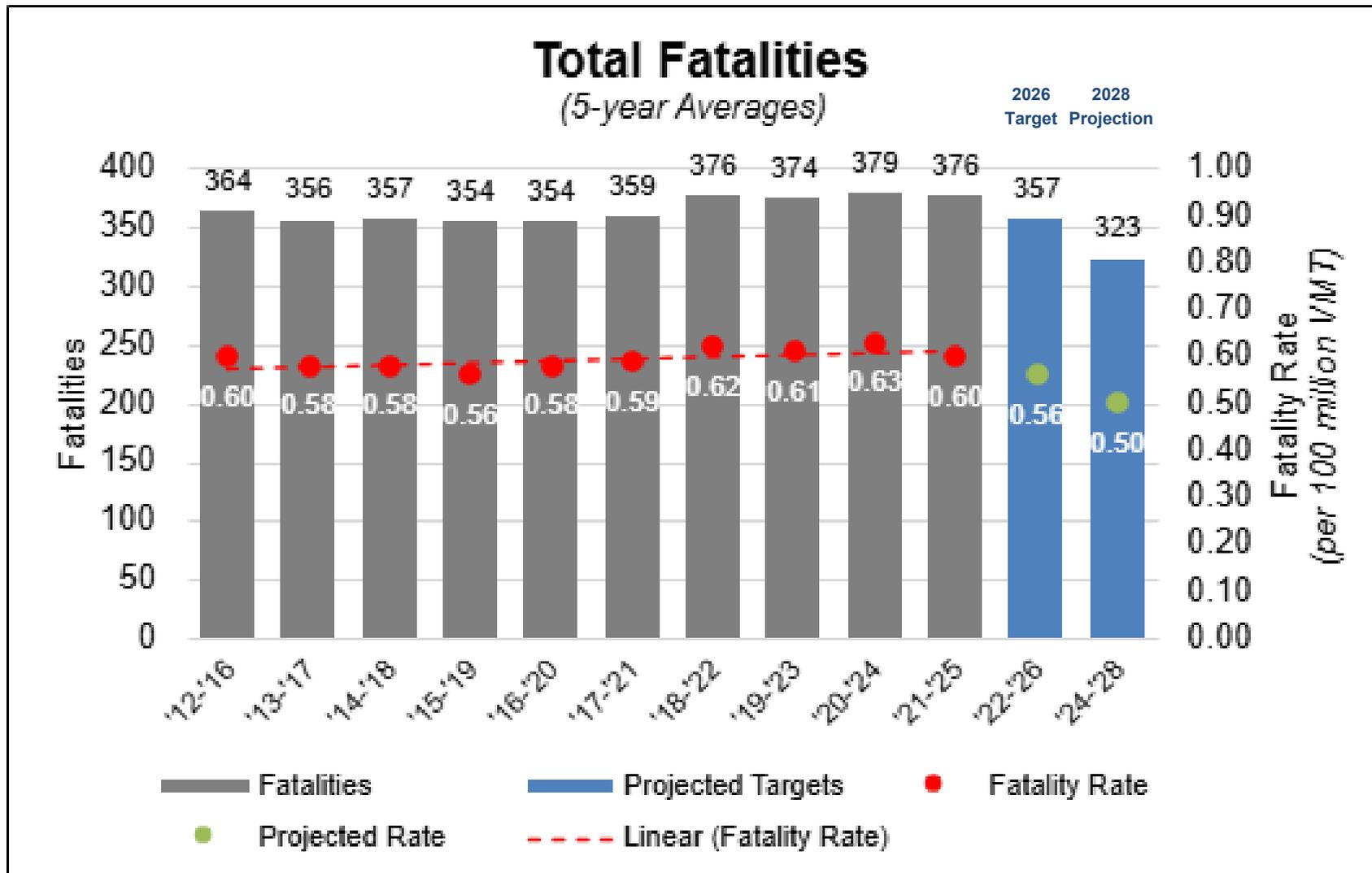
- Total number of roadway serious injuries
- Rate of roadway serious injuries (per 100 million vehicle miles traveled)

Total Nonmotorized Fatalities and Serious Injuries

- Total number of combined nonmotorized fatalities and nonmotorized serious injuries

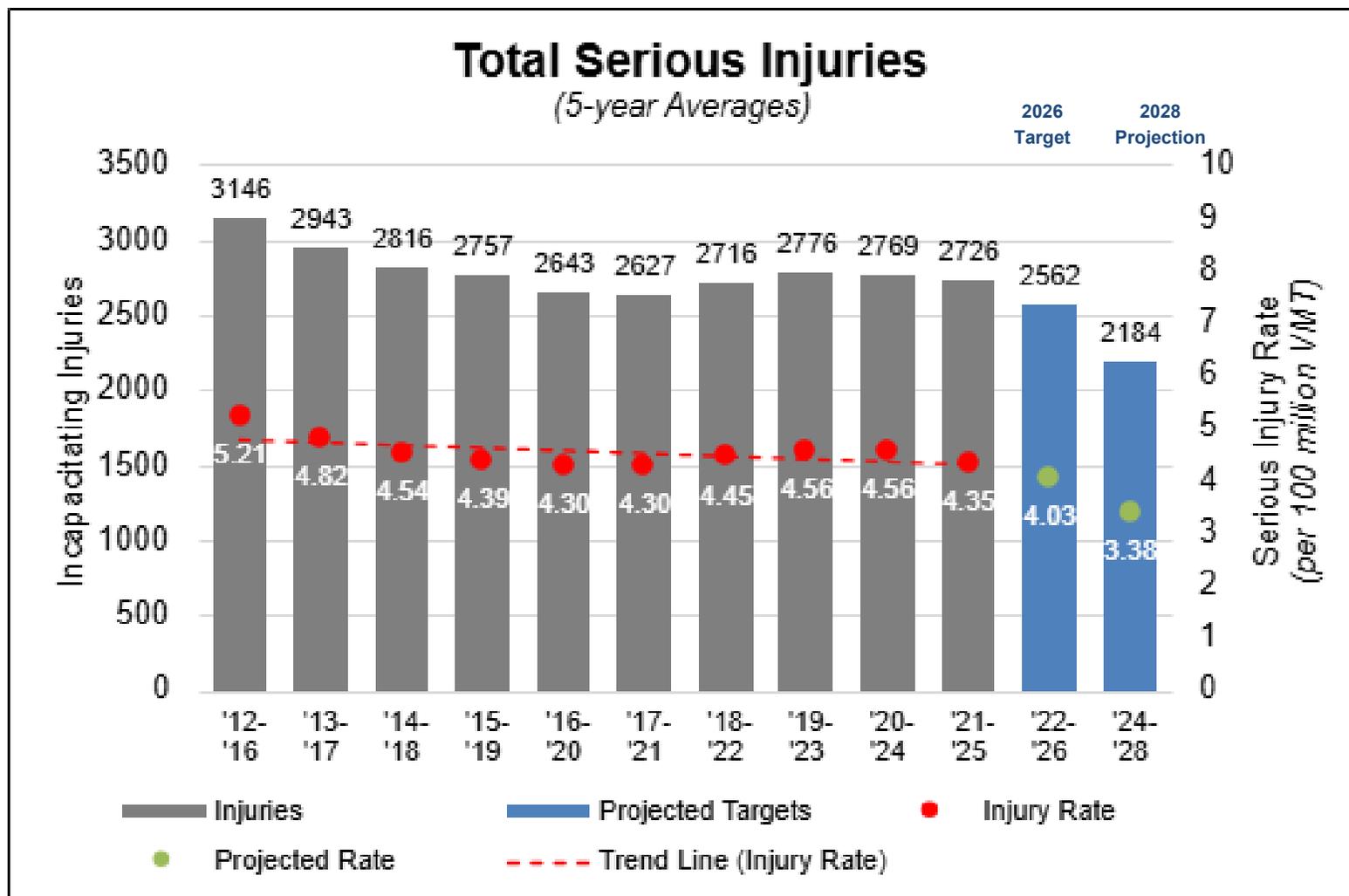


Fatalities



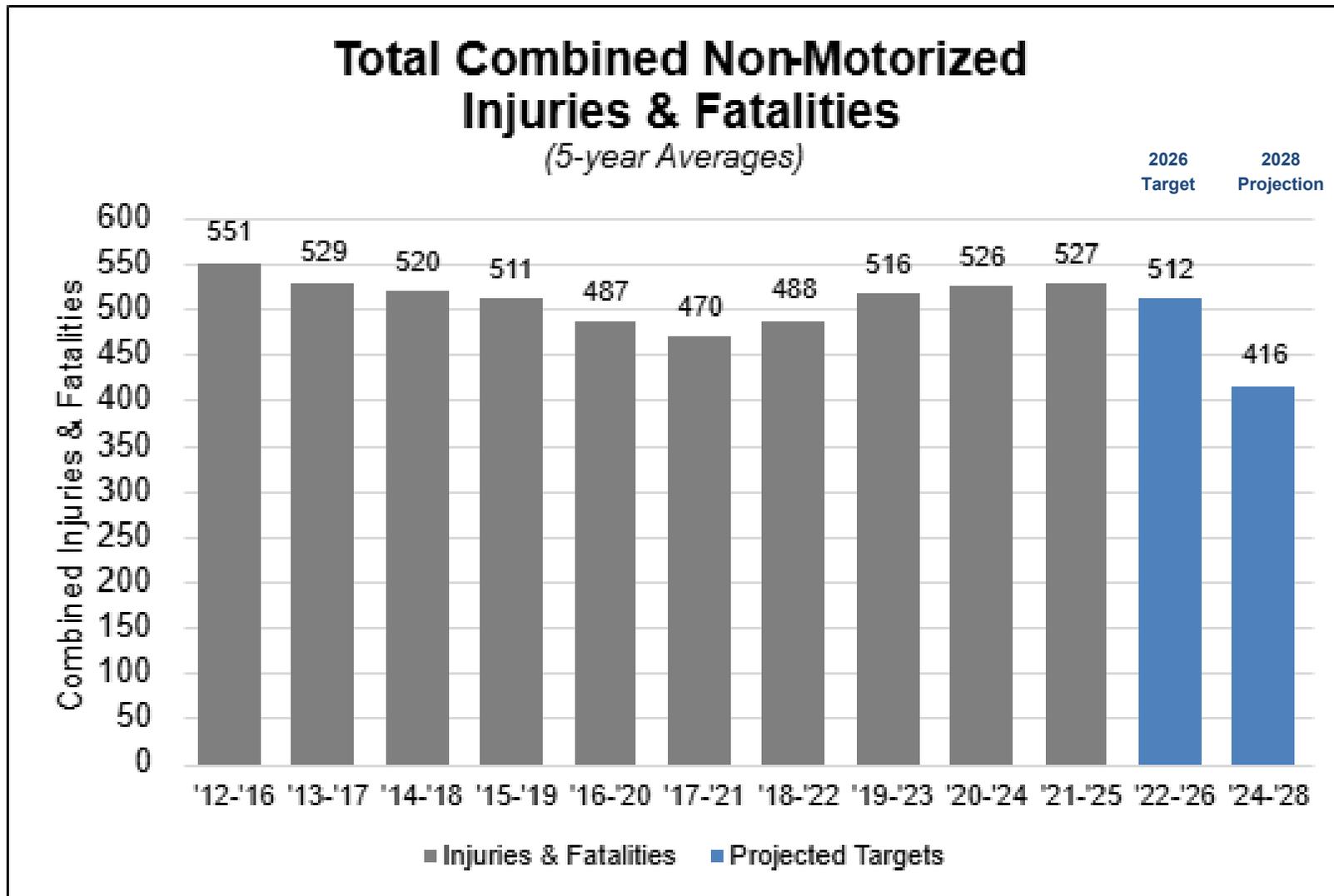
Note: All data as of July 30, 2025

Serious Injuries



Note: All data as of July 30, 2025

Nonmotorized Fatalities & Serious Injuries



Note: All data as of July 30, 2025

Requested MPO Action

- The MPO is required to endorse MassDOT's state targets or establish their own by the end of February 2026
- In the past, all MPOs have adopted MassDOT's targets with the goal of contributing toward MassDOT's larger goal of improving safety and decreasing fatalities and serious injuries in all categories

Target Summary

<u>Metric</u>	Target (2022-2026)	*Projection (2024-2028)
Fatalities	357	323
Fatality Rate (per 100 million VMT)	0.56	0.50
Serious Injuries (per 100 million VMT)	2,562	2,184
Serious Injury Rate	4.03	3.38
Nonmotorized Fatalities & Serious Injuries	512	416

**Projection is for reference only*

Regional Data

Northern Middlesex Council of Governments (NMCOG) DRAFT Safety Performance Data 2026														Regional 2027 Projection	% change
Fatalities															
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027		
Total Annual Fatalities	13	14	11	17	7	15	17	22	10	10	19	10	10		
5 Year Average Fatalities	11.6	12.2	12	13.4	12.4	12.8	13.4	15.6	14.2	14.8	15.6			11.8	24%
Non-Motorist Fatalities	5	3	3	3	1	3	4	7	0	2	5				
VMTS (in 100,000,000)	27.08	28.69	29.30	29.56	29.83	24.95	26.91	28.02	28.24	28.83	29.02	29.13	29.33		
Fatality Rate	0.48	0.49	0.38	0.58	0.23	0.60	0.63	0.79	0.35	0.35	0.65	0.34	0.34		
5 Year Average Rate	0.43	0.44	0.43	0.47	0.43	0.45	0.48	0.56	0.51	0.54	0.55			0.41	27%
Serious Injuries															State target: 0.5
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025*				
Total Annual Serious Injuries	134	115	129	121	118	112	174	147	87	93	67	67	67		
5 Year Average Serious Injuries	128.4	126.4	125.2	122.4	123.4	119	130.8	134.4	127.6	122.6	113.6			76.2	43%
Non-Motorist Serious Injuries	25	16	16	23	15	9	11	16	13	16	6				
VMTS (in 100,000,000)	27.82	28.69	29.30	29.56	29.83	24.95	26.91	28.02	28.24	28.83	29.02	29.13	29.33		
Serious Injury Rate	4.82	4.01	4.40	4.09	3.96	4.49	6.47	5.25	3.08	3.23	2.31	2.30	2.28		
5 Year Average Serious Injury Rate	4.68	4.54	4.43	4.27	4.25	4.18	4.65	4.82	4.62	4.48	4.03	3.22		2.64	45%
Non-Motorist Fatalities and Serious Injuries															State target: 3.38
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027		
Non-Motorist Fatalities and Serious Injuries	30	19	19	26	16	12	15	23	13	18	11	10	9		
Non-Motorist Fatalities and Serious Injuries 5 Year Average	19.8	21.2	21.4	23.2	22	18.4	17.6	18.4	15.8	16.2	16			12.2	34%
NOTES															
1.) The fatality and serious injury data contained here were updated as of December 30, 2025 and may not align with what was presented earlier. Pre-2022 data is from FARS; 2025 data is from https://apps.impact.dot.state.ma.us/cdp/dashboard-view/2047 .															
2.) Serious Injury non-motorists = Total Person Type VU minus unknown and minus non-reported.															

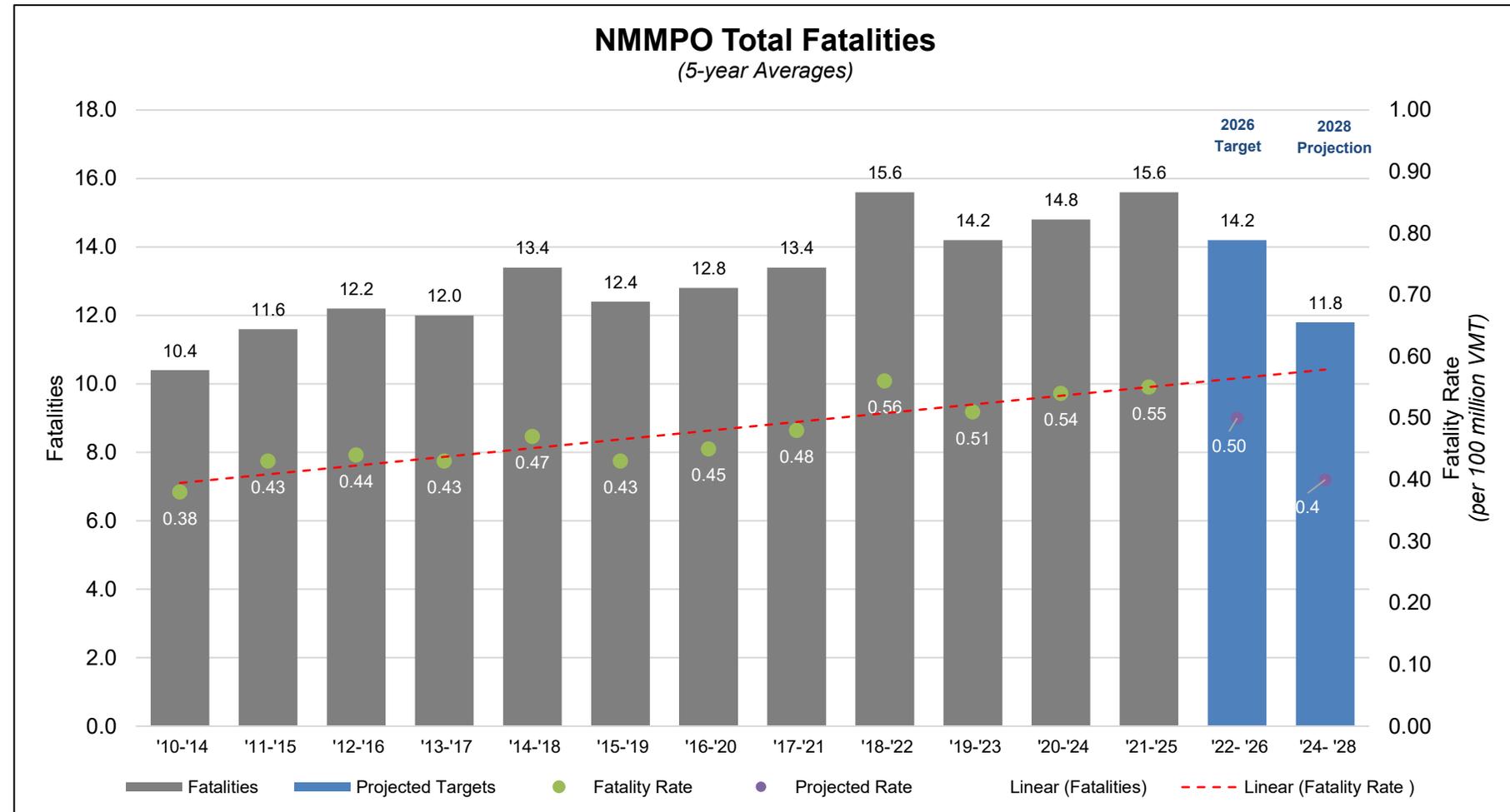
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MASSDOT CY26 SAFETY PERFORMANCE MEASURE UPDATE

State target: 0.56



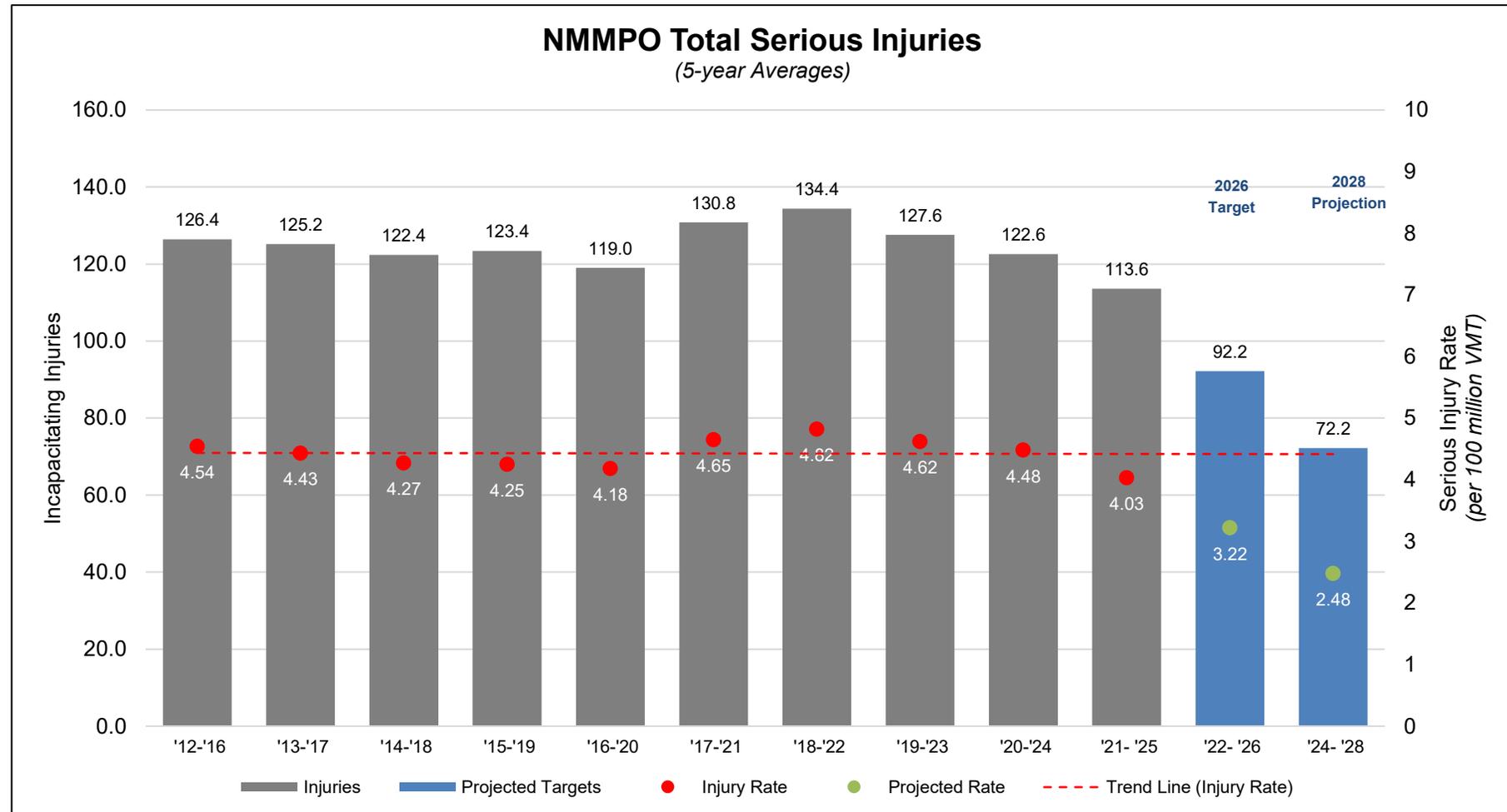
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MASSDOT CY26 SAFETY PERFORMANCE MEASURE UPDATE

State target: 3.38

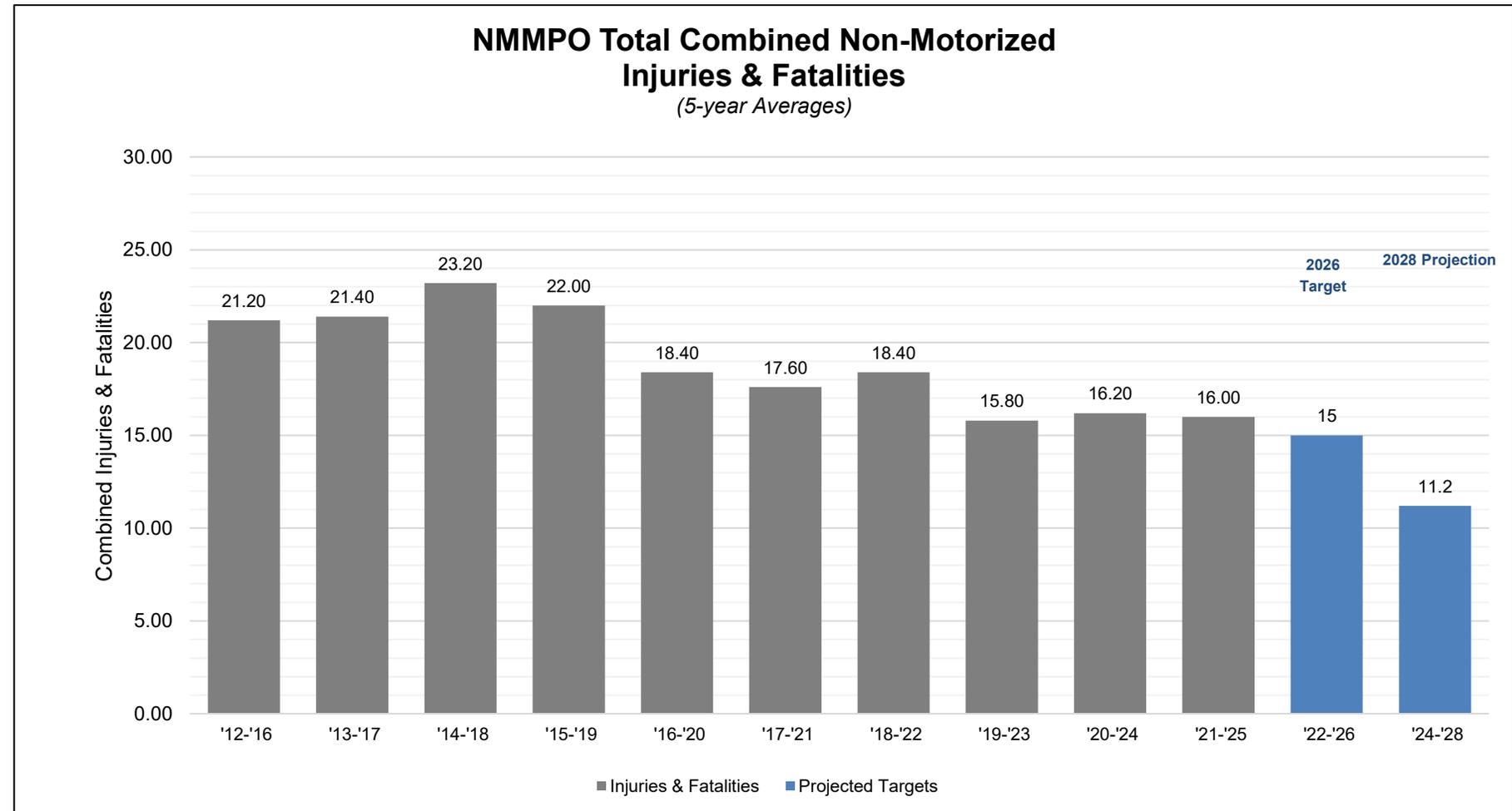


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MASSDOT CY26 SAFETY PERFORMANCE MEASURE UPDATE



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LRTA TAM TARGET ADJUSTMENT

- Targets endorsed by NMMPO in December
- Service vehicle incorrectly classified as an automobile; 2026 TAM Target for equipment must be revised as follows:

Asset Category	Performance Measure	Asset Class	Original Target	Revised Target
Equipment: Non-Revenue Service Vehicles	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobiles	33.33%	50.0%
		Trucks and other Rubber Tire Vehicles	12.50%	11.11%

Request: vote to endorse revised 2026 TAM Target for Equipment: Non-Revenue Service Vehicles



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TIP FUNDING PROGRAM STUDY

See following slides →



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TIP FUNDING PROGRAM STUDY

A study to evaluate the feasibility of establishing two new funding programs within the NMMPO TIP:

- 1. Design Advancement Program:** would fund early design or pre-construction work for infrastructure projects to advance to TIP-readiness
- 2. Small Bicycle and Pedestrian Infrastructure Program:** would fund lower-cost standalone or quick-build bicycle and pedestrian projects (bike lanes, sidewalk segments, crossings, bicycle racks or repair stations, etc.)

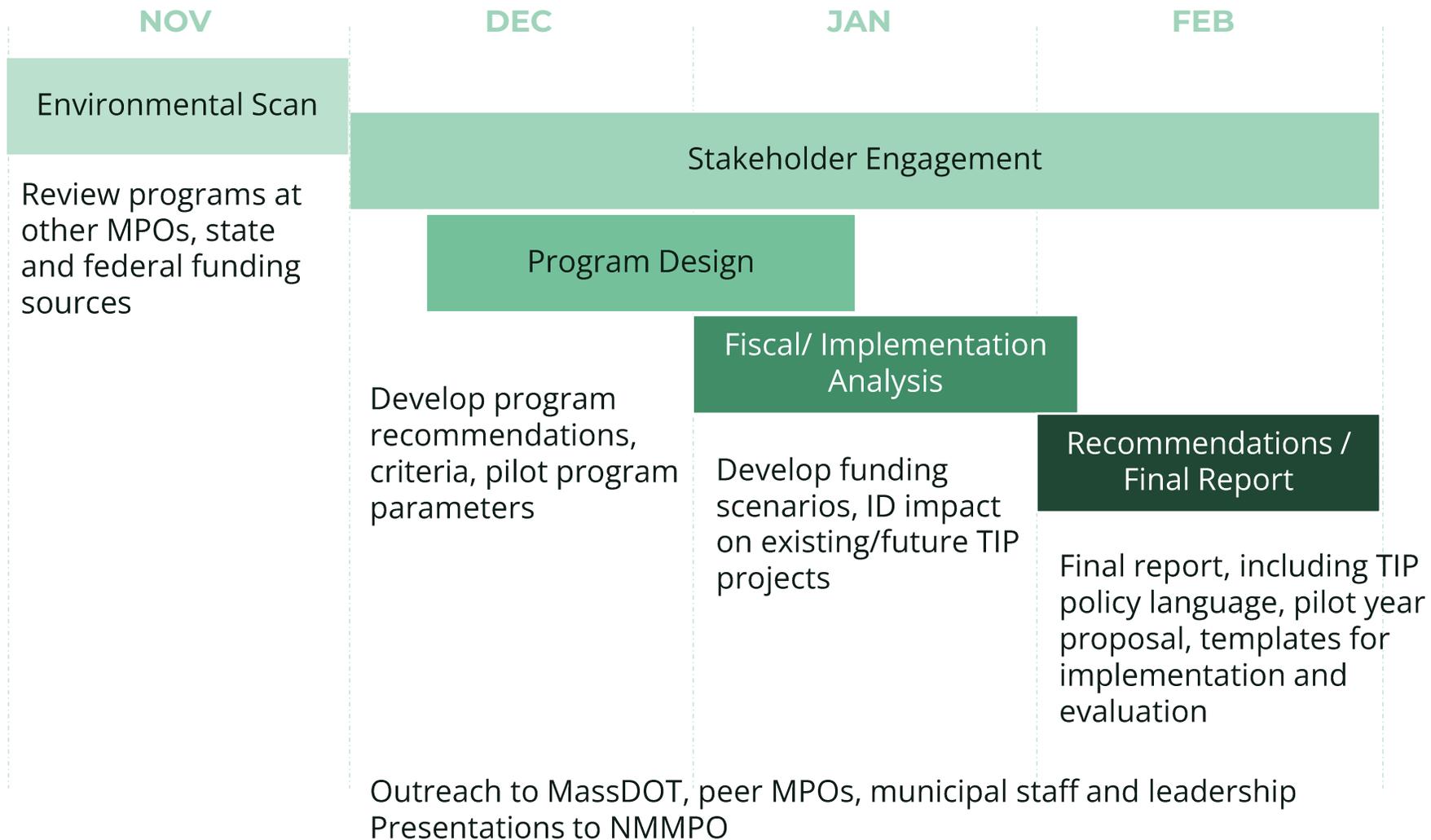
Project specified in FFY 2026 UPWP (under Task 3.3, TIP)

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TIP FUNDING PROGRAM STUDY

Design Advancement Program

- Eligible activity under federal regulations; MassDOT has developed guidance and resources to navigate this process
- Strong positive response to program from municipal engineers

Goal: fund early design or pre-construction activities to achieve TIP readiness.

Objectives:

- Increase resources for municipalities to advance projects to the TIP.
- Increase project application volumes, especially from municipalities who have not received TIP funding in recent years.
- Ensure steady access to a source of design funding to face fewer delays and cost increases.

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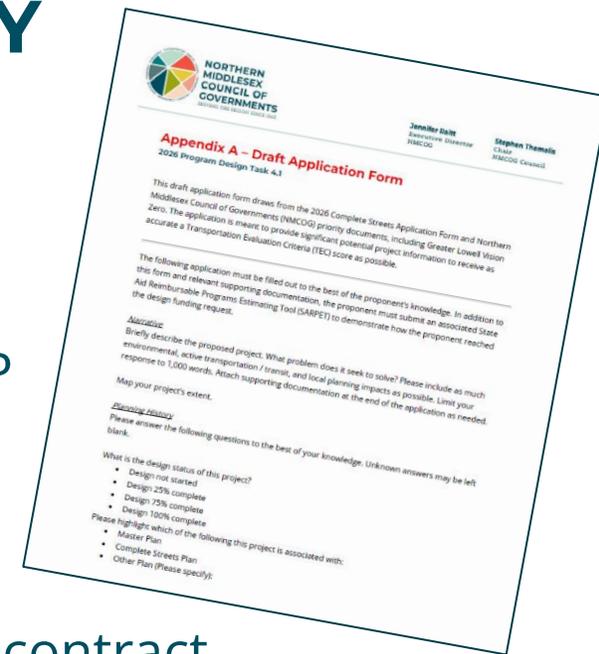
Design Advancement Program

Funding strategy:

- NMMPO designates a proportion of annual TIP funding for Design Advancement Program
- Selected projects designated at STBG, TAP, or NHPP funded
- Distributed through a reimbursable MassDOT contract
- Required community match: 20% of design cost

Application process:

- Project proponents apply to the NMMPO for funding
- Staff review applications, score projects, present scenarios to NMMPO
- Project(s) awarded and TIP adjustment/amendment released



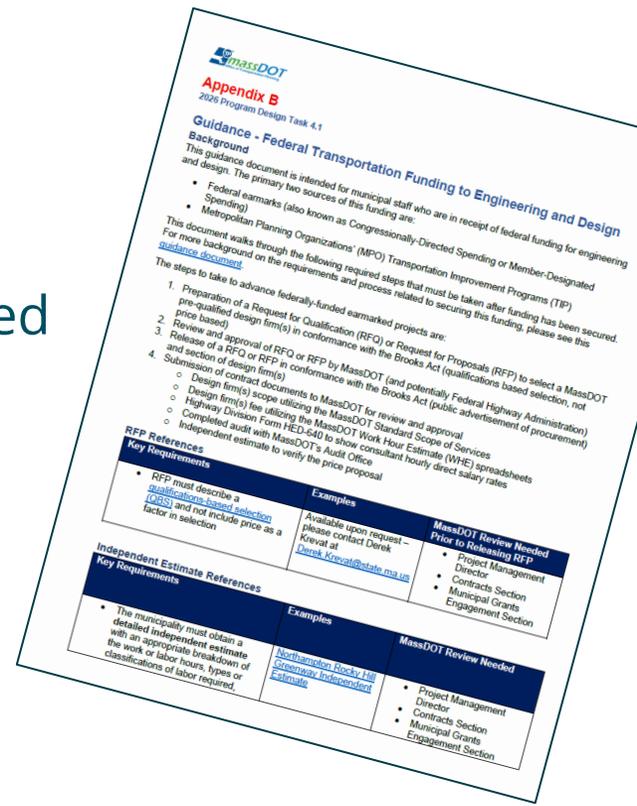
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TIP FUNDING PROGRAM STUDY

Design Advancement Program

- Post-award overview
 - Following MassDOT guidance, RFQ or RFP prepared to select a MassDOT pre-qualified design firm
 - MassDOT must review and approve RFQ/RFP before release
 - Once firm(s) selected, awarded municipality will submit draft contract to MassDOT for review and approval



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TIP FUNDING PROGRAM STUDY

Stakeholder Engagement

- Interviewed eight planning and transportation professionals across 3 Massachusetts MPOs and MassDOT
- Combine knowledge gained with prior research to come up with key findings and recommendations
 - Determining project eligibility
 - Finding and selecting projects
 - Project ideas
 - Funding options for phase 1



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TIP FUNDING PROGRAM STUDY

Determining project eligibility

- All projects must improve air quality to qualify for CMAQ funding
 - Repaving an existing sidewalk would not qualify but upgrading it to a multi-use path to allow new useful bike connections might qualify
- Air quality improvement can be demonstrated quantitatively or qualitatively
 - For example, there is no “out of the box” formula for how bike racks improve air quality, however, we can present a narrative that secure bike parking promotes mode shift from SOV to bikes which improves air quality
- Cannot be purely recreational improvements
 - For example, extending the Northern Canal Walkway which is open seasonally from 9 a.m. - 5 p.m. so it would not qualify as it has limited transportation value
- Additional MassDOT requirements for Micro Projects
 - Projects must be on existing public land (cannot require acquiring property)
 - Projects cannot modify the right-of-way
- Municipality must be able to provide 20% local match

AGENDA

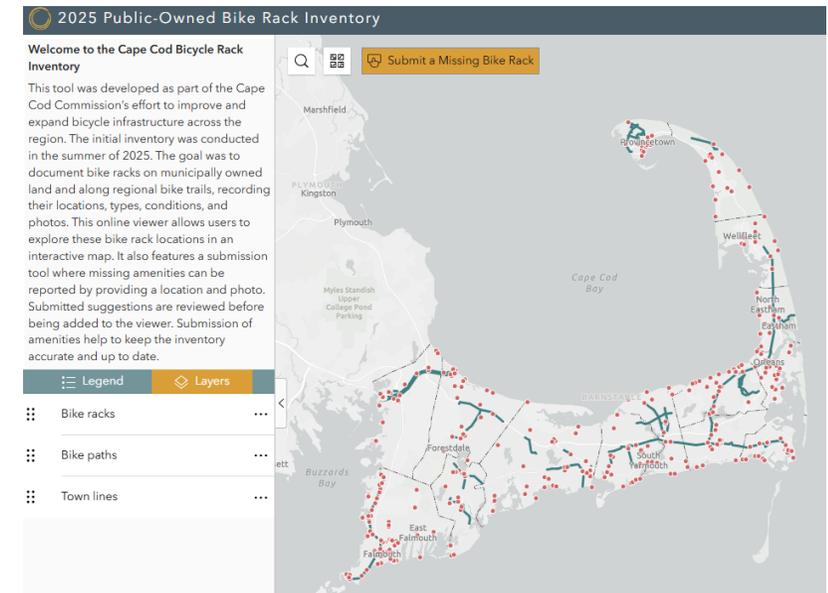
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TIP FUNDING PROGRAM STUDY

Finding and Selecting Projects

- Have a framework for a simple competitive process ready
 - Experience in other MPOs show that we are not likely to have more eligible projects than available funding early in the process
 - Project prerequisites (air quality, right-of-way, land ownership, funding amount) are likely to screen out many potential projects
- NMCOG should actively build a project pipeline
 - Create UPWP Studies for finding and prescreening potential projects
- Potential UPWP Studies
 - Create a bike parking inventory
 - Trail extension / connection feasibility screening



Cape Cod Commission Bike Rack Inventory

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TIP FUNDING PROGRAM STUDY

Potential Phase 1 Projects

- Bike Racks
 - Cape Cod Commission is a template for success
 - Municipality can meet 20% match by handling installation
- Bike Share
 - Fund additional Metro Mobility bike share stations
- Bus Shelters
 - Utilize bus stop inventory and APC ridership data to prioritize stops
- Trail Amenities
 - Wayfinding, lighting, bike repair stations
- Trail and Path connections
 - Staff should ensure that early potential project ideas are included in the Greater Lowell bicycle and Pedestrian Plan



Metro Mobility Bike Share at Gallagher Station

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TIP FUNDING PROGRAM STUDY

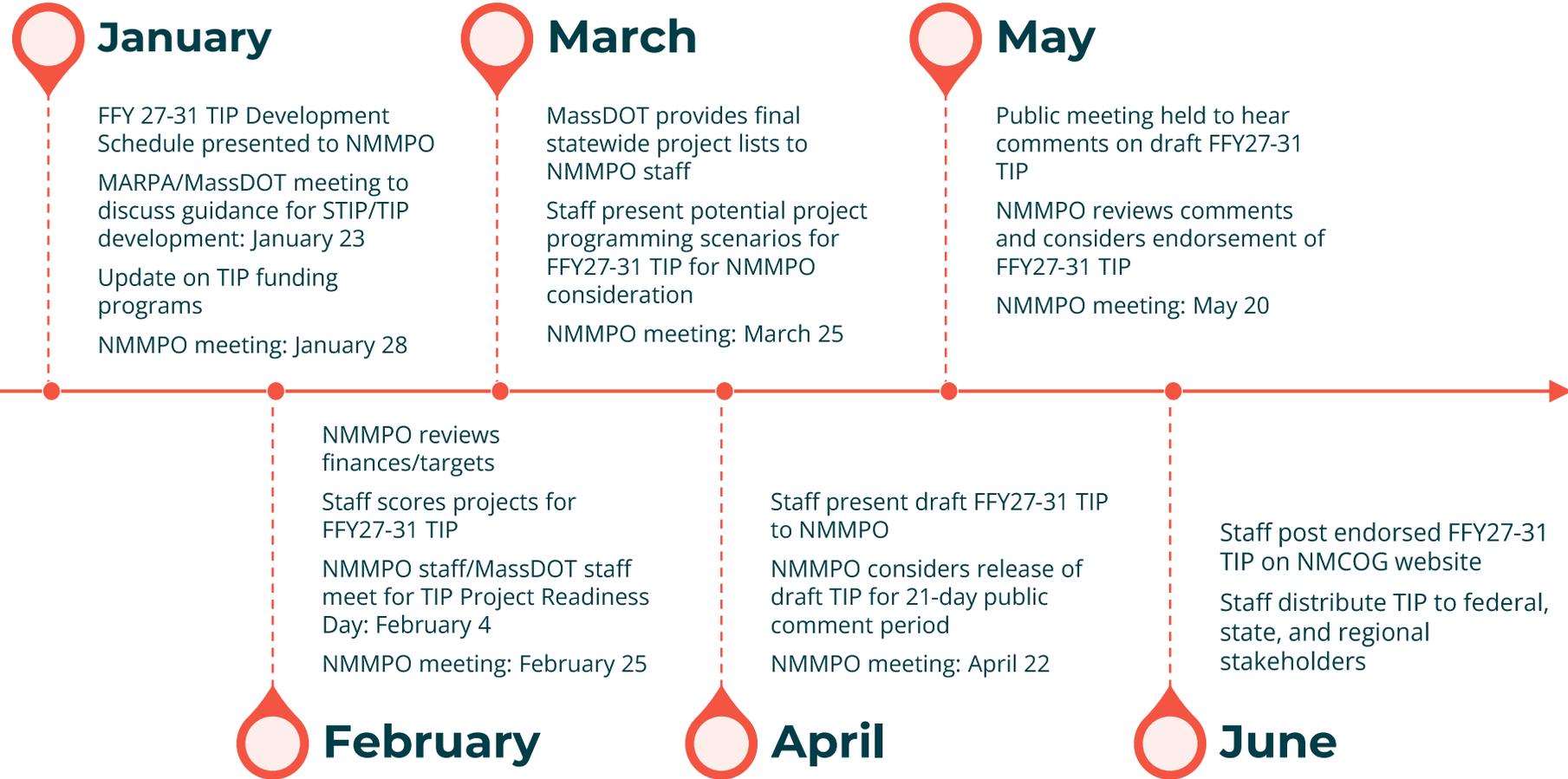
Potential funding amounts

- Option A: Approximately 3% of Regional Target or \$400K for FFY 2027
 - Keeps the door open to small trail connections or bus shelter projects without carving away too much Regional Target funding from regular TIP projects
 - Promotes a pipeline to include larger projects that we could fund if additional TIP funds suddenly become available to flex
- Option B: Approximately 1% of Regional Target or \$100K for FFY 2027
 - More funding available for regular TIP Projects
 - Follow the Cape Cod model and focus exclusively on bike racks
 - We know there is a need for bike parking in downtown Lowell after meter racks were recently removed
 - Increase funding and expand projects types in future phases

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FFY2027-2031 TIP AND FFY2027 UPWP DEVELOPMENT TIMELINES

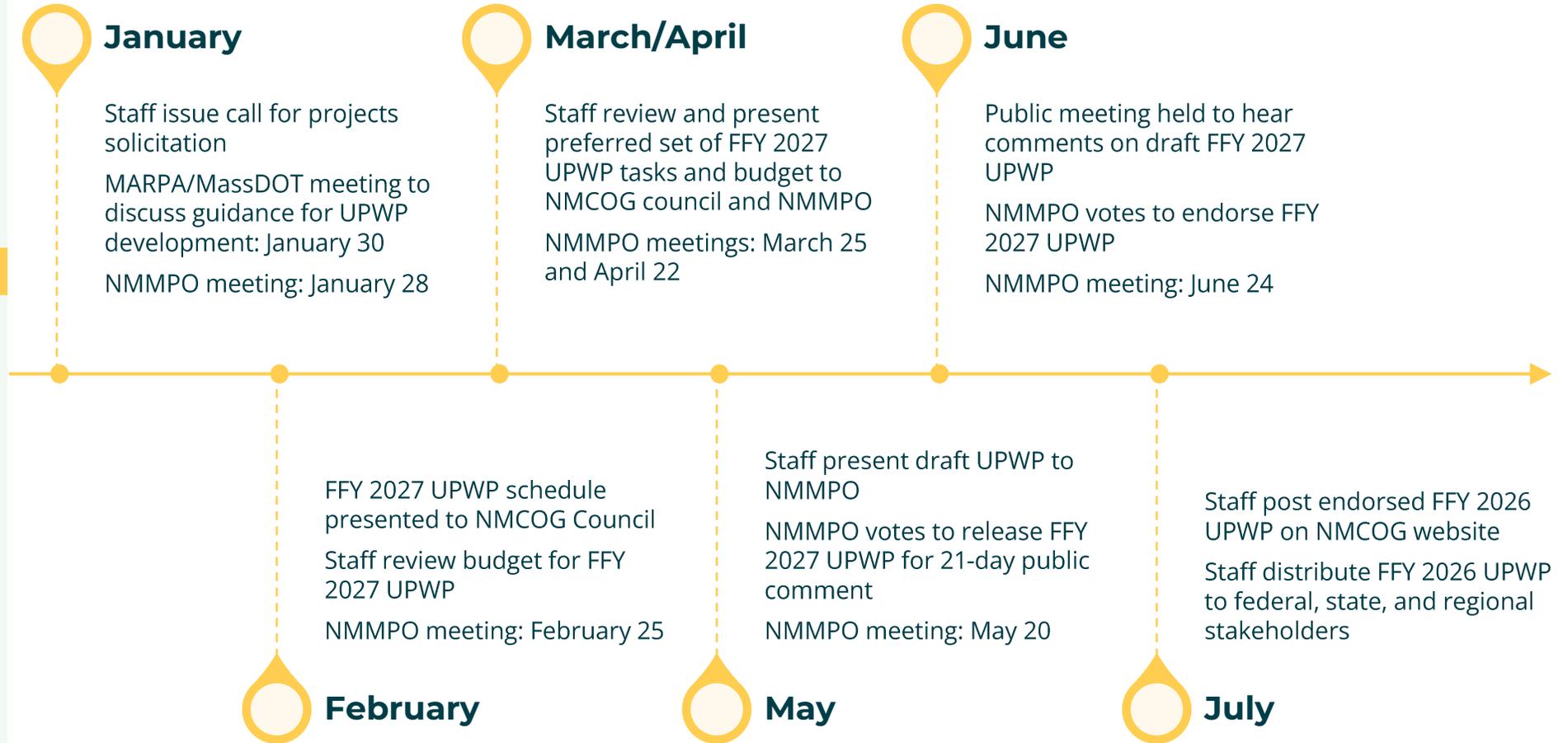


* not inclusive of financial TIP/UPWP/LRTP actions or standard project updates throughout the year

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FFY2027-2031 TIP AND FFY2027 UPWP DEVELOPMENT TIMELINES



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GREATER LOWELL BICYCLE AND PEDESTRIAN PLAN UPDATE

- Late fall / early winter: comments received on draft network
- Finalizing recommended bike/ped network, design typologies
- Scorecard developed to ensure network alignment with project goals (equity, comfort, access, safety, engagement)
- Visit nmcog.org/glbpp for details

Draft plan to be presented to NMMPO for review and release for public comment in March

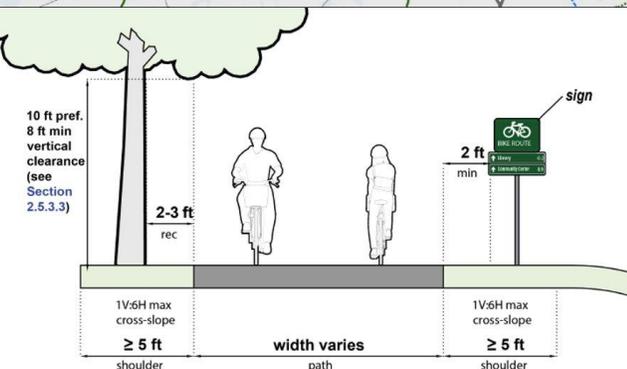
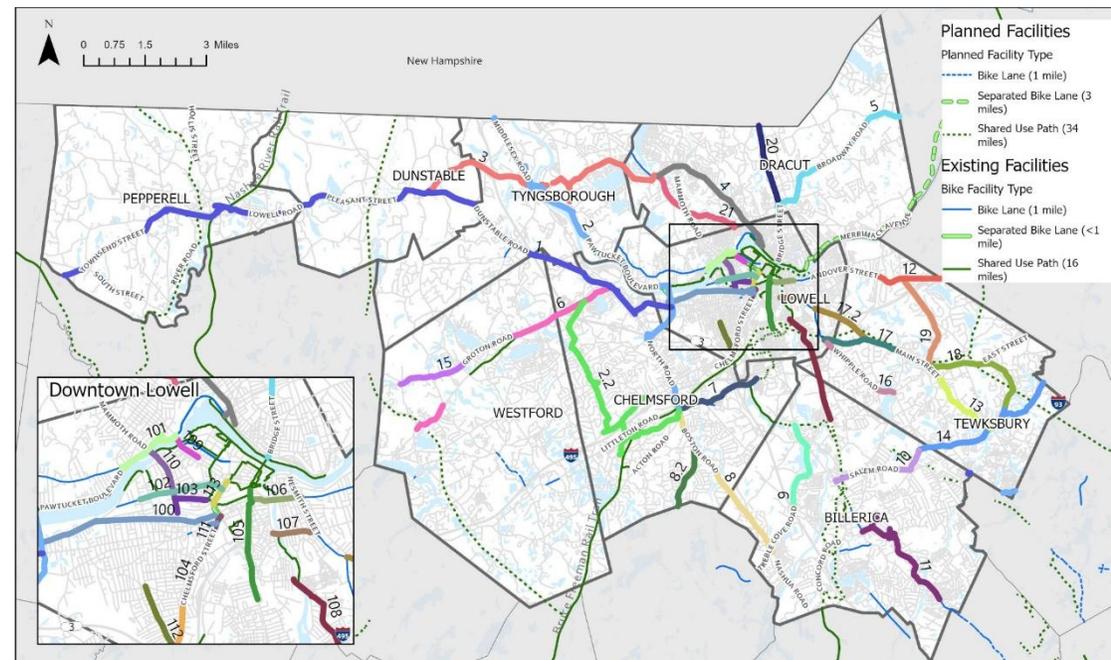


Figure 6-5: Shoulders and Shy Distance on Shared Use Paths



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STATUS REPORT ON TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

See following pages ----->



TIP Projects with changes

Proj#	Description	Project Type	Project State	Ad Date	TIP	TIP Cost	TFPCC	Total Contract Cost	District	Project Manager	Comments
613562	TEWKSBURY- IMPROVEMENTS AT SHAWSHEEN STREET, FOSTER ROAD, PATTEN ROAD AND BEECH STREET	Safety Improvements	Approved	4/6/2030	2030	\$3,586,140.00	\$5,240,582.25	\$4,460,511.75	District 4	Wilcox, Ryan	TFPCC increase 2.1M, Total Contract Cost increase 1.6M
613109	CHELMSFORD- LOWELL- DECK REPLACEMENT, C-08-030 (2JG) AND L-15-065 (2H2, 2H3), LOWELL CONNECTOR (NB/SB) AND LOWELL CONNECTOR B-11 OVER I-495	Bridge Preservation	25% Design	10/4/2027			\$43,428,239.85	\$42,249,753.05	District 4	Cash, Lawrence	+30M, Ad Date pushed 1 year

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OTHER BUSINESS

February NMMPO Meeting

Wednesday, February 25

2:00 PM



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