



**NMMPO**  
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**TO:** Northern Middlesex Metropolitan Planning Organization  
**FROM:** Apple Gould-Schultz, Transportation Planner I  
 Kelly Lynema, Deputy Director and Transportation Program Manager  
**DATE:** December 3, 2025  
**RE:** Summary Narrative of Adjustment 2 to the FFY 2026-2030 Transportation Improvement program for the Northern Middlesex Region

The following memorandum summarizes an administrative adjustment to Federal Fiscal Year (FFY) 2026 of the FFY 2026-2030 Northern Middlesex Transportation Improvement Program (TIP). This adjustment modifies Project #605966: “Lowell – Reconstruction and Related Work on VFW Highway”. The adjustment releases about \$3.7 million of regional target funding for FFY 2026 programming consideration.

Note: Adjustments to the TIP can be made via a vote of the NMMPO and do not require a public comment period. However, the NMMPO can vote to release the adjustment for a public comment period if it agrees it is in the best interest of the NMMPO and the transportation planning process.

Adjustment 2 is summarized in the following table:

	Project #	Description	FFY 2026 Cost
	605966	Lowell – Reconstruction and Related Work on VFW Highway	\$ 5,187,507
<b>Change</b>		Amount funded by other source	-\$ 3,725,233
<b>New Cost</b>			<b>\$ 3,244,516</b>

### Adjustment

The NMMPO has been alerted by the Federal Aid Programming and Reimbursement Office (FARPO) through MassDOT that project #605966: “Lowell – Reconstruction and Related Work on VFW Highway” requires less funding programmed in FFY 2026 than what is currently reflected. This project advertised for construction in FFY 2025 through advanced construction (AC) for funding across FFY 2025 and FFY 2026. With the project underway, the reduced cost would free up \$3,725,233 of regional funding for the FFY 2026 programming consideration. The NMMPO will explore opportunities on re-allocating this funding within the region with the Northern Middlesex Council of Governments (as staff to the NMMPO), MassDOT, and its member municipalities.

For more information, please contact:

Kelly Lynema, Deputy Director and Transportation Planning Program Manager  
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# ENDORSEMENT OF ADJUSTMENT 2 TO THE FFY 2026 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE NORTHERN MIDDLESEX REGION

## FFY 2026-2030 Northern Middlesex Transportation Program Air Quality Endorsement Statement

This document certifies that the Northern Middlesex Metropolitan Planning Organization hereby endorses Adjustment #2 to the FFY 2026-2030 Transportation Improvement Program for the Northern Middlesex Region. This TIP adjustment 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 2026-2030 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 2026-2030 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 2026-2030 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 Adjustment #2 to the FFY 2026-2030 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 2026-2030 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 2026-2030 Transportation Improvement Program.



for

December 3, 2025

Phillip Eng, Interim Secretary and CEO  
Massachusetts Department of Transportation (MassDOT);  
Chair, Northern Middlesex Metropolitan Planning Organization  
(NMMPO)

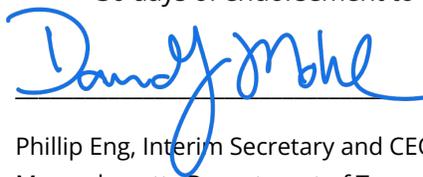
Date

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

### 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.



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## SELF-CERTIFICATION OF THE 3C PLANNING PROCESS

### FFY 2026-2030 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

December 3, 2025

Phillip Eng, Interim Secretary and CEO  
Massachusetts Department of Transportation (MassDOT);  
Chair, Northern Middlesex Metropolitan Planning Organization  
(NMMPO)

Date