

FFYs 2026-30 Transportation Improvement Program (TIP) Amendment Three

Project	Proposed Change	Explanation	Section/Funding Source	Overall Changes in TIP Funding		
				Current Cost	New Cost	Difference
FFY 2026 Regional Target Program						
S13388: CATA- Access for All	New Project	CATA is requesting funding for continued programming of the CATA Access for All program. These programs are designed to enhance mobility and provide various services, including transportation for medical appointments, recreational activities, food delivery, and more for seniors, individuals with disabilities, and individuals with low incomes. This project will be partially funded in FFY 2027.	STBG	\$0	\$198,288	\$198,288
S13389: CATA- Cape Ann Dialysis Transportation	New Project	CATA is requesting funding for continued programming of the Cape Ann Dialysis Transportation program. The project will continue dialysis transportation services for elderly individuals and people with disabilities throughout CATA's service area, ensuring greater mobility and access to health care for CATA communities. This project will be partially funded in FFY 2027.	STBG	\$0	\$241,404	\$241,404
S13411: MAPC- Joint Municipality Bluebikes Expansion, 1500 Ebikes, 25 Classic Bikes, 17 Stations	New Project	This project includes 17 new Bluebikes stations in Boston, Cambridge, Somerville, Brookline, Watertown, and Salem. Most stations will be in Cambridge. Twenty-five classic bikes and 1,500 e-bikes are also included in the request. This is a joint request led by MAPC.	CMAQ	\$0	\$5,944,032	\$5,944,032
S13390: MWRTA- Procurement of 10 Compressed Natural Gas (CNG) Vehicles	New Project	Awarded funds will allow for the procurement of additional fully accessible, heavy-duty, 30-foot compressed natural gas (CNG) transit buses. Acquired vehicles will supplement the deployment of larger-capacity transit buses throughout high ridership routes, procured via federal and state funding sources. This request is a continuation of a past TIP project (S12972), funded through FFYs 2025–29 TIP Amendment 10.	CMAQ	\$0	\$3,400,000	\$3,400,000
S13393: Symphony Station	New Project	The MBTA is requesting funding for an accessibility-focused project at Symphony Station. This project will deliver four new accessible elevators, raised platforms for faster and easier boarding, accessible bathrooms, and improved wayfinding, lighting, and safety features.	CMAQ	\$0	\$30,000,000	\$30,000,000
S13394: Downtown Crossing Vertical Transportation Improvements Phase 2	New Project	The MBTA is requesting funding for an accessibility-focused project at Downtown Crossing Station. This project involves the design and construction of three new elevators to provide vertical transfers from the Red Line northbound to the Orange Line southbound platform, and from the Orange Line northbound to the Red Line southbound platform at Downtown Crossing.	CMAQ	\$0	\$15,000,000	\$15,000,000
S12984: Holliston- Improvements at the Intersection of Route 16 and Whitney Street and Approaches	Cost Increase	The Town of Holliston requests an additional \$280,000 in federal funding, matched with \$70,000 in local funds, to support project design. The additional funding is based on bids received through the project RFP. This project was awarded \$250,000 as part of the Project Design Pilot in the FFYs 2025–29 TIP. This project aligns with Project ID 614244 for construction.	STBG	\$0	\$350,000	\$350,000
S12983: Sherborn- Reconstruction of Route 27 and Route 16 (Design Only)	Cost Increase	The Town of Sherborn requests an additional \$710,000 in federal funding, matched with \$177,500 in local funds, to support project design. The additional funding is based on bids received through the project RFP. This project was awarded \$900,000 as part of the Project Design Pilot in the FFYs 2025–29 TIP. This project aligns with Project ID 614226 for construction.	STBG	\$0	\$887,550	\$887,550
S13092: Marblehead- Border to Boston Trail Design	Cost Increase	The Town of Marblehead requests an additional \$100,000 in federal funding, matched with \$25,000 in local funds, to support project design for the Border to Boston trail. This project was funded for \$175,000 in Community Project Funding in FFY 2025 of the FFYs 2025–29 TIP. This project aligns with Project ID 613329 for construction.	STBG	\$0	\$125,000	\$125,000

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610544: Peabody- Multi-Use Path Construction of Independence Greenway at I-95 and Route 1	Cost Increase	The project cost has increased based on the second PS&E submission on January 20, 2026. Increases in estimate costs were primarily due to the addition of geotechnical, structural, and traffic management items, as well as increases in soil disposal, pavement, sidewalk, guardrail, and fence needs. In response to comments received at 100% and PS&E submissions, the addition of six geotechnical and structural items for monitoring during construction and additional support of excavation added over \$685,000 to the bid cost. Additionally, due to comments related to changing the assumptions on how soil disposal items should be calculated increased the bid cost by over \$540,000. Due to comments received to change the pavement treatment from a mill and overlay to a full depth reconstruction on Route 1 resulted in a bid cost increase of \$85,000. Finally, due to the change in the advertisement date, the revised Contract Time Determination increased the construction duration 8 months from 36 months to 44 months.	CMAQ, STBG, TAP	\$19,127,610	\$23,251,038	\$4,123,428
613163: Lynnfield- Rail Trail Construction, from Ford Avenue to Nichols Lane (Phase 1)	Cost Increase	The project cost has increased based on the first PS&E submission on July 16, 2025.	STBG	\$5,829,514	\$5,901,323	\$71,809
609204: Belmont- Community Path, Belmont Component of the MCRT (Phase I)	Project Delay	This project is being removed from the FFYs 2026 program as it is not likely to advertise in FFY 2026. The project will be proposed for funding in FFY 2027 of the FFYs 2027-31 TIP. The project cost estimate has increased at the 100% design stage to \$48,934,961.	CMAQ, STBG, TAP	\$27,306,266	\$0	-\$27,306,266
606453: Boston- Improvements on Boylston Street, from Intersection of Brookline Avenue and Park Drive to Ipswich Street	Project Delay	This project is being removed from the FFYs 2026 program as it is not likely to advertise in FFY 2026. The project will be proposed for funding in FFY 2031 of the FFYs 2027-31 TIP based on its current design status under MPO project readiness policies.	CMAQ	\$10,185,935	\$0	-\$10,185,935
608067: Woburn- Intersection Reconstruction at Route 3 (Cambridge Road) and Bedford Road and South Bedford Street	Project Delay	This project is being removed from the FFYs 2026 program as it is not likely to advertise in FFY 2026 due to delays resulting from environmental permitting. The project will be proposed for funding in FFY 2027 of the FFYs 2027-31 TIP based on its current design status under MPO project readiness policies. The project cost estimate has increased at the 100% design stage to \$6,168,161.	STBG	\$4,883,750	\$0	-\$4,883,750
605168: Hingham- Improvements on Route 3A from Otis Street/Cole Road including Summer Street and Rotary, Rockland Street to George Washington Boulevard	Project Delay	This project is being removed from the FFYs 2026 program as it is not likely to advertise in FFY 2026 due to delays resulting from environmental and coastal permitting. This project was funded across FFY 2026 and FFY 2027 in the FFYs 2026-30 TIP, with \$10,000,000 programmed in FFY 2027. The remaining project funds will be proposed for programming in FFY 2027 as part of the FFYs 2027-31 TIP. The project cost estimate has increased at the 100% design stage to \$35,385,131.86.	STBG	\$21,949,531	\$0	-\$21,949,531
FFY 2026 Statewide Highway Program						
611952: Harvard to Concord- Guide and Traffic Sign Replacement on a Section of Route 2	Cost Increase	The preliminary estimate provided at the time of PRC approval inadvertently reflected only the anticipated office estimate costs and did not include contingencies or related items used to calculate the total estimated TFPC. This resulted in the actual anticipated TFPC value being underestimated at the time. The design scope of the project has been expanded from primarily the replacement of sign panels on existing structures and posts to also include the replacement of overhead support structures on Route 2 westbound.	HSIP	\$734,125	\$1,845,630	\$1,111,505
612184: Revere- Bridge Replacement, R-05-015, Revere Beach Parkway over Broadway	Cost Increase	Increases in highway estimate costs were primarily due to the addition of environmental items and lighting design, as well as increases in drainage, paving, guardrail, and temporary traffic control needs. The largest increase in cost was incurred by the addition of environmental items, lighting and electrical design, and more substantial temporary traffic control measures at 75%. Additionally, in response to comments received at 25% and 75% submission, the limits of paving and guardrail replacement increased, and a more detailed investigation of grading and drainage needs indicated that more drainage infrastructure was needed. Finally, bridge costs increased at final design due to increases in excavation and shoring to keep Route 107 open to traffic and the addition of granite veneer which alone added \$2.35 million to the bid cost and exceeded the design contingency that was built into the project at 25% design.	NGBP	\$16,093,534	\$18,726,979	\$2,633,445

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607349: Norwell- Pembroke- Marshfield- Bridge Replacement, N-04-004=P-05-008, Route 3 (NB & SB) over North River	Cost Increase	The estimate has increased significantly since the Bridge Type Selection Worksheet for several reasons. The bridge hydraulic analysis revealed the potential for significant scour at this location, resulting in the need for a more robust drilled shaft foundation as opposed to the originally planned driven pile foundation. In order to phase construction and limit environmental impacts, the plans were updated to include temporary shoring and cofferdams. The 25% highway design revealed the need to adjust the profile on Route 3. This profile adjustment significantly increase the pavement quantity from what was originally anticipated. The increase in these costs also proportionately increased the contingency percentages.	NGBP	\$52,061,711	\$126,019,902	\$73,958,191
FFY 2026 Earmark Discretionary Program						
S13407: Framingham- Chris Walsh Memorial Trail (Federal Earmark for Design - MA 283)	New Project	This item programs a \$3,750,000 federal earmark for the design of the Chris Walsh Memorial Trail, a project that also received design funding through the FFY 2025 Design Pilot in the Regional Target Program.	HPP	\$0	\$3,750,000	\$3,750,000
<small>CATA = Cape Ann Transportation Authority, CMAQ = Congestion Mitigation and Air Quality, FFY = Federal Fiscal Year, HPP = Highway Performance Program, HSIP = Highway Safety Improvement Program, MA = Massachusetts, MAPC = Metropolitan Area Planning Council, MBTA = Massachusetts Bay Transportation Authority, MWRTA = MetroWest Regional Transit Authority, NB =</small>						