

Berkshire County Metropolitan Planning Organization

Ashland Street – North Adams
East Street - Pittsfield
Dalton Division Road – Dalton
Route 7 & 23 – Great Barrington
Howland Street – Adams

Highway Safety Analysis Transit Bridge
Berkshire MPO Bike Capacity

Transportation Improvement Program

October 1, 2026 – September 30, 2031



Communities Project Planning
Improvements Transit Air Quality
Safety Bike Trail

Berkshire Regional Planning Commission
1 Fenn Street, Suite 201, Pittsfield, MA - 01201

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Title VI Coordinator/MPO Manager

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1 Fenn Street, Suite 201

Pittsfield, MA 01201

413-442-1521

TTY: 771 or 1-800-439-2370

info@berkshireplanning.org



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Boston, MA 02109

617-994-6000 TTY: 617-994-6196

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Spanish: Si necesita esta información en otro idioma, por favor contacte al coordinador de BMPO del Título VI al 413-442-1521.

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BERKSHIRE METROPOLITAN PLANNING ORGANIZATION

BERKSHIRE REGIONAL PLANNING COMMISSION

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TRANSPORTATION IMPROVEMENT PROGRAM

FOR

THE BERKSHIRE REGION

OCTOBER 1, 2026 – SEPTEMBER 30, 2031

This report was prepared by the Berkshire Regional Planning Commission, in cooperation with the Berkshire Regional Transit Authority, the Commonwealth of Massachusetts Department of Transportation, and the U.S. Department of Transportation - Federal Highway Administration and Federal Transit Administration.

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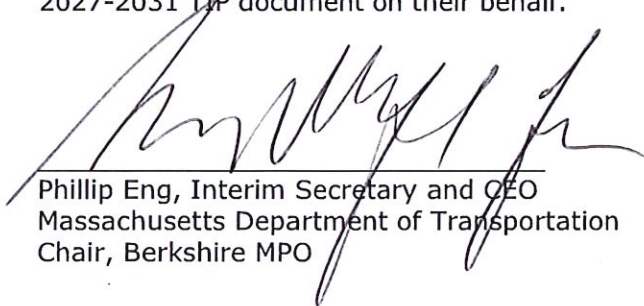
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MPO CERTIFICATION

Transportation Improvement Program (TIP) FFY 2027 – 2031

This is to certify that the members of the Berkshire Metropolitan Planning Organization (MPO) hereby endorse the Transportation Improvement Program (TIP) for Federal Fiscal Years 2027-2031, in accordance with 23 CFR Part 450 Section 324 of the October 28, 1993, Final Rules for Statewide and Metropolitan Planning and 23 CFR Part 450 Section 326. This TIP consists entirely of projects that are either: A) exempt from an air quality conformity determination as specified in 40 CFR Parts 51 and 93; or B) have been previously analyzed in the conforming Regional Transportation Plan for the Berkshire Region. This TIP does not add significant, non-exempt projects, nor reprogram any existing regionally significant, non-exempt projects across analysis years. In accordance with Section 176(c) (4) of the Clean Air Act as amended in 1990 [42 U.S. C. 7251 (a)], the MPO for the Berkshire Region has conducted its review and hereby certifies that the TIP conforms with 40 CFR Parts 51 and 93 (August 15, 1997) and 310 CMR 60.3 (December 30, 1994).

The Berkshire Metropolitan Planning Organization authorizes the Chairman to endorse the FFY 2027-2031 TIP document on their behalf.



Phillip Eng, Interim Secretary and CEO
Massachusetts Department of Transportation
Chair, Berkshire MPO

5/26/26
Date

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Transportation Improvement Program

Part A: INTRODUCTION

1. TIP DEVELOPMENT
2. PRIORITIZATION
3. PUBLIC PARTICIPATION
4. AMENDMENT/ ADJUSTMENT PROCEDURES
5. CONGESTION MANAGEMENT PLAN
6. TRANSPORTATION FUNDING PROGRAMS

INTRODUCTION

A Transportation Improvement Program (TIP) is a prioritized, financially constrained, multi-year program for the implementation of federally funded transportation improvement projects in a region. As such, it serves as a planning tool to ensure the most effective use of limited funding for transportation improvements. The projects are drawn from and consistent with the Metropolitan Planning Organization (MPO) long-range transportation plan (RTP). These projects are designed to construct, complete, implement, operate and maintain regional transportation systems in accordance with the recommendations of the RTP.

The TIP must include a certification by the Metropolitan Planning Organization (MPO) that it was developed through a continuous, cooperative and comprehensive (3C) metropolitan transportation planning process, in conformance with various applicable Federal laws and regulations. Certification ensures the region's continued eligibility to receive Federal funds for highway and transit projects.

As staff to the Berkshire MPO, the Berkshire Regional Planning Commission (BRPC) is responsible for developing the Unified Planning Work Program (UPWP), which is a description of the annual program for a 3C transportation planning process in the Berkshire region. The UPWP provides an indication of regional long and short-range transportation planning objectives, the budget necessary to sustain the overall planning effort, and the sources of funding for each specific program element. The TIP is a work task within the UPWP leading to the implementation of transportation improvements in the Berkshire region.

The TIP is also necessary for two other reasons. First, the TIP is a requirement of the transportation planning process as most recently legislated by the Infrastructure Investment and Jobs Act (IIJA) and the Fixing America's Surface Transportation (FAST) Act. Secondly, a transportation improvement is not eligible for federal funding unless it is listed on the TIP.

IIJA and FAST Act Legislation

The IIJA was enacted on November 15, 2021, as the Infrastructure Investment and Jobs Act. As under the FAST Act, the IIJA authorizes a single, combined amount for each year for all apportioned highway programs combined. The IIJA authorizes a total combined amount (\$52.5 B for fiscal year (FY) 2022, \$53.5 B for FY23, \$54.6 B for FY24, \$55.7 B for FY25, and \$56.8 B for FY26) in Contract Authority from the Highway Account of the Highway trust Fund to fund 8 highway apportioned programs (including certain set-asides):

- National Highway Performance Program (NHPP);
- Surface Transportation Block Grant Program (STBG);
- Highway Safety Improvement Program (HSIP);
- Congestion Mitigation and Air Quality Improvement Program (CMAQ);
- National Highway Freight Program (NHFP);
- Metropolitan Planning (PL);
- Carbon Reduction Program (CRP) [NEW]; and
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program [NEW].

The BIL also appropriates funding from the General Fund for three other formula-based programs apart from the highway programs apportioned amount:

- The Bridge Formula Program;
- The National Electric Vehicle Infrastructure Formula program; and

- The Appalachian Development Highway System Program.

The IIJA replaced the FAST Act, which was signed into law on December 4, 2015, funding surface transportation programs at over \$305 billion for fiscal years 2016 through 2020. The FAST Act replaced MAP-21, enacted in 2012.

The IIJA supports and builds on the changes made by the FAST Act. Under the FAST Act, all MPOs are required to incorporate ten planning factors, specifically during the development of the TIP:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The IIJA continues to emphasize performance-based planning as an integral part of the metropolitan planning process: states are to develop performance goals guided by the national goals, and MPOs will then work with state departments of transportation (DOTs) to develop MPO performance targets. The TIP will integrate the MPOs' performance measures and link transportation-investment decisions to progress toward achieving performance goals.

Federally Required Roadway Performance Measures:

1. Safety – Injuries and Fatalities
2. Infrastructure Condition – Pavement Condition; Bridge Condition
3. System Reliability – Performance of the National Highway System
4. System Reliability, Freight Movement & Economic Vitality – Freight Movement on the Interstate System
5. Congestion Reduction – Congestion Mitigation and Air Quality
6. Environmental Sustainability – Congestion Mitigation and Air Quality

Safety Performance Measures (PM1):

The Berkshire MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2026. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5 year (2022-2026), rolling average trend lines for all FHWA-defined safety measures.

Table on the following page shows the Commonwealth's CY 2026 roadway safety performance targets for the federally required performance measures. The table also notes the Commonwealth's long-term target of zero fatalities and serious injuries on Massachusetts roadways. The targets in all columns of the table reflect five-year rolling annual averages, as required by USDOT.

In recent years, MassDOT and the Berkshire MPO have invested in "complete streets," bicycle and pedestrian infrastructure, intersection and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) to address increasing mode share and to incorporate safety mitigation elements into projects. Moving forward, the Berkshire MPO, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts and to continue analyzing crash clusters and crash counts that include both motorized and non-motorized modes in order to address safety issues at these locations.

In all safety categories, MassDOT has established a long-term target of "Toward Zero Deaths" through MassDOT's Performance Measures Tracker¹ and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT's annual targets or to establish their own each year.

The safety measures MassDOT has established for CY 2026, and that the Berkshire MPO has adopted, are shown in the chart on the following page:

Comparison of Statewide and Berkshire MPO Region Safety Performance Measures and Trends:

Statewide Total Fatalities: Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2026 5-year rolling average (2022-2026) target setting process began with a trend line projection based on the most recent available data. Due to the lingering impacts of pandemic-related driving conditions in 2021 and 2022, roadway fatalities were increasing relative to previous years. However, in Massachusetts this trend finally reversed in 2023, before a slight increase again in 2024.

To estimate 2025 fatalities, MassDOT compared 2015-2024 year-to-date fatalities the data available at the time of target setting in July 2025. On average, 46% of annual fatalities occurred between January 1 – July 1 of each year. Therefore, to estimate 2025 fatalities MassDOT divided the number of fatalities in 2025 to date by 46%. A 3% annual reduction in fatalities was then assumed to obtain an estimate for 2026, which brings the 2022-2026 5-year rolling average to 357, the target adopted

¹ <https://www.mass.gov/lists/tracker-annual-performance-management-reports>

by MassDOT. In addition, similar to last year, MassDOT also developed a 2024-2028 projection to forecast current trends further into the future. If this 3% decrease in annual fatalities continues, MassDOT projects the 2024-2028 5-year average to be 323.

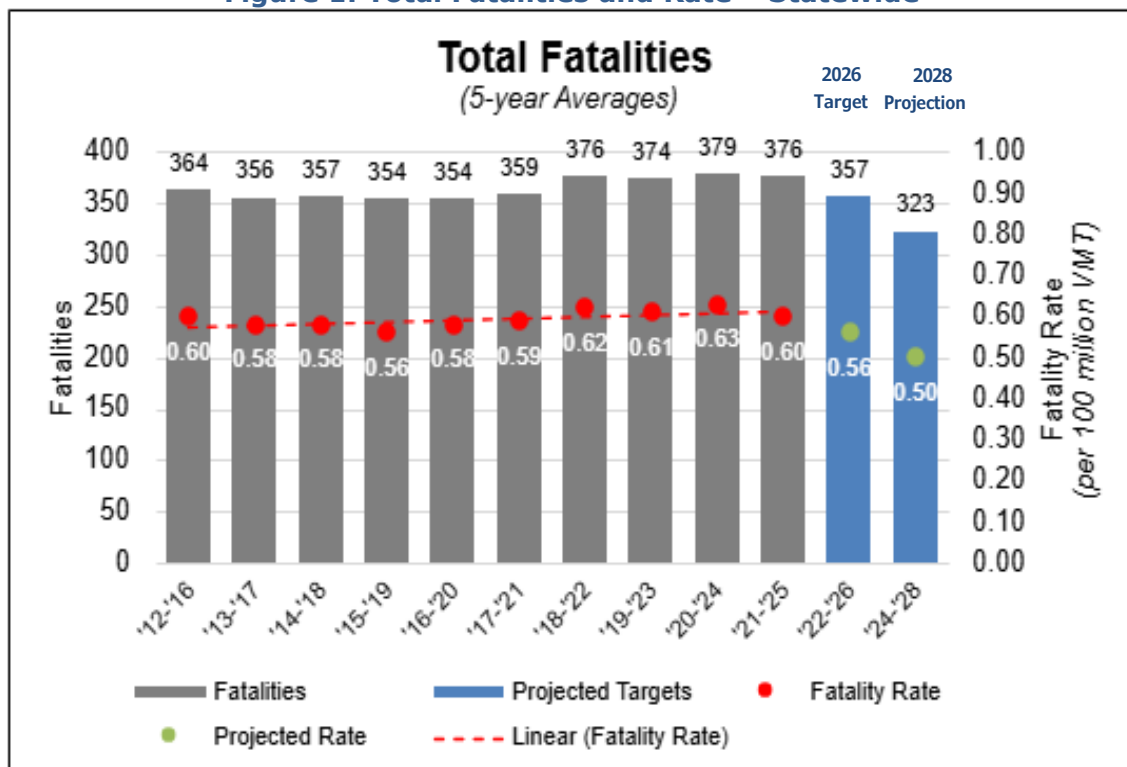
As always, although numeric targets have been established following federal guidelines, MassDOT’s overarching goal is zero deaths and this goal will be pursued by implementing strategies from the [Strategic Highway Safety Plan \(SHSP\)](#) and [Vulnerable Road User Safety Assessment](#), both of which were updated and finalized in 2023.

These strategies help provide details on how the state will drive down fatalities and serious injuries.

Statewide Fatality Rate: The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities.

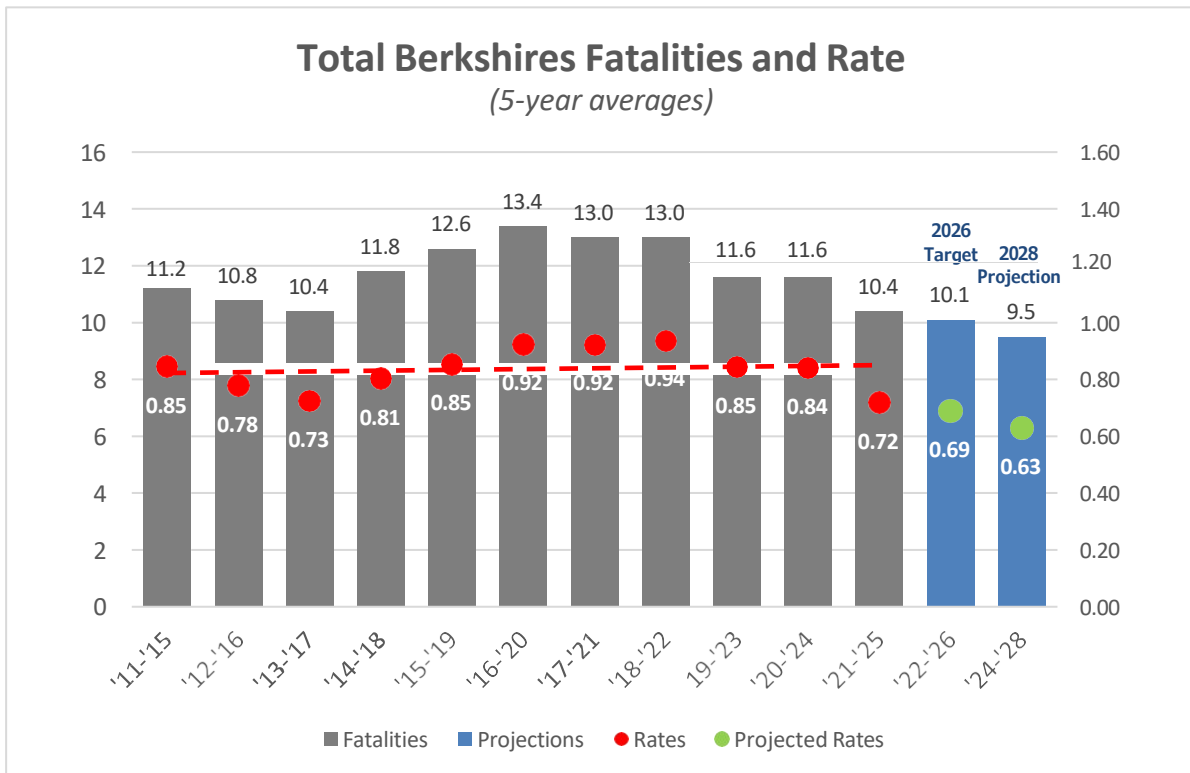
However, VMT in Massachusetts is returning to pre-pandemic levels and annual projections for 2025 are nearly in line with 2019. Consequently, the 5-year average fatality rate target is 0.56 fatalities per 100 million VMT for 2022-2026. If this trend continues, MassDOT projects a decrease to 0.50 fatalities per 100 million VMT for 2024-2028.

Figure 1: Total Fatalities and Rate – Statewide



Note: All data as of July 30, 2025

Figure 2: Total Fatalities and Rate – Berkshire MPO



Berkshire Total Fatalities: In 2025, Berkshire County saw 9 fatalities according to the IMPACT online database. This represented a 31% decrease. For a less populated area like Berkshire County, relatively small fluctuations in absolute quantity can have an outsized effect on averages and trends. The 5-year average calculations were shown to the tenths decimal place to illustrate the projected decreases in fatalities. BRPC mirrored MassDOT’s presumed 3% year-over-year decrease in fatalities, but using whole numbers would result in a level trend of 10 fatalities if proper rounding was utilized. BRPC also differed slightly from MassDOT in applying the 3% decrease directly to the 5-year average statistic as well as the raw total, whereas MassDOT applied this only to the raw total. This was due to an outlier statistic in the Berkshire serious injuries data, which will be discussed below. Projected total fatalities are shown in the blue bars on the graph.

It should be noted that the Berkshire County MPO has adopted a Vision Zero target year of 2040 for zero deaths and serious injuries. While keeping current targets realistic and attainable, the region will be working to steadily reduce our average annual fatalities until zero is reached.

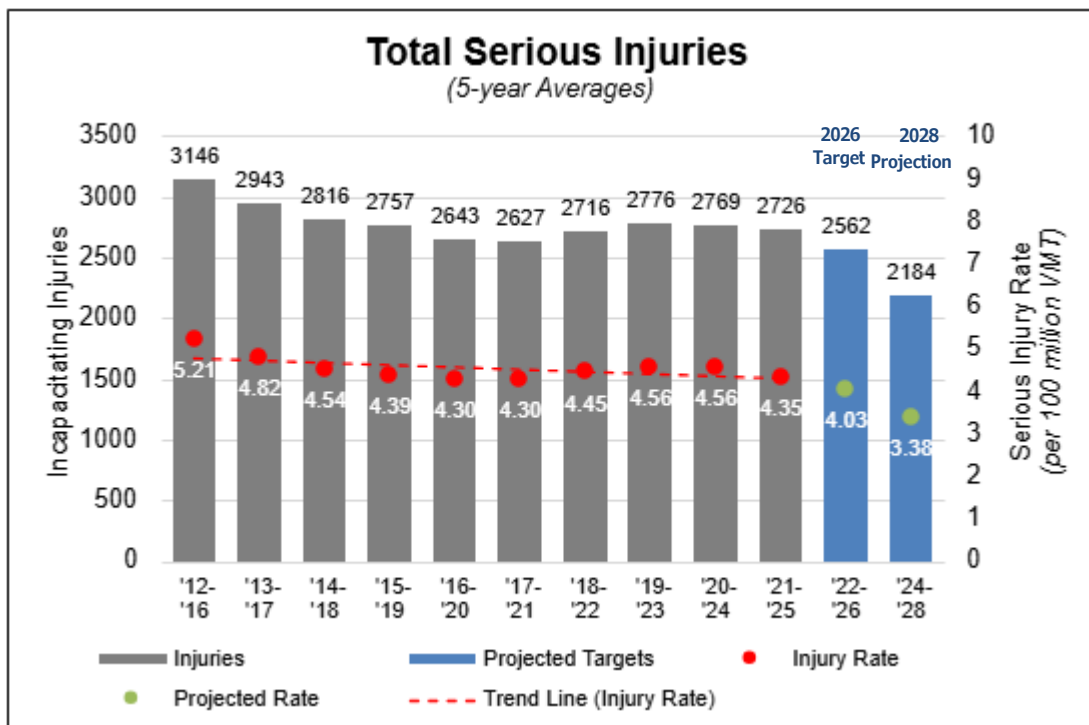
Berkshire Fatality Rate: With projected VMTs in Berkshire County increasing slightly year over year, and the projected 5-year average fatality rate very slightly decreasing, the resulting fatality rate per 100,000,000 VMT is projected to drop from the current 0.72 in 2025 to 0.69 in 2026 and 0.63 in 2028. These rates are still above the state average, which are projected to be 0.56 in 2026 and 0.50 in 2028.

Statewide Total Serious Injuries: The target setting process began with a trend line projection based on the most recent available data. The 2022-2024 serious injury data were not finalized in the statewide crash system during this process, so it is possible these figures will change once that data becomes final.

Due to the lingering impacts of pandemic-related driving conditions in 2021 and 2022, serious injuries increased relative to previous years. However, in Massachusetts this trend finally reversed in 2023, and in 2024, serious injuries continued to decrease, but not quite to pre-pandemic levels. To estimate 2025 serious injuries, MassDOT compared year-to-date serious injuries from 2015-2024 to the data available at the time of target setting in July 2025. 2025 serious injuries to date were divided by 46%, the average of serious injuries that occur between January 1 – July 1 each year. A 3% annual reduction in serious injuries was then assumed to obtain an estimate for 2026, which brings the 2022-2026 5-year rolling average to 2,562, the target adopted by MassDOT. If this 3% annual decrease continues, the 2024-2028 5-year average of serious injuries will be 2,184.

Statewide Serious Injuries Rate: The serious injury rate represents five-year average serious injuries divided by five-year average VMTs. Similar to the fatality rate, the rate of serious injuries is trending toward pre-pandemic levels, with estimates for VMTs in 2025 approaching 2019 levels. Following the same methods to derive the 5-year average fatality rate, the 5-year average serious injuries rate is estimated to be 4.03 serious injuries per 100 million VMT for 2022-2026. If this trend continues, MassDOT projects a decrease to 3.38 serious injuries per 100 million VMT for 2024-2028.

Figure 3: Total Incapacitating Injuries – Statewide

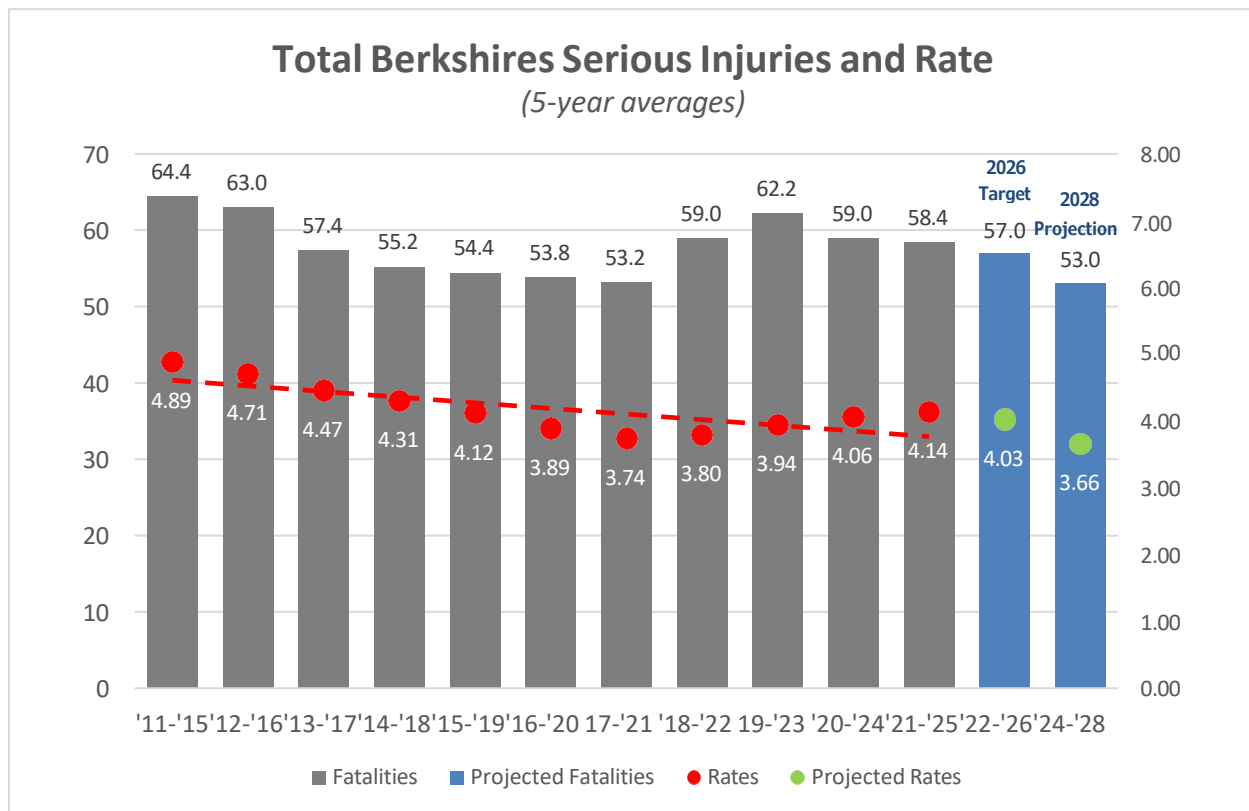


Berkshire Total Serious Injuries: While raw fatalities declined between 2024 and 2025, serious injuries rose from 51 to 59 according to the MassDOT IMPACT database. The year 2022 also contained a significant outlier of 78 serious injuries, which caused an outsized effect on the 5-year average. When attempting a 5-year average calculation and projecting the statistics to 2026, the result showed an increase in serious injuries. The decision was made to apply the presumed 3% decrease to mirror MassDOT calculations, but to the serious injury 5-year average projection itself. This was also done with the fatalities projection as mentioned above, for the purpose of consistency. This provides a projection of 57 serious injuries in 2026 and 53 in 2028.

As discussed above, BRPC ultimately has a goal of reaching zero serious injuries by 2040 and will be working to attain steady decreases until reaching this target.

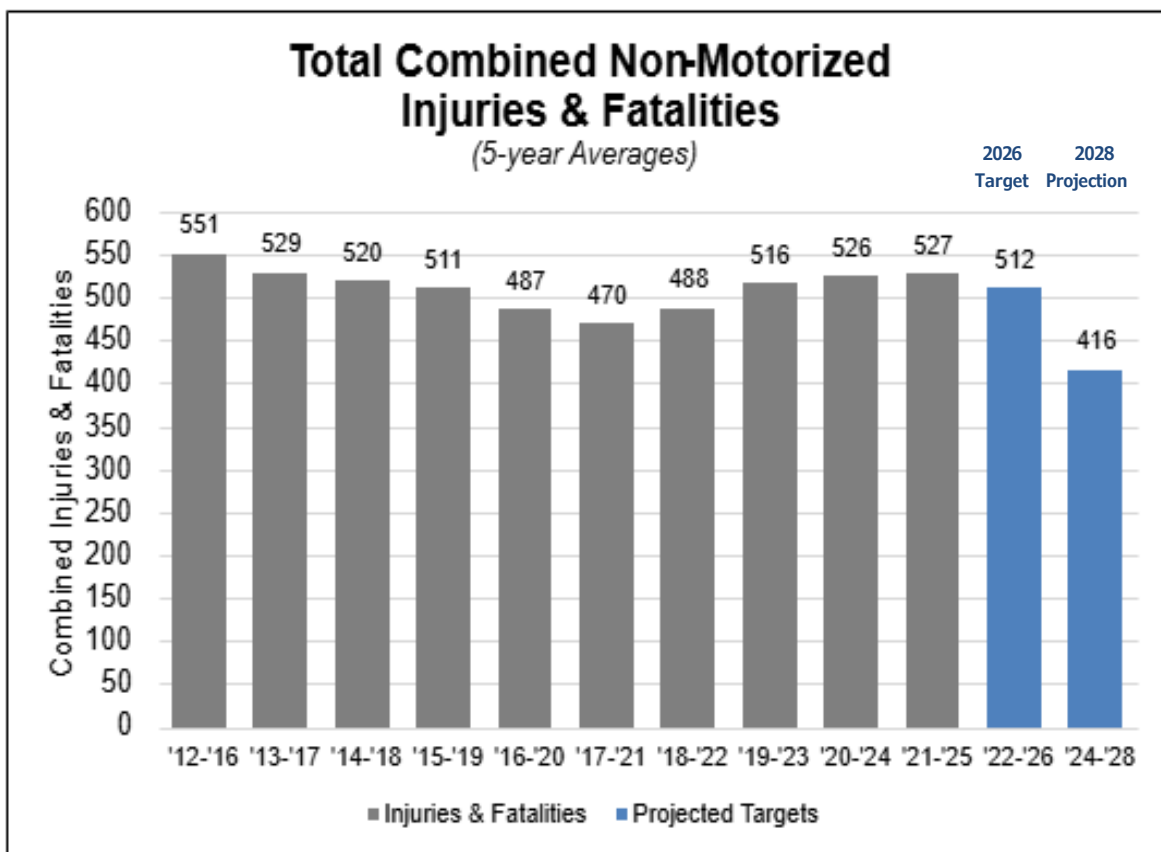
Berkshire Serious Injuries Rate: The trend of serious injuries per 100 million VMT has been rising year-over-year since 2021. The relatively flat 5-year average serious injuries combined with the assumed 3% decline for the targets results in a projected decrease in serious injury rates, as actual and projected VMTs increase slightly year-over-year following the pandemic-related reduction in traffic in 2020 and 2021.

Figure 4: Total Incapacitating Injuries – Berkshire MPO



Statewide Total Number of Non-Motorized Fatalities and Serious Injuries: As with all the other target setting measures, FHWA’s guidance is to start with a trend line forecast and then consider external factors and planned implementation in order to set targets. The number of non-motorized fatalities and serious injuries has fluctuated greatly in recent years. Non-motorist fatalities, specifically, increased through 2022 before decreasing in 2023, increasing in 2024, and decreasing in 2025. Non-motorist serious injuries appear to have peaked in 2023 and show signs of decreasing in 2024 and 2025. On average, 45% of annual non-motorist fatalities and serious injuries occur between January 1 – July 1. Therefore, to estimate 2025 non-motorist fatalities and serious injuries, MassDOT divided the number to date by 45%. Based on the state’s increased work and emphasis to protect vulnerable road users, a 5% annual reduction in non-motorized fatalities and serious injuries was then estimated for 2026, which brings the 2022-2026 5-year rolling average to 512, the target adopted by MassDOT. If this 5% annual decrease continues, MassDOT projects the 2024-2028 5-year average to be 416.

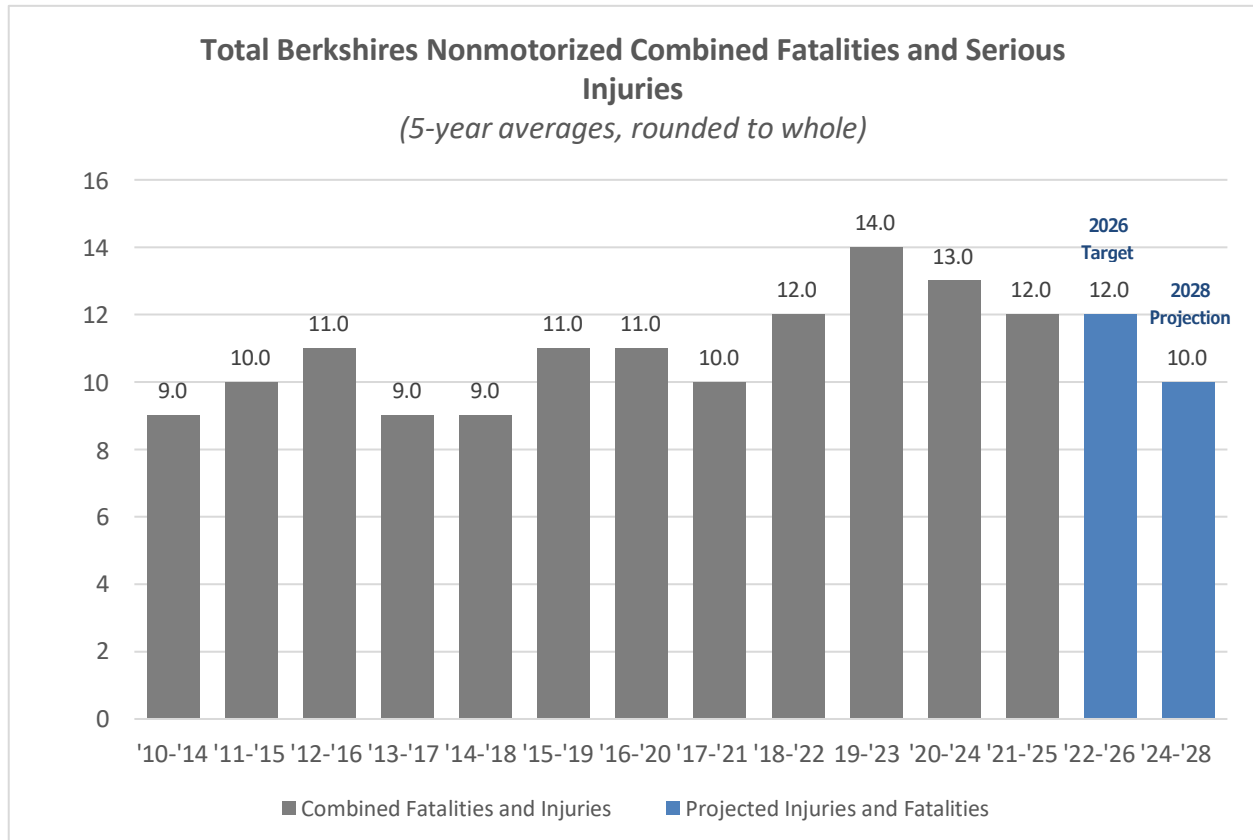
Figure 5: Total Combined Non-Motorized Injuries & Fatalities – Statewide



Note: All data as of July 30, 2025

Berkshire Total Number of Non-Motorized Fatalities and Serious Injuries: The number of non-motorized fatalities and serious injuries continues to fluctuate in Berkshire County. Calculating a 3% reduction year-on-year produces a constant rate of 12 average fatalities and serious injuries by 2026 and a drop to 10 in 2028. Berkshire County’s Vision Zero initiative has a target of zero fatalities and serious injuries over the next 15 years to 2040. The Action Plan development for this initiative gives particular emphasis to vulnerable road users (VRUs) and work will be continuing to reduce this trend.

Figure 6: Total Combined Non-Motorized Injuries & Fatalities – Berkshire MPO



Note from MassDOT: The fatality and serious injury data contained here was developed to align with the data included in MassDOT's annual Highway Safety Improvement Program (HSIP) report. As such, historical data may be different from what was reported in prior years.

The targets were developed in coordination with the Executive Office of Public Safety and Security (EOPSS), the Highway Safety Division (HSD), and other sections within MassDOT. Although MassDOT emphasizes that the state’s goal is zero fatalities and serious injuries, the state targets presented here are not “goals” but realistic targets considering the events of the last 4+ years. The Secretary of Transportation and Highway Division Administrator for MassDOT approved the targets recognizing that MassDOT must demonstrate short term incremental steps in order to achieve the Commonwealth’s goal.

Bridge & Pavement Performance Measures (PM2):

The Berkshire MPO has chosen to adopt the 2-year (2024) and 4-year (2026) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 16th, 2022. In setting these targets, MassDOT has followed FHWA guidelines by measuring bridges and pavement condition using the 9-point National Bridge Inventory Standards (NBIS); the International Roughness Index (IRI); the presence of pavement rutting; and the presence of pavement cracking. 2-year and 4-year targets were set for six individual performance measures: percent of bridges in good condition; percent of bridges in poor condition; percent of Interstate pavement in good condition; percent of Interstate pavement in poor condition; percent of non-Interstate pavement in good condition; and percent of non-Interstate pavement in poor condition. All of the above performance measures are tracked in greater detail in MassDOT's 2022 Transportation Asset Management Plan (TAMP).

Targets for bridge-related performance measures were determined by identifying which bridge projects are programmed and projecting at what rate bridge conditions deteriorate. The bridge-related performance measures measure the percentage of deck area, rather than the total number of bridges.

Performance targets for pavement-related performance measures were revisited in 2024 as part of the 'Mid Performance Period Progress Report' and the 4-year targets remain unchanged.

MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which differs from IRI. These measures and targets are used in conjunction with federal measures to inform program sizing and project selection.

Table 1: Bridge & Pavement Performance Measures

| Performance Measure | Baseline | 2-year condition/ performance | 2-year target | 4-year target |
|--|----------|----------------------------------|---------------|---------------|
| Bridges in good condition | 16% | 15.7% | 16% | 16% |
| Bridges in poor condition | 12.2% | 12.5% | 12% | 12% |
| Interstate Pavement in good condition | 71.8% | 67.2% | 70% | 70% |
| Interstate Pavement in poor condition | 0.0% | 0.1% | 2% | 2% |
| Non-Interstate Pavement in good condition | | 28.6% | 30% | 30% |
| Non-Interstate Pavement in poor condition | | 6.9% | 5% | 5% |

Reliability, Congestion, & Emission Performance Measures (PM3):

The Berkshire MPO has chosen to adopt the 2-year (2024) and 4-year (2026) statewide reliability, congestion, and emissions performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 16, 2022, with MPOs either adopting the statewide target or establishing their own by June 2023.

MassDOT followed FHWA regulation in measuring Level of Travel Time Reliability (LOTTR) on both the Interstate and non-Interstate NHS as well as Truck Travel Time Reliability (TTTR) on the Interstate system using the National Performance Management Research Dataset (NPMRDS) provided by FHWA. These performance measures aim to identify the predictability of travel times on the roadway network by comparing the average travel time along a given segment against longer travel times. For LOTTR, the performance of all segments of the Interstate and of the non-Interstate NHS are defined as either reliable or unreliable based on a comparison between the 50th percentile travel time and the 80th percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50th percentile travel time and the 90th percentile travel time for trucks only along the Interstate system is reported as a statewide measure.

Emissions reduction targets are measured as the sum total of all emissions reductions anticipated through CMAQ-funded projects in non-attainment or air quality maintenance areas (currently the cities of Lowell, Springfield, Waltham, and Worcester, and the town of Oak Bluffs) identified in the Statewide Transportation Improvement Program (STIP). This anticipated emissions reduction is calculated using the existing CMAQ processes.

Table 2: Reliability, Congestion, & Emission Performance Measures

| Measure | Baseline | 2-year condition/ performance | 2-year target | 4-year target |
|--|----------|----------------------------------|---------------|---------------|
| Interstate LOTTR | 84.2% | 75.0% | 74.0% | 76.0% |
| Non-Interstate LOTTR | 87.2% | 85.6% | 85.0% | 87.0% |
| TTTR | 1.61 | 1.75 | 1.80 | 1.75 |
| Emissions Reductions: PM2.5 | | | | |
| Emissions Reductions: NOx | 0.490 | 0.000 | 0.000 | 0.000 |
| Emissions Reductions: VOC | 0.534 | 0.000 | 0.000 | 0.000 |
| Emissions Reductions: PM10 | | | | |
| Emissions Reductions: CO | 6.637 | | 0.354 | 0.354 |

Berkshire Regional Transit Authority Transit Asset Management (TAM) Plan:

BRTA provides public transportation service to its 30 member communities within Berkshire County, the western most region of Massachusetts. The BRTA’s daily service area spans a region as large as Rhode Island; bordered by Vermont to the north, New York to the west, and Connecticut to the south. Fixed route service is provided by fourteen bus routes in 13 communities from Williamstown to Great Barrington, Monday through Saturday. Paratransit services are provided to eligible persons from the BRTA’s member communities for ambulatory, non-ambulatory, or complementary paratransit ADA service. BRTA serves as the conduit for communities to acquire Mobility Access Program (MAP) vehicles from MassDOT to transport their elderly and disabled residents. BRTA maintains the MAP vehicle fleet.

Table 3: Performance Targets & Measures:

| | | |
|--|--|--|
| | Age - % of revenue vehicles with a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Marginal rate 20% or less. Poor rate of 10% or less. |
| All revenue vehicles: fixed route, paratransit, and MAP | | |
| | Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB) | Marginal rate 20% or less. Poor rate of 10% or less. |
| Non-revenue support vehicles, stations, systems, and equipment | | |
| | Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Marginal rate 20% or less. Poor rate of 10% or less. Total asset rating above 3 on the TERM scale |
| All buildings or structures | | |

Berkshire Regional Transit Authority Public Transportation Agency Safety Plan (PTASP):

The Public Transportation Agency Safety Plan details the safety process and procedures for the Berkshire Regional Transit Authority. This Plan utilizes existing and agency specific practices and best practices to be implemented to meet the new regulation set in 49 CFR Part 673 of federal guidelines. The PTASP includes the formal documentation to guide the agency in proactive safety management policy, safety risk management, safety assurance, and safety promotion. The plan includes the process and schedule for an annual review of the plan to review the safety performance measures and update processes that may be needed to improve organizations safety practices.

Table 4: Transit Safety Performance Targets

| Safety Performance Targets | | | | | | | |
|---|--------------------|-------------------|------------------|-----------------|-----------------------|----------------------|---|
| <i>Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.</i> | | | | | | | |
| The targets below are based on the review of the previous five years of BRTA's safety performance data. | | | | | | | |
| Mode of Transit Service | Fatalities (Total) | Fatalities (Rate) | Injuries (Total) | Injuries (Rate) | Safety Events (Total) | Safety Events (Rate) | System Reliability (Miles between Major Failures) |
| Fixed Route | 0 | 0 | 4 | 4.2 | 3 | 3.2 | 80,000 |
| Paratransit | 0 | 0 | 0 | 0 | 0 | 0 | 150,000 |

*Rates are per 1,000,000 vehicle revenue miles

Berkshire Metropolitan Planning Organization Membership:

In the Berkshire region, the MPO presently consists of ten members (State, Regional, City and Town officials or their alternatives) and three Ex-Officio members:

MPO Members:

- Massachusetts Department of Transportation, Secretary and CEO
- Massachusetts Department of Transportation Highway Division, Administrator
- Berkshire Regional Planning Commission, Chair
- Berkshire Regional Transit Authority, Administrator
- City of Pittsfield, Mayor
- City of North Adams, Mayor
- One Selectperson from a town within each of the following four sub-regions:
- North Sub-region (Adams, Clarksburg, Florida, New Ashford, Savoy, Williamstown)
- North-Central Sub-region (Cheshire, Dalton, Hancock, Hinsdale, Lanesborough, Peru, Windsor)
- Southeast Sub-region (Becket, Lee, Lenox, Monterey, New Marlborough, Otis, Sandisfield, Tyringham, Washington,)
- Southwest Sub-region (Alford, Egremont, Great Barrington, Mount Washington, Richmond, Sheffield, Stockbridge, West Stockbridge)
 - North Towns Representative
 - North Central Towns Representative
 - Southeast Towns Representative
 - Southwest Towns Representative

The first six members on the above list are permanent ex officio members. The four sub-regional members are elected by caucuses comprised of designated representatives from the Select Board within each sub-region. These caucuses are open to the public. The term of office for each sub-regional member and alternate is two years, starting on August 1 of the year elected. The names of the newly elected sub-regional members and alternates are submitted to the MPO by August 1 of each year. In the event a sub-regional seat is vacated prior to the full term of the appointee, and the alternate is not able to complete the member's term, the MPO shall act to fill the vacated seat at the earliest opportunity.

Alternate members from the four sub-regions are selected in the same manner and the same term as the official member from the sub-region, provided that an alternate is from a different town in the same sub-region as the member he/she is representing. In the event that the official member is unable to complete his/her term, the alternate will complete the member's term.

By November 1 of every third year, the Secretary and CEO of MassDOT and the MassDOT Administrator each present to the Berkshire Region MPO a list of not more than three representatives (designated by title) appointed by him/her, any one of which may vote as his/her designee. These are persons who are directly responsible and accountable to the official member they represent.

The Berkshire Regional Planning Commission and the Berkshire Regional Transit Authority each choose a standing alternate from within their respective organizations.

The Mayors of Pittsfield and North Adams each present to the MPO by February 1, semi-annually following city elections, a list of not more than three persons appointed by him/her,

any of which may vote as his/her respective designee. These are persons who are directly responsible and accountable to the official member they represent. In the event there is a change in the office of the Mayor outside of the schedule noted above, the MPO shall act to update this information at the earliest opportunity.

Ex-Officio Members:

The Chair of the Transportation Advisory Committee and a representative from both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are considered ex-officio, non-voting members of the MPO.

- Chair of the Transportation Advisory Committee (TAC)
- Federal Highway Administration, Division Administrator
- Federal Transit Administration, Regional Administrator

Berkshire MPO Meetings and Functions:

The Berkshire MPO meets a minimum of every three months. Additional meetings may be called as needed by the Chair or any three other members.

A quorum of the Berkshire MPO shall consist of six voting members of the membership. Lack of a quorum shall not prevent an officially called meeting from coming to order and discussing or passing a motion to continue said meeting to a later date.

A vote to accept a motion relative to the Regional Transportation Plan and the Transportation Improvement Program shall be by an affirmative vote of the majority of members present, provided that it includes the affirmative vote of the implementing agency (defined as MassDOT for highway projects, the BRTA for transit projects and MassDOT for Commuter Rail projects).

The Berkshire MPO perform all functions as required in federal or state laws and regulations including jointly developing, reviewing and adopting the region's annual transportation Unified Planning Work Program, the Regional Transportation Plan, the Transportation Improvement Program and air quality conformity determinations.

In meeting the provisions of the federal 3C process, the Berkshire MPO assumes the responsibility for the transportation planning process which may include: initiation of studies, evaluation and recommendation of transportation improvements and the programming of funds for transportation projects in the region for which funding is sought for implementation. While transportation studies may be conducted by other entities from time to time, the Berkshire MPO shall monitor their progress and make the final decision on whether any regionally significant project is to be included in the Regional Transportation Plan.

The Berkshire MPO shall be the forum for cooperative decision making by officials of local government, regional planning commission, regional transit authority, and state officials representing state transportation agencies.

The table below lists the current MPO membership:

Table 5: Berkshire Metropolitan Planning Organization
April 2026

MPO Signatories

| | |
|--------------------|---|
| Mass DOT | Phillip Eng, Acting Secretary and CEO, Chair of BMPO David Mohler, Executive Director, representing Secretary Eng Steve Woelfel, Deputy Executive Director (alternate) |
| DOT Highway | Jonathan Gulliver, MassDOT Highway Administrator Francisca Heming, District 1 Highway Director, representing Administrator Gulliver Mark Moore, Highway Division District 1 (alternate) |
| BRPC | Malcom Fick, Chair (Gt. Barrington) Samuel Haupt, Alternate (Peru) Vacant, Second alternate |
| BRTA | Douglas McNally, Chair (Windsor) Kathleen Lambert, Administrator (alternate) Benjamin Hansen (second alternate) |
| Pittsfield | The Honorable Peter Marchetti Representing Pittsfield (permanent member) Ricardo Morales (first alternate) Tyler Shedd (second alternate) |
| N. Adams | The Honorable Jennifer Macksey Representing North Adams (permanent member) Michael Nuvallie (first alternate) Tim Lescarbeau (second alternate) |
| North Subregion | Jay Meczyzwor, Adams Stephanie Boyd, Williamstown (alternate) |
| North Central | Marc Strout, Dalton Ron DeAngelis, Cheshire (alternate) |
| South East | Frank Abbott, Monterey Gordon Bailey, Lee (alternate) |
| South | Dottie Bonbrake, Mount Washington Vacant (alternate) |

Federal Highway Administration (ex-officio, non-voting)

- Vacant

Berkshire Regional Planning Commission Staff (ex-officio, non-voting members)

- Thomas Matuszko, Executive Director
- Clete Kus, Transportation Program Manager
- Sam Haupt, TAC Chair

BRPC is responsible, under contracts with the Massachusetts Department of Transportation (MassDOT) for conducting the regional transportation planning process utilizing federal planning funds.

In order to facilitate the implementation of the 3C process and the functions of the Berkshire MPO, a standing committee, known as the Transportation Advisory Committee (TAC), has been established to advise the Berkshire MPO. TAC membership is selected, through the Berkshire MPO, in a manner that provides for the involvement of local government officials, transportation professionals and other representatives of transportation providers, user groups, and other relevant interests, and that provides for a broad based transportation planning perspective of its participants. Its principal mission is as follows:

- To advise the Berkshire MPO on all matters of policy affecting the conduct of the region's 3C transportation planning and programming process.
- To put forth recommendations to the MPO on such regional transportation work activities, plans, studies, project priorities and financial constraints as may be required for the effective operation of the Berkshire MPO.
- To provide maximum participation in the transportation planning and programming process by creating a forum and other opportunities to bring together officials of local government, public agencies, transportation providers, interest groups and residents for open dialogue and the exchange of views on current transportation issues.

The Chair of the TAC has the responsibility to report to the MPO regarding the TAC's consensus regarding an issue, along with a summary of the considerations involved in the decision, will present any majority and minority reports resulting from the TAC's deliberations, and provide complete and accurate descriptions of the various points of view and options available.

The table on the following page lists the current TAC membership.

Table 6: Transportation Advisory Committee Membership

Berkshire Regional Planning Commission
Transportation Advisory Committee Membership April 2026

| Municipal Members | | Non-Municipal Members (subject to MPO Approval) | |
|-------------------|--|---|----------------------|
| Town/City | Representative Name | Organization Name | Representative Name |
| ADAMS | Vacant | AAA SOUTHERN NEW ENGLAND (Pittsfield) | Tom Goggins |
| ALFORD | <i>No rep appointed as of 1/13/11</i> | BAKER HILL ROAD DISTRICT | Vacant |
| BECKET | Bill Elovirta | BERKSHIRE BIKE PATH COUNCIL | Marjorie Cohan |
| CHESHIRE | <i>No rep appointed as of 9/11/08</i> | 1BERKSHIRES | Jonathan Butler |
| CLARKSBURG | Vacant | BERKSHIRE COMMUNITY COLLEGE | Vacant |
| DALTON | Joe Diver | BERKSHIRE COUNTY SCHOOL DISTRICTS SUPERINTENDENTS | William Ballen |
| EGREMONT | James Noe | BERKSHIRE CYCLING ASSOCIATION | Greg Herrman |
| FLORIDA | <i>Vacancy 5/7/13</i> | BERKSHIRE ENVIRONMENTAL ACTION TEAM (BEAT) | Brittany Ebeling |
| GREAT BARRINGTON | Joe Aberdale | BERKSHIRE REGIONAL TRANSIT AUTHORITY | Kathleen Lambert |
| HANCOCK | <i>No rep appointed as of 12/18/06</i> | MASS ASSOC. OF CONSERVATION COMMISSIONS | Vacant |
| HINSDALE | <i>Scott Rodman</i> | MASS COLLEGE OF LIBERAL ARTS | Vacant |
| LANESBOROUGH | Ron Tinkham | NORTHERN BERKSHIRES COMMUNITY COALITION | Vacant |
| LEE | Len Tisdale | PITTSFIELD MUNICIPAL AIRPORT | Vacant |
| LENOX | Bill Gop | SOUTHERN BERKSHIRE CHAMBER OF COMMERCE | Vacant |
| MONTEREY | Wayne Burkhart | THE NATURE CONSERVANCY | <i>Angela Sirois</i> |
| MOUNT WASHINGTON | Eric Mendolsohn | | |
| NEW ASHFORD | Keith Lacasse | | |
| NEW MARLBOROUGH | <i>Vacant</i> | | |
| NORTH ADAMS | Kyle Hanlon | | |
| OTIS | <i>Brandi Page</i> | | |
| PERU | Sam Haupt | | |
| PITTSFIELD | Ricardo Morales | | |
| RICHMOND | Roger W. Manzolini | | |
| SANDSFIELD | <i>Brad Curry</i> | | |
| SAVOY | <i>No rep appointed as of 12/18/06</i> | | |
| SHEFFIELD | David Ruot | | |
| STOCKBRIDGE | Catherine Chester | | |
| TYRINGHAM | Ed Nardi | | |
| WASHINGTON | Tom Johnson | | |
| WEST STOCKBRIDGE | <i>No rep appointed as of 1/7/09</i> | | |
| WILLIAMSTOWN | Chris Lemone | | |
| WINDSOR | <i>No rep appointed as of 1/13/11</i> | | |
| MASSDOT | Peter Frieri | | |

1. TIP DEVELOPMENT

The development of the TIP follows a process whereby new transportation projects, consistent with the Regional Transportation Plan and updated information about already active projects are solicited from the implementing agencies and local communities. The projects are then evaluated by BRPC, MassDOT staff, and assigned priority scores based on multiple transportation and regional planning criteria as summarized below. Based on that prioritization, as well as project readiness and available funding, the first of several drafts showing a proposed list of projects by year is prepared and distributed to MPO members and the Transportation Advisory Committee for review and comment. The Draft TIP list is refined in response to comments from MPO and Transportation Advisory Committee members and released by the MPO for public comments.

Projects are scheduled on the TIP based on their priority, likely implementation date and their fit within the funding estimated to be available for the Berkshire Region. Implementation of a particular project requires many steps, most likely taking several years from beginning to end. It is, therefore, important that communities maintain an awareness of their long-term transportation needs so that projects can be initiated at an appropriate time to avoid unnecessary delays in keeping their road network up-to-date.

Applicability

Federal legislation and regulations mandate, as a condition of receiving federal funding for transportation projects, a metropolitan transportation planning process that results in plans and programs consistent with the comprehensively planned development of the region. That process, according to federal regulations, must be conducted for the urbanized area, as a minimum. Since it is a state and regional policy that the transportation planning process applies to all areas of the state, not just urbanized areas, the metropolitan planning area for the Berkshires is defined as the entire region; therefore, the TIP is required for all of Berkshire County.

For the purposes of project selection and programming, any project listed in Year 1 of the endorsed TIP will be considered to have the concurrence of the MPO without further action. It is understood that the TIP in no way preempts regular channels of review, such as public hearings and environmental review. However, for FHWA (highway) and FTA (transit) projects it will serve to satisfy notification requirements, as established by the Commonwealth in compliance with Federal Executive Order 12372.

2. PRIORITIZATION

Because the TIP must be fiscally constrained within the anticipated available federal funding for transportation projects in the region, not all projects can be programmed in the five-year TIP period. Regional decision-makers are faced with difficult choices about which projects to program and which projects to put off. A system for prioritizing projects has been developed as one tool to assist in that process. In programming improvement projects, the Berkshire MPO considers transportation deficiencies that are in need of improvement and uses various performance metrics to identify priorities.

For the Federal Fiscal year 2027 – 2031 TIP development, the Berkshire MPO received TIP financial guidance without recommended funding source assignments for regional target projects. MPO staff identified funding sources for projects through coordination with the MassDOT District 1 office when selecting the preferred project lists. MassDOT Office of Transportation Planning (OTP) staff assisted with adjusting sources, as necessary, prior to the release of the draft TIP. This allowed MassDOT to have a more engaged approach to assigning funding sources to all projects programmed in the STIP

and assist with delivering the federal aid program within the fiscal constraint requirements.

Bridges are funded and prioritized at the statewide level. As such, there is no regional bridge allocation, or target. Statewide bridge priority scores are determined by a set of evaluation criteria similar to those used to calculate AASHTO ratings, which had been the basis for bridge priority scores in the past.

Transportation Enhancement projects are subject to a statewide eligibility determination process and are prioritized at the regional level.

Priorities for highway projects that are subject to regional funding targets are calculated based on evaluation criteria developed in 2011 and revised in 2015 to measure road condition, mobility, regional connectivity, goods movement, safety, environment, GHG emissions and livability factors. A project could score a maximum of 8 points based on the current evaluation criteria as explained below. The Berkshire MPO FFY 2027 – 2031 TIP Project Evaluation table on the next page shows the list of projects that were evaluated for FFY 2027 – 2031 TIP development:

- **Road Condition:** 1 Point (Project will construct new road or will strengthen pavement structure (not surface only) of existing road or will improve sub-standard or poorly functioning drainage).
- **Mobility:** 1 Point (Project will reduce vehicle delay at intersections (LOS C or worse) and/or improve through lane(s) capacity along a corridor).
- **Regional Connectivity:** 1 Point (Improves Principal Arterial, or minor arterial/collector with no alternative route).
- **Goods Movement:** 1 Point (Project will make geometric improvements at intersections or along a corridor to facilitate truck movement (3 axle ADT greater than 50)).
- **Safety:** 1 Point (Improves safety at location where accident rates exceed the state average).
- **Environment:** 1 Point (Project has positive (not neutral) effect on water quality, wildlife, or other natural features).
- **GHG Emissions:** 1 Point (Project has positive (not neutral) effect on GHG emissions reduction/air quality).
- **Livability:** 1 Point (Meets at least two of these standards: Supports economic development, increase use of alternate modes, or benefits defined minority populations).

Transit projects funded by formula grants and special earmarks have not been rated with the evaluation criteria, since they are not competing against other projects, but it is expected that such projects will be prioritized in future TIPs. Transit projects that must compete for discretionary funding are prioritized based on maximum ridership benefit per dollar expenditure and/or other factors.

It is recognized that other considerations, which are not readily quantified, can result in projects being programmed or deferred in apparent conflict with these calculated priorities. In particular, programming decisions are strongly influenced by project readiness and the realities of project cost in relation to financial constraint.

Table 7: Berkshire MPO FFY 2027-2031 TIP Project Evaluation
 Results of MPO Staff Evaluation of Highway Projects, February 12th, 2026, sorted by Total Project Score

| Project ID | Project | Town/City | Road Condition | Mobility | Reg. Connectivity | Goods Movement | Safety | Environment | GHG Emissions | Livability | Total Project Score | Project Cost | Project Design Status (MassDOT) | CMAQ Eligible | HSIP Eligible | Most Recent PASER Rating | Programmed in FFY 2027-2031 TIP |
|------------|--|------------------|---|---|---|--|--|--|--|--|---------------------|--------------|---------------------------------|---------------|---------------|--------------------------|---------------------------------|
| | | | Project will construct new road, or will strengthen pavement structure (not surface only) of existing road or will improve sub-standard or poorly functioning drainage. | Project will reduce vehicle delay at intersections (LOS C or worse) and/or improve through lane(s) capacity along a corridor. | Improves Principal Arterial, or minor arterial/collector with no alternate route. | Project will make geometric improvements at intersections or along a corridor to facilitate truck movement (3 axle ADT greater than 50). | Improves safety at location where accident rate exceeds the State average. | Project has positive (not neutral) effect on water quality, wildlife, or other natural features. | Project has positive (not neutral) effect on GHG emissions reduction/ air quality. | Meets at least two of these standards: Supports economic development, increase use of alternate modes, or benefits defined minority populations. | | | | | | | |
| 608737 | DALTON DIVISION ROAD | DALTON | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 6 | \$17,170,589 | <25% | √ | | 6 | 2028, 2029 & 2030 |
| 609292 | EAST STREET (LYMAN ST TO ELM ST) | PITTSFIELD | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 6 | \$9,652,005 | <25% | √ | √ | 4 | 2028 |
| 609465 | ROUTE 7 & ROUTE 23 | GREAT BARRINGTON | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 6 | \$12,700,000 | <25% | √ | | 5 | 2029, 2030 & 2031 |
| 613657 | ROUTE 8 (HOWLAND AVENUE) | ADAMS | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 5 | \$17,919,975 | <25% | | | 8 | 2031 & 2032 |
| 609215 | SOUTH MAIN STREET (ROUTE 7) | GREAT BARRINGTON | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 4 | \$7,124,000 | <25% | | | 6 | |
| 612784 | MOUNT WASHINGTON ROAD (PHASE II) | EGREMONT | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 4 | \$9,807,885 | <25% | | | 7 | |
| 616280 | STATE ST & MAIN ST INTERSECTION IMPROVEMENTS | NORTH ADAMS | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 4 | \$11,885,800 | <25% | √ | √ | | |
| 613877 | PARK STREET (ROUTE 183) | GREAT BARRINGTON | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | \$28,038,775 | <25% | | | 7 | |
| 616299 | ROUTE 7 RESURFACING | SHEFFIELD | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | \$6,000,000 | <25% | | | | 2027 |

Note: Project Costs are in 2026 dollars and do not account for inflation.

3. PUBLIC PARTICIPATION

This Transportation Improvement Program was prepared in accordance with the Transportation Planning Public Participation Process as required by the BIL and FAST Act. Public input has been solicited, public meetings have been held, draft copies have been made available, and a formal 21-day public review period was advertised and completed as per the Berkshire MPO Public Participation Plan. All comments, and corresponding responses, that were offered between April 28, 2026 and May 26, 2026 are summarized in Appendix 2.

Private Enterprise Participation

In addition, the local process for the involvement of the private sector in the transportation planning activities of the region has been followed. Private Enterprise Participation Policy Statements have been adopted by both the Berkshire Regional Transit Authority (May 29, 1986) and the Berkshire County Regional Planning Commission (November 20, 1986). Both of these statements have been previously submitted to and approved by FTA.

Massachusetts law requires that a private company operate the BRTA's fixed route service. Berkshire Keolis Transit Management (BKTM), a division of Keolis Transit Services LLC, is the current fixed route operating company. BKTM was selected over other private companies in a competitive bidding process in 2026 and replaced the previous operator since January 2004. The current Transit Management contract for fixed route and paratransit services between BRTA and Keolis is a three-year contract with an option to extend it one year for each of 2 subsequent years. The BRTA contract with Keolis will end on June 30, 2028, unless it is opted to utilize the extensions. The first-year option was exercised and will expire 6/30/29. Documentation of the RFP, proposals, and selection process are available for inspection at the BRTA offices.

4. AMENDMENT/ADJUSTMENT PROCEDURES

A minimum public comment period of 21 days has been established for the TIP, RTP, and UPWP amendments. However, the Berkshire MPO may at their discretion vote to abbreviate the public comment period to 15 days, under what they consider to be appropriate circumstances. These circumstances must be out of the control of the MPO or must include changes to the document that are not considered significant enough to warrant a full 21-day review but warrant additional review.

Berkshire MPO has adopted the MassDOT's amendment and adjustment procedures for STIP for the Berkshire Region TIP projects. Significant changes to the TIP will require MPO action through a formal amendment process. Significant changes would include actions such as the addition of a project not previously programmed, the advancement of a project programmed beyond Year 2 into Year 1 or 2, or a significant project cost increase. MassDOT's general guidelines call for an amendment when project costs change more than \$500,000 for projects costing less than \$5 million and when project costs change more than 10% for projects that are over \$5 million. Such major actions will require a full public review process including a 21-day comment period and a formal MPO meeting.

In order to minimize constraints on programming projects, relatively minor adjustments can be made to the TIP without formal MPO action. Minor adjustments could include such actions as change in funding category. This can be accomplished through written correspondence whereby any MPO agency may submit a request for a minor adjustment to BRPC. BRPC will then seek concurrence from the other agencies and forward these to the requesting agency. The amendment/adjustment procedures described above apply to highway and transit projects. Appendix 3 includes the MassDOT's amendment and adjustment procedures for STIP.

Substitutions

When state funds are used to replace federal funding, those state funds will be treated in the same way as federal funds in the TIP. Any transfer of those state funds to another project will be in conformance with federal requirements for the involvement of local officials for developing, amending, or revising the TIP.

It is understood that efforts toward implementation of these projects will be in accordance with priorities as established within the TIP. In the event that a highway project in the adopted TIP is delayed, changed in scope, or cancelled, the state will notify the Berkshire MPO. The MPO will consult with local officials in the affected jurisdiction to determine whether remedial actions can be taken to allow the project to be completed within the timeframe of the TIP. If such a remedy is not available, the MPO will identify substitute project(s) from the region for the programming of the funds.

5. CONGESTION MANAGEMENT PLAN

In 1997, BRPC prepared a Congestion Management Report along with other tools, like the Transportation Evaluation Criteria, and processes like the Regional Transportation Plan, previous TIPs, corridor planning studies, safety studies and input received from the public, the Congestion Management report is used to help identify projects that the MPO may program on the TIP. Berkshire MPO will utilize CMAQ money to be obligated:

- In FFY 2028 to construct a multi-use sidewalk along East Street (Lyman to Elm Street) in Pittsfield.
- In FFY 2028 & 2029, to construct a shared-use path along the Dalton Division Road.

BRPC will identify other CMAQ eligible projects in Pittsfield and the region to program in future years.

6. TRANSPORTATION FUNDING PROGRAMS

A summary description of each funding program contained in the TIP follows. Which funding program a project qualifies for can be a limiting factor in how quickly it can be implemented. In some categories, many projects are competing for a part of the state's allocation, while in other categories, there may be less competition for the available funding. Therefore, it is important to recognize that certain projects may appear to be overlooked but may only be a victim of the limits of available funding in their category.

- BR:** BRIDGE PROGRAM - Federal funds available to Massachusetts for the necessary replacement or repair of bridges in rural and urban areas. The Federal share is 80 percent, and the State share is 20 percent. Federally funded bridges are categorized as either ON or OFF, depending on whether the roads they are on or off of the federal-aid highway system.
- CMAQ:** CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM - Projects included in this category must contribute to the attainment of a national ambient air quality standard. The Federal share is 80 percent, and the State share is 20 percent. Funds from this FHWA program can be transferred to transit projects in accordance with MAP-21.
- CRP:** CARBON REDUCTION PROGRAM - Provides funding for projects that reduce transportation emissions or the development of carbon reduction strategies. States in conjunction with MPOs are required to develop and update every 4 years a carbon reduction strategy and submit it to FHWA for approval. Sixty-five percent of a state's CRP funds are to be distributed to areas based on population (suballocated), with the remainder to be used in any area of the state.
- HSIP:** HIGHWAY SAFETY IMPROVEMENT PROGRAM - Projects included in this category should demonstrate highway safety improvements. The Federal share is 90 percent, and the State share is 10 percent.
- NFA:** NON-FEDERAL AID - Funds may be derived from state or local sources for transportation projects. Generally, state-funded projects shown in the TIP are bond-funded bridge projects.
- NGBP:** NEXT GENERATION BRIDGE PROGRAM - "Massachusetts" Next Generation Bridge Program focuses on funding bridge preservation and the bundling of smaller MassDOT bridge projects. These projects will be advertised for construction during the 5-year STIP period and are initially funded with non-federal aid funding (i.e. state funds), and will be repaid in the future with debt repayments using federal aid. This is reflected in the Highway Funding Program as Grant Anticipation Notes (GANS)."
- NHPP:** NATIONAL HIGHWAY PERFORMANCE PROGRAM - This is the funding source that provides funding for construction and maintenance projects located on the NHS.
- NHFP:** NATIONAL HIGHWAY FREIGHT PROGRAM - This program was established in December 2015 through the FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN). Two percent of this program is set aside for State Planning and Research.

- PROTECT:** PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION Formula Program – Established in 2021 as part of BIL, the program provides funding for resiliency improvements; community resilience and evacuation routes; and at-risk coastal infrastructure. Highway, transit, and certain port projects are also eligible. The state may use up to 40% of PROTECT funds on new capacity projects and up to 10% on development phase activities.
- STBG:** SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – This is the most common source of funding for regional highway projects in the TIP. Eligible projects include the construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges. The Federal share is 80 percent and the State share is 20 percent.
- STBG-BR-Off:** The funding for Bridge-Off System comes from a set-aside from STBG. The amount equals to 20 percent of the State’s Highway bridge Program apportionment. Funding is available for bridges and low water crossings on public roads other than on Federal-aid highways.
- SBYWY:** Scenic Byways.
- TAP:** Transportation Alternatives Program – This program supports smaller-scale transportation projects such as pedestrian and bicycle facilities, recreation trails, safe routes to school projects, community improvements, and environmental mitigation. MassDOT prioritizes the use of these funds for Safe Routes to School (SRTS) investments.
- UNDET:** UNDETERMINED – Shown for projects for which no funding is reasonably expected to be available at this time.
- Other FA:** Other Federal Aid not already categorized.

Transit Funding Programs

- 5307:** TRANSIT OPERATING/CAPITAL - Previously known as Section 9, the FTA Act provides a formula grant program for the support of urban public transit operations and capital projects. Funds available to the Pittsfield area are apportioned by FTA. Federal operating assistance under this program may not exceed 50% of the net cost of service. Section 5307 funds for capital are derived from the formula program that also includes operating assistance. Federal support of approved projects is generally 80 percent, with the balance supported by State and/or local funds.
- 5309:** TRANSIT CAPITAL ASSISTANCE - Federal assistance to support public transit capital needs. Previously known as Section 3, these Section 5309 funds are discretionary and are often earmarked by Congress before being made available for distribution by FTA. Federal support of approved projects is generally 80 percent, with the balance supported by State and/or local funds, although some Section 5309 earmarks have been 100% federally funded.
- 5310:** PARATRANSIT VANS - FTA funding, administered through the MassDOT for the acquisition of vans for the elderly and disabled. Previously known as Section 16(b)2, the Federal share for Section 5310 funds is 80 percent and the State share is 20 percent.

- 5311: RURAL TRANSIT FUNDING - FTA funding, administered through the MassDOT for public transportation in non-urbanized areas. Previously known as Section 18, these Section 5311 funds may be used for both capital and operating projects.
- 5337: STATE OF GOOD REPAIR GRANTS – Section 5337 is a formula-based State of Good Repair program dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT).
- 5339: BUS & BUS FACILITIES – Section 5339 program funds are used to rehabilitate, replace, and purchase buses and related equipment as well as construction of bus related facilities.

For More Information about the Federal Funding Program: <https://highways.dot.gov/iija/fact-sheets>

Transportation Improvement Program

Part B: PROJECT LISTINGS

1. FHWA-FUNDED HIGHWAY, BRIDGE & ENHANCEMENTS PROJECTS
2. STATE FUNDED PROJECTS
3. OTHER PROJECTS, NOT FUNDED IN THE TIP
4. TRANSIT PROJECTS

1. FHWA-FUNDED HIGHWAY, BRIDGE & ENHANCEMENTS PROJECTS

The table on the following pages lists projects to be funded through the Federal Highway Administration based on the anticipated amount of funding expected to be available for projects in this region during the five-year TIP period.

2. NON-FEDERAL AID (NFA) PROJECTS

Non-Federal (NFA) projects are to be funded from non-federal sources. The TIP is only required to list federally funded projects, but these are included to provide an indication of the overall level of investment in preserving the existing transportation system, which BIL and FAST does require. Projects listed under NGBP projects are state-funded bridge projects.

NOTES ON TABLE

MASSDOT ID: Six-digit number assigned to projects by MassDOT's Project Review Committee upon authorization to begin design process and approval of federal aid eligibility. Projects with ID numbers beginning with XXX have not yet reached that stage.

MASSDOT PROJECT DESCRIPTION: Projects listed as reconstruction, rehabilitation, repaving and resurfacing are classified as system preservation, while projects with improvements mentioned in this field are classified as system improvement or expansion projects.

FUNDING SOURCE: BIL or FAST highway funding program or appropriations legislation

REGIONALLY PRIORITIZED PROJECTS: Projects that must be programmed within the fiscal constraints of the highway funding allocated to the region.

MPO TEC SCORE: Numerical score based on transportation project evaluation criteria as applied to regional highway projects. The absence of a score indicates that a project has not yet been evaluated. Highway projects are scored on a scale of 0 to 8.

FEDERAL AID BRIDGES: Bridge projects programmed in the region from the statewide federally funded bridge program.

EARMARK OR DISCRETIONARY GRANT FUNDED PROJECTS: Projects for which federal funding has been made available through congressional earmarks or other sources in addition to the regional allocation.

Table 8: 2027 Berkshire Region Transportation Improvement Program

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information |
|--|--------------------|------------------|--------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-------------|--|
| Federal Fiscal Year 2027 | | | | | | | | \$71,457,320 | \$42,554,256 | \$28,903,064 | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$12,244,080 | \$9,795,264 | \$2,448,816 | | | | | | |
| Roadway Reconstruction | | | | | | | | \$4,994,080 | \$3,995,264 | \$998,816 | | | | | | |
| 2027 | 609277 | Berkshire Region | North Adams | NORTH ADAMS- RECONSTRUCTION OF ASHLAND STREET | 1 | STBG | \$11,342,811 | \$4,994,080 | \$3,995,264 | \$998,816 | 6 of 8 | | | | North Adams | AC 2 of 2; Total Project Cost = \$11,342,811 |
| Non-Interstate Pavement | | | | | | | | \$6,000,000 | \$4,800,000 | \$1,200,000 | | | | | | |
| 2027 | 616299 | Berkshire Region | Sheffield | SHEFFIELD- RESURFACING AND RELATED WORK ON ROUTE 7 | 1 | STBG | \$6,000,000 | \$6,000,000 | \$4,800,000 | \$1,200,000 | 2 of 8 | | | | MassDOT | Total Project Cost = \$6,000,000 |
| Flex to FTA | | | | | | | | \$1,250,000 | \$1,000,000 | \$250,000 | | | | | | |
| 2027 | S13516 | Berkshire Region | | BRTA -TRANSIT FLEET SOFTWARE UPGRADE AND PARATRANSIT-MICROTRANSIT SOFTWARE (FLEX TO FTA) | | STBG | \$1,250,000 | \$1,250,000 | \$1,000,000 | \$250,000 | | BRTA | | | BRTA | Amount getting transferred is \$1,000,000 (STBG), match of \$250,000 provided by BRTA. |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$3,490,000 | \$2,792,000 | \$698,000 | | | | | | |
| Earmark Discretionary | | | | | | | | \$3,490,000 | \$2,792,000 | \$698,000 | | | | | | |
| 2027 | S13442 | Berkshire Region | North Adams | NORTH ADAMS- ADVENTURE TRAIL (DESIGN ONLY - FEDERAL EARMARK MA298) | 1 | HPP | \$1,250,000 | \$1,250,000 | \$1,000,000 | \$250,000 | | | | MA298 | North Adams | City interested in using earmark strictly for design (reference Project 609324). Must be obligated by 9/30/2027. |
| 2027 | S13448 | Berkshire Region | Becket | Wildlife Crossings Program Grant - I-90: Mass Pike Appalachian Trail Pedestrian-Wildlife Shared Use | 1 | Other FA | \$2,240,000 | \$2,240,000 | \$1,792,000 | \$448,000 | | | | | MassDOT | Federal award. 80% of TFPC is federal; 20% non-federal. S13364 is 26-30 STIP ID |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$37,458,740 | \$29,966,992 | \$7,491,748 | | | | | | |
| Bridge Off-system | | | | | | | | \$9,675,193 | \$7,740,154 | \$1,935,039 | | | | | | |
| 2027 | 609068 | Berkshire Region | Sheffield | SHEFFIELD- BRIDGE REPLACEMENT, S-10-015, KELSEY ROAD OVER SCHENOB BROOK | 1 | STBG-BR-Off | \$4,144,916 | \$4,144,916 | \$3,315,933 | \$828,983 | | | | | MassDOT | |
| 2027 | 609074 | Berkshire Region | Monterey | MONTEREY- BRIDGE REPLACEMENT, M-29-001, CURTIS ROAD OVER KONKAPOT RIVER | 1 | STBG-BR-Off | \$5,530,277 | \$5,530,277 | \$4,424,222 | \$1,106,055 | | | | | MassDOT | |
| Bridge On-system NHS | | | | | | | | \$27,783,547 | \$22,226,838 | \$5,556,709 | | | | | | |
| 2027 | 612498 | Berkshire Region | Pittsfield | PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P-10-032, SOUTH STREET OVER HOUSATONIC RR & HOUSATONIC RIVER | 1 | NHPP | \$27,783,547 | \$23,968,841 | \$19,175,073 | \$4,793,768 | | | | | MassDOT | |
| 2027 | 612498 | Berkshire Region | Pittsfield | PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P-10-032, SOUTH STREET OVER HOUSATONIC RR & HOUSATONIC RIVER | 1 | NHPP-PEN | \$27,783,547 | \$3,814,706 | \$3,051,765 | \$762,941 | | | | | MassDOT | |

Table 8: 2027 Berkshire Region Transportation Improvement Program

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information |
|-------------------------------------|--------------------|------------------|--------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|-------------------|
| Federal Fiscal Year 2027 | | | | | | | | \$71,457,320 | \$42,554,256 | \$28,903,064 | | | | | | |
| Section 3B / Non-Federal Aid Funded | | | | | | | | \$18,264,500 | \$0 | \$18,264,500 | | | | | | |
| Bridge On-System (NGB) | | | | | | | | \$18,264,500 | \$0 | \$18,264,500 | | | | | | |
| 2027 | 607677 | Berkshire Region | Lee | LEE- BRIDGE REPLACEMENT, L-05-013, MILL STREET OVER WASHINGTON MOUNTAIN BROOK | 1 | NGBP | \$8,248,499 | \$8,248,499 | \$0 | \$8,248,499 | | | | | MassDOT | |
| 2027 | 612168 | Berkshire Region | Pittsfield | PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC RIVER RESERVOIR | 1 | NGBP | \$10,016,001 | \$10,016,001 | \$0 | \$10,016,001 | | | | | MassDOT | |

Table 9: 2028 Berkshire Region Transportation Improvement Program

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information |
|--|--------------------|------------------|------------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|------------|---|
| Federal Fiscal Year 2028 | | | | | | | | \$77,450,592 | \$47,446,947 | \$30,003,645 | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$12,876,119 | \$10,300,895 | \$2,575,224 | | | | | | |
| Roadway Reconstruction | | | | | | | | \$12,876,119 | \$10,300,895 | \$2,575,224 | | | | | | |
| 2028 | 608737 | Berkshire Region | Dalton | DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD | 1 | STBG | \$17,170,589 | \$2,838,034 | \$2,270,427 | \$567,607 | 6 of 8 | | 43.3 | | Dalton | AC 1 of 3; Total Project Cost = \$17,857,413; YOE = 4% |
| 2028 | 609292 | Berkshire Region | Pittsfield | PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9) FROM ELM STREET TO LYMAN STREET | 1 | STBG | \$10,038,085 | \$10,038,085 | \$8,030,468 | \$2,007,617 | 6 of 8 | | | MA045 | Pittsfield | Total Project Cost = \$10,038,085; YOE = 4% MA045 repurposed (fed earmark) as part of FY25 repurposing process |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$5,036,622 | \$4,807,576 | \$229,046 | | | | | | |
| Earmark Discretionary | | | | | | | | \$1,145,228 | \$916,182 | \$229,046 | | | | | | |
| 2028 | 609292 | Berkshire Region | Pittsfield | PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9) FROM ELM STREET TO LYMAN STREET | 1 | HPP | \$10,038,085 | \$520,228 | \$416,182 | \$104,046 | 6 of 8 | | | MA045 | Pittsfield | Total Project Cost = \$10,038,085; YOE = 4% MA045 repurposed (fed earmark) as part of FY25 repurposing process |
| 2028 | 609394 | Berkshire Region | Multiple | ADAMS- CHESHIRE- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8 | 1 | HPP | \$11,910,718 | \$625,000 | \$500,000 | \$125,000 | | | | | MassDOT | |
| Bridge Off-system (BFP) | | | | | | | | \$3,891,394 | \$3,891,394 | \$0 | | | | | | |
| 2028 | 613137 | Berkshire Region | Washington | WASHINGTON- BRIDGE REPLACEMENT, W-09-012, LOWER VALLEY RD OVER DEPOT BROOK | 1 | BROFF | \$3,891,394 | \$3,891,394 | \$3,891,394 | \$0 | | | | | MassDOT | |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$35,072,132 | \$28,057,706 | \$7,014,426 | | | | | | |
| Bridge Off-system | | | | | | | | \$23,786,414 | \$19,029,131 | \$4,757,283 | | | | | | |
| 2028 | 609069 | Berkshire Region | Becket | BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN BROOK | 1 | STBG-BR-Off | \$4,734,264 | \$4,734,264 | \$3,787,411 | \$946,853 | | | | | MassDOT | |
| 2028 | 609076 | Berkshire Region | Great Barrington | GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-006, COTTAGE STREET OVER HOUSATONIC RIVER | 1 | STBG-BR-Off | \$19,052,150 | \$19,052,150 | \$15,241,720 | \$3,810,430 | | | | | MassDOT | |
| Non-Interstate Pavement | | | | | | | | \$11,285,718 | \$9,028,574 | \$2,257,144 | | | | | | |
| 2028 | 609394 | Berkshire Region | Multiple | ADAMS- CHESHIRE- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8 | 1 | NHPP | \$11,910,718 | \$11,285,718 | \$9,028,574 | \$2,257,144 | | | | | MassDOT | |

Table 9: 2028 Berkshire Region Transportation Improvement Program

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | | |
|--|--------------------|------------------|------------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|-------------------|--|--|
| Federal Fiscal Year 2028 | | | | | | | | \$77,450,592 | \$47,446,947 | \$30,003,645 | | | | | | | | |
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$5,350,962 | \$4,280,770 | \$1,070,192 | | | | | | | | |
| Roadway Reconstruction | | | | | | | | \$5,350,962 | \$4,280,770 | \$1,070,192 | | | | | | | | |
| 2028 | 609256 | Berkshire Region | Lanesborough | LANESBOROUGH-RESURFACING AND SIDEWALK CONSTRUCTION ON ROUTE 7 | 1 | NHPP | \$5,350,962 | \$5,350,962 | \$4,280,770 | \$1,070,192 | | | | | MassDOT | | | |
| Section 3B / Non-Federal Aid Funded | | | | | | | | \$19,114,757 | \$0 | \$19,114,757 | | | | | | | | |
| Bridge On-System (NGB) | | | | | | | | \$19,114,757 | \$0 | \$19,114,757 | | | | | | | | |
| 2028 | 609430 | Berkshire Region | Great Barrington | GREAT BARRINGTON-BRIDGE REPLACEMENT, G-11-014, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER | 1 | NGBP | \$19,114,757 | \$19,114,757 | \$0 | \$19,114,757 | | | | | MassDOT | | | |

Table 10: 2029 Berkshire Region Transportation Improvement Program

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information |
|--|--------------------|------------------|------------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|--|
| Federal Fiscal Year 2029 | | | | | | | | \$55,827,568 | \$37,846,353 | \$17,981,215 | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$13,076,466 | \$10,461,173 | \$2,615,293 | | | | | | |
| Roadway Reconstruction | | | | | | | | \$13,076,466 | \$10,461,173 | \$2,615,293 | | | | | | |
| 2029 | 608737 | Berkshire Region | Dalton | DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD | 1 | STBG | \$17,170,589 | \$7,076,466 | \$5,661,173 | \$1,415,293 | 6 of 8 | | 43.3 | | Dalton | AC 1 of 3; Total Project Cost = \$17,857,413; YOE = 4% |
| 2029 | 609465 | Berkshire Region | Great Barrington | GREAT BARRINGTON- RECONSTRUCTION OF ROUTE 7 | 1 | STBG | \$13,716,000 | \$6,000,000 | \$4,800,000 | \$1,200,000 | 6 of 8 | | | | MassDOT | AC 1 of 3; Total Project Cost = \$13,716,000; YOE = 8% |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$15,397,828 | \$15,397,828 | \$0 | | | | | | |
| Bridge Off-system (BFP) | | | | | | | | \$15,397,828 | \$15,397,828 | \$0 | | | | | | |
| 2029 | 613136 | Berkshire Region | Savoy | SAVOY- BRIDGE REPLACEMENT, S-06-011, BLACK BROOK RD OVER BLACK BROOK | 1 | BROFF | \$8,900,728 | \$8,900,728 | \$8,900,728 | \$0 | | | | | MassDOT | |
| 2029 | 613301 | Berkshire Region | Clarksburg | CLARKSBURG- BRIDGE REPLACEMENT, C-15-003 (042), CROSS ROAD OVER HUDSON BROOK | 1 | BROFF | \$6,497,100 | \$6,497,100 | \$6,497,100 | \$0 | | | | | MassDOT | |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$9,664,539 | \$7,731,631 | \$1,932,908 | | | | | | |
| Non-Interstate Pavement | | | | | | | | \$9,664,539 | \$7,731,631 | \$1,932,908 | | | | | | |
| 2029 | 616337 | Berkshire Region | Pittsfield | PITTSFIELD- PAVEMENT PRESERVATION ON US20 (MM 3.19-6.69) | 1 | NHPP | \$5,752,702 | \$5,752,702 | \$4,602,162 | \$1,150,540 | | | | | MassDOT | |
| 2029 | 616338 | Berkshire Region | Lee | LEE- PAVEMENT PRESERVATION ON US20 (MM 15.15-17.53) | 1 | NHPP | \$3,911,837 | \$3,911,837 | \$3,129,470 | \$782,367 | | | | | MassDOT | |
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$5,111,124 | \$4,255,721 | \$855,403 | | | | | | |
| Intersection Improvements | | | | | | | | \$1,668,222 | \$1,501,400 | \$166,822 | | | | | | |
| 2029 | 613053 | Berkshire Region | Lenox | LENOX- INTERSECTION IMPROVEMENTS ON ROUTE 20 AT PLUNKETT STREET AND BLANTYRE ROAD | 1 | HSIP | \$1,668,222 | \$1,668,222 | \$1,501,400 | \$166,822 | | | | | MassDOT | |
| Roadway Reconstruction | | | | | | | | \$3,442,902 | \$2,754,322 | \$688,580 | | | | | | |
| 2029 | 613074 | Berkshire Region | Williamstown | WILLIAMSTOWN- LEDGE STABILIZATION ON ROUTE 7 BETWEEN MILEMARKER 51.9 AND 52 | 1 | NHPP | \$3,442,902 | \$3,442,902 | \$2,754,322 | \$688,580 | | | | | MassDOT | |
| Section 3B / Non-Federal Aid Funded | | | | | | | | \$12,577,611 | \$0 | \$12,577,611 | | | | | | |
| Bridge On-System (NGB) | | | | | | | | \$12,577,611 | \$0 | \$12,577,611 | | | | | | |
| 2029 | 612162 | Berkshire Region | Pittsfield | PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC | 1 | NGBP | \$5,983,899 | \$5,983,899 | \$0 | \$5,983,899 | | | | | MassDOT | |
| 2029 | 612177 | Berkshire Region | Lanesborough | LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLIAMSTOWN ROAD OVER BRODIE MOUNTAIN BROOK | 1 | NGBP | \$6,593,712 | \$6,593,712 | \$0 | \$6,593,712 | | | | | MassDOT | |

Table 11: 2030 Berkshire Region Transportation Improvement Program

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | | |
|--|--------------------|------------------|------------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|--|--|--|
| Federal Fiscal Year 2030 | | | | | | | | \$95,843,465 | \$79,958,563 | \$15,884,902 | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$12,902,613 | \$10,322,090 | \$2,580,523 | | | | | | | | |
| Roadway Reconstruction | | | | | | | | \$12,902,613 | \$10,322,090 | \$2,580,523 | | | | | | | | |
| 2030 | 608737 | Berkshire Region | Dalton | DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD | 1 | STBG | \$17,170,589 | \$7,942,913 | \$6,354,330 | \$1,588,583 | 6 of 8 | | 43.3 | | Dalton | AC 1 of 3; Total Project Cost = \$17,857,413; YOE = 4% | | |
| 2030 | 609465 | Berkshire Region | Great Barrington | GREAT BARRINGTON- RECONSTRUCTION OF ROUTE 7 | 1 | STBG | \$13,716,000 | \$4,959,700 | \$3,967,760 | \$991,940 | 6 of 8 | | | | MassDOT | AC 1 of 3; Total Project Cost = \$13,716,000; YOE = 8% | | |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$8,212,714 | \$8,212,714 | \$0 | | | | | | | | |
| Bridge Off-system (BFP) | | | | | | | | \$8,212,714 | \$8,212,714 | \$0 | | | | | | | | |
| 2030 | 613300 | Berkshire Region | Lee | LEE- BRIDGE REPLACEMENT, L-05-008 (05B), SILVER STREET OVER GREENWATER BROOK | 1 | BROFF | \$8,212,714 | \$8,212,714 | \$8,212,714 | \$0 | | | | | MassDOT | | | |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$53,188,546 | \$44,192,085 | \$8,996,461 | | | | | | | | |
| Bridge Off-system | | | | | | | | \$32,685,256 | \$26,148,205 | \$6,537,051 | | | | | | | | |
| 2030 | 613481 | Berkshire Region | Great Barrington | GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-008 (04K), BROOKSIDE ROAD OVER HOUSATONIC RIVER | 1 | STBG-BR-Off | \$56,586,180 | \$32,685,256 | \$26,148,205 | \$6,537,051 | | | | | MassDOT | | | |
| Highway Resiliency Improvement Program | | | | | | | | \$16,412,480 | \$14,771,232 | \$1,641,248 | | | | | | | | |
| 2030 | 613866 | Berkshire Region | Sandisfield | SANDISFIELD- ROCK STABILIZATION ON ROUTE 8 | 1 | PRCT90 | \$16,412,480 | \$16,412,480 | \$14,771,232 | \$1,641,248 | | | | | MassDOT | | | |
| Non-Interstate Pavement | | | | | | | | \$4,090,810 | \$3,272,648 | \$818,162 | | | | | | | | |
| 2030 | 616345 | Berkshire Region | Dalton | DALTON- PAVEMENT PRESERVATION ON SR9 (MM 40.4-42.8) | 1 | NHPP | \$4,090,810 | \$4,090,810 | \$3,272,648 | \$818,162 | | | | | MassDOT | | | |
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$11,832,772 | \$9,466,218 | \$2,366,554 | | | | | | | | |
| Roadway Reconstruction | | | | | | | | \$11,832,772 | \$9,466,218 | \$2,366,554 | | | | | | | | |
| 2030 | 608472 | Berkshire Region | Williamstown | WILLIAMSTOWN- RECONSTRUCTION OF ROUTE 43 | 1 | NHPP | \$11,832,772 | \$11,832,772 | \$9,466,218 | \$2,366,554 | | | | | MassDOT | | | |
| Section 2C / Federal Aid Funded State Prioritized Expansion Projects | | | | | | | | \$9,706,820 | \$7,765,456 | \$1,941,364 | | | | | | | | |
| Bicycle and Pedestrian | | | | | | | | \$9,706,820 | \$7,765,456 | \$1,941,364 | | | | | | | | |
| 2030 | 606890 | Berkshire Region | Multiple | ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD) | 1 | CMAQ | \$22,221,295 | \$2,788,176 | \$2,230,541 | \$557,635 | | | | | Adams | | | |
| 2030 | 607570 | Berkshire Region | Lee | LEE- BIKEWAY CONSTRUCTION, FROM ROUTE 102 TO WEST PARK STREET (PHASE 1) | 1 | CMAQ | \$6,918,644 | \$6,918,644 | \$5,534,915 | \$1,383,729 | | | | | Lee | | | |

Table 12: 2031 Berkshire Region Transportation Improvement Program

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information |
|---|--------------------|------------------|------------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|---|
| Federal Fiscal Year 2031 | | | | | | | | \$44,065,429 | \$35,252,343 | \$8,813,086 | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$13,186,695 | \$10,549,356 | \$2,637,339 | | | | | | |
| Roadway Reconstruction | | | | | | | | \$13,186,695 | \$10,549,356 | \$2,637,339 | | | | | | |
| 2031 | 609465 | Berkshire Region | Great Barrington | GREAT BARRINGTON-RECONSTRUCTION OF ROUTE 7 | 1 | STBG | \$13,716,000 | \$2,756,300 | \$2,205,040 | \$551,260 | 6 of 8 | | | | MassDOT | AC 1 of 3; Total Project Cost = \$13,716,000; YOE = 8% |
| 2031 | 613657 | Berkshire Region | Adams | ADAMS- RECONSTRUCTION OF HOWLAND AVENUE (ROUTE 8) AND LIME STREET | 1 | STBG | \$20,787,171 | \$10,430,395 | \$8,344,316 | \$2,086,079 | 5 of 6 | | | | Adams | AC 1 of 2; Total Project Cost = \$20,787,171; YOE = 12% |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$23,900,924 | \$19,120,739 | \$4,780,185 | | | | | | |
| Bridge Off-system | | | | | | | | \$23,900,924 | \$19,120,739 | \$4,780,185 | | | | | | |
| 2031 | 613481 | Berkshire Region | Great Barrington | GREAT BARRINGTON-BRIDGE REPLACEMENT, G-11-008 (04K), BROOKSIDE ROAD OVER HOUSATONIC RIVER | 1 | STBG-BR-Off | \$56,586,180 | \$23,900,924 | \$19,120,739 | \$4,780,185 | | | | | MassDOT | |
| Section 2C / Federal Aid Funded State Prioritized Expansion Projects | | | | | | | | \$6,977,810 | \$5,582,248 | \$1,395,562 | | | | | | |
| Bicycle and Pedestrian | | | | | | | | \$6,977,810 | \$5,582,248 | \$1,395,562 | | | | | | |
| 2031 | 606890 | Berkshire Region | Multiple | ADAMS- NORTH ADAMS-ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD) | 1 | CMAQ | \$22,221,295 | \$6,977,810 | \$5,582,248 | \$1,395,562 | | | | | Adams | |

3. ADDITIONAL REGIONAL PROJECTS – NO FUNDING AVAILABLE

The projects listed in the table on the following pages, sometimes referred to as the Supplemental List, are not programmed in this TIP. They are shown for informational purposes; because some of them were programmed in the previous TIP and others are active enough to be considered as candidates for programming in a future TIP. The reasons individual projects were not among those selected to be programmed in the TIP vary, and may include simple fiscal constraint, costs exceeding any single year's financial target, insufficient level of project development or low priority scores.

NOTES ON TABLE: Section 3 – ADDITIONAL REGIONAL PROJECTS:

ID: Six-digit number assigned to projects by MassDOT's Project Review Committee upon authorization to begin design process and approval of federal aid eligibility. Projects with ID numbers beginning with XXX have not yet reached that stage.

UNDET: Undetermined funding, shown for projects for which no funding is reasonably expected to be available at this time.

PRIORITY: Numerical score based on transportation project evaluation criteria as applied to regional highway projects. The absence of a score indicates that a project has not yet been evaluated. Highway projects are scored on a scale of 0 to +8.

Table 13: Additional Regional Projects – No Funding Available

Berkshire Region TIP: Section 3

ADDITIONAL REGIONAL PROJECTS - NO FUNDING AVAILABLE (Included for informational purposes only)

| FACILITY | TYPE OF WORK | LOCATION | ID# | FUND | PRIORITY | TOTAL\$ |
|---|---|------------------|--------|-------|----------|-------------------|
| MOUNT WASHINGTON ROAD (| RECONSTRUCTION | EGREMONT | 612784 | UNDET | 4 | 9,807,885 |
| ROUTE 7/ SOUTH MAIN STREE | RECONSTRUCTION | GREAT BARRINGTON | 609215 | UNDET | 4 | 7,124,000 |
| STATE ST. & MAIN ST. | INTERSECTION IMPROVEMENTS | NORTH ADAMS | 616280 | UNDET | 4 | 11,885,800 |
| PARK STREET (ROUTE 183) | RECONSTRUCTION | GREAT BARRINGTON | 613877 | UNDET | 3 | 28,038,775 |
| HUBBARD AVE | BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS | PITTSFIELD | XXX17A | UNDET | | |
| HOUSATONIC BIKE PATH | DESIGN & CONSTRUCTION | GREAT BARRINGTON | XXX16D | UNDET | | 4,500,000 |
| SUMMER STREET | REHABILITATION | LANESBOROUGH | XXX14B | UNDET | | 1,600,000 |
| Total for UNDETERMINED | | | | | | 62,956,460 |
| Total for HIGHWAYS (7 projects) \$ | | | | | | 62,956,460 |

State Target: 0

4. TRANSIT PROJECTS

The table on the following pages lists federally funded transit projects programmed for the region over the five-year TIP period. The format of this table is different from the highway tables in order to meet Federal Transit Administration requirements. The scheduling of projects in this table represents the years in which grants are expected to be applied for and approved (obligated), rather than the years in which projects are to be implemented, as is the case with highway projects. Projects to be funded from grants or appropriations from previous years that have not been obligated are shown as carry-over projects.

In the Berkshire region, the Transit element of the TIP consists mostly of formula funding for BRTA operations and maintenance. Capital improvements include the annual purchase of paratransit vehicles to replace aging vans or to expand the capacity of the BRTA and other agencies to provide mobility for disabled, elderly and disadvantaged residents.

Table 14: FFY 2027 Berkshire Region TIP - Transit

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | Other Funds | Project Score | FTA Line Item | Other Information |
|---|--------------------|--------------|------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|-------------|---------------|---------------|--|
| Federal Fiscal Year 2027 | | | | | | | \$3,471,061 | \$3,327,061 | \$144,000 | | | | |
| Berkshire Regional Transportation Authority | | | | | | | \$3,471,061 | \$3,327,061 | \$144,000 | | | | |
| 2027 | BRTA011702 | | RTA Vehicle Replacement | BRTA- 5310 grant vehicle extras | 5307 | \$70,000 | \$56,000 | \$56,000 | | | | 11.42.20 | <p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p> |
| 2027 | BRTA011702 | | RTA Vehicle Replacement | BRTA- 5310 grant vehicle extras | RTACAP | \$70,000 | \$14,000 | | \$14,000 | | | 11.42.20 | <p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p> |
| 2027 | BRTA011704 | | RTA Vehicle Replacement | BRTA- 40 Foot Hybrid Bus | OF | \$1,000,000 | \$294,076 | \$294,076 | | | | 11.12.01 | <p>BRTA's ridership has been increasing. This 40 foot bus will provide a larger bus for the increased rider capacity and will now replace 2018 bus loss from a fire #1860 VIN#1460.</p> |
| 2027 | BRTA011711 | | Operating | BRTA- Operating Assistance | 5307 | \$2,456,985 | \$2,456,985 | \$2,456,985 | | | | 30.09.01 | <p>Operating Assistance 5307 funded 50% and MassDOT funded 50%. Not a capital project.</p> |
| 2027 | BRTA012196 | | RTA Facility & Vehicle Maintenance | Construct bus canopy at maintenance facility to provide cover for gas powered vehicles | 5339D | \$100,000 | \$80,000 | \$80,000 | | | | 11.41.02 | |
| 2027 | BRTA012196 | | RTA Facility & Vehicle Maintenance | Construct bus canopy at maintenance facility to provide cover for gas powered vehicles | TDC | \$100,000 | \$20,000 | | \$20,000 | | | 11.41.02 | |
| 2027 | BRTA012197 | | RTA Facility & Vehicle Maintenance | Repair existing Bus wash at Maintenance Facility | 5339D | \$150,000 | \$120,000 | \$120,000 | | | | 11.44.01 | |
| 2027 | BRTA012197 | | RTA Facility & Vehicle Maintenance | Repair existing Bus wash at Maintenance Facility | TDC | \$150,000 | \$30,000 | | \$30,000 | | | 11.44.01 | |
| 2027 | RTD0010571 | | RTA Facility & Vehicle Maintenance | BRTA - PREVENTIVE MAINTENANCE | 5307 | \$300,000 | \$240,000 | \$240,000 | | | | 11.7A.00 | <p>Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30</p> |
| 2027 | RTD0010571 | | RTA Facility & Vehicle Maintenance | BRTA - PREVENTIVE MAINTENANCE | RTACAP | \$300,000 | \$60,000 | | \$60,000 | | | 11.7A.00 | <p>Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30</p> |
| 2027 | T00057 | | RTA Facility & Vehicle Maintenance | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. | 5307 | \$100,000 | \$80,000 | \$80,000 | | | | 11.92.02 | <p>Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. FY26-30</p> |
| 2027 | T00057 | | RTA Facility & Vehicle Maintenance | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. | RTACAP | \$100,000 | \$20,000 | | \$20,000 | | | 11.92.02 | <p>Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. FY26-30</p> |

Table 15: FFY 2028 Berkshire Region TIP - Transit

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | Other Funds | Project Score | FTA Line Item | Other Information |
|---|--------------------|--------------|------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|-------------|---------------|---------------|--|
| Federal Fiscal Year 2028 | | | | | | | \$3,624,985 | \$3,412,985 | \$212,000 | | | | |
| Berkshire Regional Transportation Authority | | | | | | | \$3,624,985 | \$3,412,985 | \$212,000 | | | | |
| 2028 | BRTA011702 | | RTA Vehicle Replacement | BRTA- 5310 grant vehicle extras | 5307 | \$70,000 | \$56,000 | \$56,000 | | | | 11.42.20 | <p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p> |
| 2028 | BRTA011702 | | RTA Vehicle Replacement | BRTA- 5310 grant vehicle extras | RTACAP | \$70,000 | \$14,000 | | \$14,000 | | | 11.42.20 | <p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p> |
| 2028 | BRTA011711 | | Operating | BRTA- Operating Assistance | 5307 | \$2,456,985 | \$2,456,985 | \$2,456,985 | | | | 30.09.01 | Operating Assistance 5307 funded 50% and MassDOT funded 50%. Not a capital project. |
| 2028 | RTD0010571 | | RTA Facility & Vehicle Maintenance | BRTA - PREVENTIVE MAINTENANCE | 5307 | \$300,000 | \$240,000 | \$240,000 | | | | 11.7A.00 | Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30 |
| 2028 | RTD0010571 | | RTA Facility & Vehicle Maintenance | BRTA - PREVENTIVE MAINTENANCE | RTACAP | \$300,000 | \$60,000 | | \$60,000 | | | 11.7A.00 | Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30 |
| 2028 | RTD0011281 | | RTA Fleet Upgrades | BRTA - BUY replacement-Support Vehicles | 5307 | \$100,000 | \$40,000 | \$40,000 | | | | 11.42.11 | FY 2028 replace 1 support vehicle (2015 Ford Fusion) FY 2029 replace 1 support vehicle (2015 Ford Fusion) FY 2030 replace 2 support vehicles (2015 Toyota Highlander and 2016 Ford Escape) |
| 2028 | RTD0011281 | | RTA Fleet Upgrades | BRTA - BUY replacement-Support Vehicles | RTACAP | \$100,000 | \$10,000 | | \$10,000 | | | 11.42.11 | FY 2028 replace 1 support vehicle (2015 Ford Fusion) FY 2029 replace 1 support vehicle (2015 Ford Fusion) FY 2030 replace 2 support vehicles (2015 Toyota Highlander and 2016 Ford Escape) |
| 2028 | T00057 | | RTA Facility & Vehicle Maintenance | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. | 5307 | \$100,000 | \$80,000 | \$80,000 | | | | 11.92.02 | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. FY26-30 |
| 2028 | T00057 | | RTA Facility & Vehicle Maintenance | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. | RTACAP | \$100,000 | \$20,000 | | \$20,000 | | | 11.92.02 | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. FY26-30 |
| 2028 | T00062 | | RTA Vehicle Replacement | Replacement Vehicle <30 Buses (3) | 5339D | \$0 | \$540,000 | \$540,000 | | | | 11.12.04 | Replacement of (3) vehicles: 1819, 1820, and 1780 (FY 2026-5307 formula funds). Replacement of (3) vehicles using 5339 Small Urban formula funding: 1826, 1828, and 2176. Replacement of (3) vehicles: 2149, 2204, and 2203 (FY 2029-5307 formula funds). |
| 2028 | T00062 | | RTA Vehicle Replacement | Replacement Vehicle <30 Buses (3) | RTACAP | \$0 | \$108,000 | | \$108,000 | | | 11.12.04 | Replacement of (3) vehicles: 1819, 1820, and 1780 (FY 2026-5307 formula funds). Replacement of (3) vehicles using 5339 Small Urban formula funding: 1826, 1828, and 2176. Replacement of (3) vehicles: 2149, 2204, and 2203 (FY 2029-5307 formula funds). |

Table 16: FFY 2029 Berkshire Region TIP - Transit

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | Other Funds | Project Score | FTA Line Item | Other Information |
|---|--------------------|--------------|------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|-------------|---------------|---------------|--|
| Federal Fiscal Year 2029 | | | | | | | \$3,816,985 | \$3,592,985 | \$224,000 | | | | |
| Berkshire Regional Transportation Authority | | | | | | | \$3,816,985 | \$3,592,985 | \$224,000 | | | | |
| 2029 | BRTA011702 | | RTA Vehicle Replacement | BRTA- 5310 grant vehicle extras | 5307 | \$70,000 | \$56,000 | \$56,000 | | | | 11.42.20 | <p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p> |
| 2029 | BRTA011702 | | RTA Vehicle Replacement | BRTA- 5310 grant vehicle extras | RTACAP | \$70,000 | \$14,000 | | \$14,000 | | | 11.42.20 | <p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p> |
| 2029 | BRTA011711 | | Operating | BRTA- Operating Assistance | 5307 | \$2,456,985 | \$2,456,985 | \$2,456,985 | | | | 30.09.01 | Operating Assistance 5307 funded 50% and MassDOT funded 50%. Not a capital project. |
| 2029 | RTD0010571 | | RTA Facility & Vehicle Maintenance | BRTA - PREVENTIVE MAINTENANCE | 5307 | \$300,000 | \$240,000 | \$240,000 | | | | 11.7A.00 | Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30 |
| 2029 | RTD0010571 | | RTA Facility & Vehicle Maintenance | BRTA - PREVENTIVE MAINTENANCE | RTACAP | \$300,000 | \$60,000 | | \$60,000 | | | 11.7A.00 | Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30 |
| 2029 | RTD0011281 | | RTA Fleet Upgrades | BRTA - BUY replacement-Support Vehicles | 5307 | \$100,000 | \$40,000 | \$40,000 | | | | 11.42.11 | <p>FY 2028 replace 1 support vehicle (2015 Ford Fusion)</p> <p>FY 2029 replace 1 support vehicle (2015 Ford Fusion)</p> <p>FY 2030 replace 2 support vehicles (2015 Toyota Highlander and 2016 Ford Escape)</p> |
| 2029 | RTD0011281 | | RTA Fleet Upgrades | BRTA - BUY replacement-Support Vehicles | RTACAP | \$100,000 | \$10,000 | | \$10,000 | | | 11.42.11 | <p>FY 2028 replace 1 support vehicle (2015 Ford Fusion)</p> <p>FY 2029 replace 1 support vehicle (2015 Ford Fusion)</p> <p>FY 2030 replace 2 support vehicles (2015 Toyota Highlander and 2016 Ford Escape)</p> |
| 2029 | RTD0011287 | | RTA Vehicle Replacement | BRTA - BUY REPLACEMENT 35' Bus (3) | 5339D | \$3,000,000 | \$720,000 | \$720,000 | | | | 11.12.02 | FY 28- Replacement of 506 and 2151 |
| 2029 | RTD0011287 | | RTA Vehicle Replacement | BRTA - BUY REPLACEMENT 35' Bus (3) | TDC | \$3,000,000 | \$120,000 | | \$120,000 | | | 11.12.02 | FY 28- Replacement of 506 and 2151 |
| 2029 | T00057 | | RTA Facility & Vehicle Maintenance | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. | 5307 | \$100,000 | \$80,000 | \$80,000 | | | | 11.92.02 | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. FY26-30 |
| 2029 | T00057 | | RTA Facility & Vehicle Maintenance | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. | RTACAP | \$100,000 | \$20,000 | | \$20,000 | | | 11.92.02 | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. FY26-30 |

Table 17: FFY 2030 Berkshire Region TIP – Transit

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | Other Funds | Project Score | FTA Line Item | Other Information |
|---|--------------------|--------------|------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|-------------|---------------|---------------|--|
| Federal Fiscal Year 2030 | | | | | | | \$4,699,964 | \$4,299,368 | \$400,596 | | | | |
| Berkshire Regional Transportation Authority | | | | | | | \$4,699,964 | \$4,299,368 | \$400,596 | | | | |
| 2030 | BRTA011702 | | RTA Vehicle Replacement | BRTA- 5310 grant vehicle extras | 5307 | \$70,000 | \$56,000 | \$56,000 | | | | 11.42.20 | <p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p> |
| 2030 | BRTA011702 | | RTA Vehicle Replacement | BRTA- 5310 grant vehicle extras | RTACAP | \$70,000 | \$14,000 | | \$14,000 | | | 11.42.20 | <p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p> |
| 2030 | BRTA011711 | | Operating | BRTA- Operating Assistance | 5307 | \$2,456,985 | \$2,456,985 | \$2,456,985 | | | | 30.09.01 | Operating Assistance 5307 funded 50% and MassDOT funded 50%. Not a capital project. |
| 2030 | BRTA011953 | | RTA Vehicle Replacement | BRTA- 35' Hybrid Replacement Vehicle | 5307 | \$2,700,000 | \$666,383 | \$666,383 | | | | 11.12.02 | Replacement bus for vehicle 1850, 35ft heavy duty diesel bus. |
| 2030 | BRTA011953 | | RTA Vehicle Replacement | BRTA- 35' Hybrid Replacement Vehicle | TDC | \$2,700,000 | \$166,596 | | \$166,596 | | | 11.12.02 | Replacement bus for vehicle 1850, 35ft heavy duty diesel bus. |
| 2030 | RTD0010571 | | RTA Facility & Vehicle Maintenance | BRTA - PREVENTIVE MAINTENANCE | 5307 | \$300,000 | \$240,000 | \$240,000 | | | | 11.7A.00 | Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30 |
| 2030 | RTD0010571 | | RTA Facility & Vehicle Maintenance | BRTA - PREVENTIVE MAINTENANCE | RTACAP | \$300,000 | \$60,000 | | \$60,000 | | | 11.7A.00 | Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30 |
| 2030 | RTD0011281 | | RTA Fleet Upgrades | BRTA - BUY replacement-Support Vehicles | 5307 | \$100,000 | \$80,000 | \$80,000 | | | | 11.42.11 | FY 2028 replace 1 support vehicle (2015 Ford Fusion) FY 2029 replace 1 support vehicle (2015 Ford Fusion) FY 2030 replace 2 support vehicles (2015 Toyota Highlander and 2016 Ford Escape) |
| 2030 | RTD0011281 | | RTA Fleet Upgrades | BRTA - BUY replacement-Support Vehicles | RTACAP | \$100,000 | \$20,000 | | \$20,000 | | | 11.42.11 | FY 2028 replace 1 support vehicle (2015 Ford Fusion) FY 2029 replace 1 support vehicle (2015 Ford Fusion) FY 2030 replace 2 support vehicles (2015 Toyota Highlander and 2016 Ford Escape) |
| 2030 | RTD0011287 | | RTA Vehicle Replacement | BRTA - BUY REPLACEMENT 35' Bus (3) | 5339D | \$3,000,000 | \$720,000 | \$720,000 | | | | 11.12.02 | FY 28- Replacement of 506 and 2151 |
| 2030 | RTD0011287 | | RTA Vehicle Replacement | BRTA - BUY REPLACEMENT 35' Bus (3) | TDC | \$3,000,000 | \$120,000 | | \$120,000 | | | 11.12.02 | FY 28- Replacement of 506 and 2151 |
| 2030 | T00057 | | RTA Facility & Vehicle Maintenance | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. | 5307 | \$100,000 | \$80,000 | \$80,000 | | | | 11.92.02 | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. FY26-30 |
| 2030 | T00057 | | RTA Facility & Vehicle Maintenance | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. | RTACAP | \$100,000 | \$20,000 | | \$20,000 | | | 11.92.02 | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. FY26-30 |

Table 18: FFY 2031 Berkshire Region TIP – Transit

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | Other Funds | Project Score | FTA Line Item | Other Information |
|---|--------------------|--------------|------------------------------------|--|----------------|--------------------|------------------------|---------------|--------------|-------------|---------------|---------------|------------------------------------|
| Federal Fiscal Year 2031 | | | | | | | \$65,840,000 | \$52,720,000 | \$13,120,000 | | | | |
| Berkshire Regional Transportation Authority | | | | | | | \$65,840,000 | \$52,720,000 | \$13,120,000 | | | | |
| 2031 | BRTA012198 | | RTA Facility & Vehicle Maintenance | Design and Construct new Maintenance Facility to replace original and prepare for alternative fuels buses. | 5339D | \$65,000,000 | \$52,000,000 | \$52,000,000 | | | | 11.41.02 | |
| 2031 | BRTA012198 | | RTA Facility & Vehicle Maintenance | Design and Construct new Maintenance Facility to replace original and prepare for alternative fuels buses. | TDC | \$65,000,000 | \$13,000,000 | | \$13,000,000 | | | 11.41.02 | |
| 2031 | RTD0011287 | | RTA Vehicle Replacement | BRTA - BUY REPLACEMENT 35' Bus (3) | 5339D | \$3,000,000 | \$720,000 | \$720,000 | | | | 11.12.02 | FY 28- Replacement of 506 and 2151 |
| 2031 | RTD0011287 | | RTA Vehicle Replacement | BRTA - BUY REPLACEMENT 35' Bus (3) | TDC | \$3,000,000 | \$120,000 | | \$120,000 | | | 11.12.02 | FY 28- Replacement of 506 and 2151 |

Transportation Improvement Program (TIP)
**Table 19: Additional Regional Transit Projects – No Funding Available
(Included for informational purposes only)**

| | | |
|--------------|---------------------|--|
| 2026 | \$1,740,000 | New parking area |
| | \$4,000,000 | Purchase |
| 2027 | \$1,150,000 | Satellite facility North County |
| | \$6,000,000 | Hydrogen buses and modular refueling station |
| 2029 | \$1,150,000 | Satellite facility South County |
| Total | \$14,040,000 | |

Transportation Improvement Program

Part C: FINANCIAL SUMMARIES AND CERTIFICATIONS

1. FEDERAL FUNDING FINANCIAL SUMMARY

- Highways & Bridges
- Transit
- Total Federal Projects
- Summary of Federal Funding Categories

2. FEDERAL REGIONAL TARGETS

3. STATUS OF FUNDS

- Advanced Construction Cash Flow
- Status of Previous Annual Element Projects
- Status of FFY 2026 Transit Grants

4. CERTIFICATIONS

- 3-C Process
- Air Quality
- Highway Operations and Maintenance Expenditures
- BRTA Financial Capacity
- Special Efforts for the Elderly and Disabled
- 701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects

1. FEDERAL FUNDING FINANCIAL SUMMARY

The Berkshire County MPO Transportation Improvement Program (TIP) is financially constrained according to the definition in the Federal Register 23 CFR Part 450.324 and 23 CFR Part 450.326. The Projects programmed for this region meet the funding estimates of federal and state funds available in each of these fiscal years. These estimates were provided by the state and refined as part of the Statewide Transportation Improvement Program (STIP) development process.

Financial constraint of the total state program will be depicted in the State Transportation Improvement Program (STIP). Funding levels have been developed cooperatively between the state and the regional members of the MPO as part of the MPO process in TIP development. The financial plan contained herein is financially constrained and indicates that the Berkshire MPO Transportation Improvement Program (TIP) reflects the federal program emphasis on the maintenance and operation of the current roadways, bridges, and transit system with the ability to provide additional capital improvements. Only projects for which funds can reasonably be expected have been included.

Table 20: SUMMARY OF FEDERAL FUNDING CATEGORIES (\$million):

| Funding Category | 2027 | 2028 | 2029 | 2030 | 2031 | Total |
|--------------------|---------------|---------------|---------------|----------------|----------------|----------------|
| Bridge NHPP | 27.784 | 0.000 | 0.000 | 0.000 | 0.000 | 27.784 |
| Bridge Off | 9.675 | 23.054 | 15.398 | 32.685 | 23.901 | 104.713 |
| Bridge Federal | 0.000 | 3.891 | 0.000 | 8.213 | 0.000 | 12.104 |
| Bridge NGBP | 8.248 | 28.796 | 12.578 | 0.000 | 0.000 | 49.622 |
| CMAQ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| HSIP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| TAP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NHPP | 0.000 | 16.637 | 13.107 | 15.924 | 0.000 | 45.668 |
| STBG | 12.244 | 12.876 | 13.076 | 12.903 | 13.187 | 64.286 |
| Statewide -CMAQ | 0.000 | 0.000 | 0.000 | 9.707 | 6.978 | 16.685 |
| Statewide -HSIP | 0.000 | 0.000 | 1.668 | 0.000 | 0.000 | 1.668 |
| Statewide -STBG | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| STBG-Safety | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| HPP | 1.250 | 1.145 | 0.000 | 0.000 | 0.000 | 2.395 |
| SBYWY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| TAP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| PRCT | 0.000 | 0.000 | 0.000 | 16.412 | 0.000 | 16.412 |
| Other Federal | 2.240 | 0.000 | 0.000 | 0.000 | 0.000 | 2.240 |
| FHWA TOTAL | 61.441 | 86.399 | 55.828 | 95.843 | 44.065 | 343.577 |
| FTA-Program | | | | | | |
| 5307 | 2.927 | 2.977 | 2.977 | 3.860 | 0.000 | 12.741 |
| 5309 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 5310 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 5311 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 5337 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 5339 | 0.250 | 0.540 | 0.720 | 0.720 | 65.720 | 67.950 |
| Other Federal | 0.294 | 0.000 | 0.000 | 0.000 | 0.000 | 0.294 |
| Other Non Federal | 0.000 | 0.108 | 0.120 | 0.120 | 0.120 | 0.468 |
| FTA TOTAL | 3.471 | 3.625 | 3.817 | 4.700 | 65.840 | 81.453 |
| GRAND TOTAL | 64.912 | 90.024 | 59.645 | 100.543 | 109.905 | 425.030 |

2. FEDERAL REGIONAL TARGETS

Table 21: 2027 Regional Targets

| Federal Fiscal Year 2027 | | STIP: 2027 - 2031 (D) | | |
|--|--------------------|-----------------------|----------------------|---|
| | | Federal Aid Funds | Matching Funds | FFY 2027 (Proposed) (Fed Aid + Match) |
| Balance Obligation Authority | | \$788,144,450 | | |
| Planned Redistribution Request | | \$50,000,000 | | |
| Total Non-earmarked Funding Available | | \$838,144,450 | \$203,126,791 | \$1,132,701,704 |
| Planning/Adjustments/Pass-throughs | | \$72,553,953 | \$17,490,030 | \$90,043,983 |
| GANS Repayment | | \$0 | \$0 | \$0 |
| Award Adjustments, Change Orders, etc. | | \$22,225,500 | \$5,556,375 | \$27,781,875 |
| Metropolitan Planning | | \$11,783,367 | \$2,945,842 | \$14,729,209 |
| State Planning & Research | | \$14,942,487 | \$3,735,622 | \$18,678,109 |
| Recreational Trails | | \$1,174,862 | \$293,716 | \$1,468,578 |
| SRTS Education | | \$1,951,346 | \$487,837 | \$2,439,183 |
| Transit Grant Program | | \$0 | \$0 | \$0 |
| Flex to FTA | | \$0 | \$0 | \$0 |
| Railroad Crossings | | \$2,593,832 | \$0 | \$2,593,832 |
| Carbon Reduction | | \$17,882,558 | \$4,470,640 | \$22,353,198 |
| Regional Priorities | | | | |
| Regional Share (%) | MPO | \$284,969,113 | \$71,242,278 | \$356,211,391 |
| 3.5596 | Berkshire Region | \$10,143,761 | \$2,535,940 | \$12,679,701 |
| 42.9671 | Boston Region | \$122,442,964 | \$30,610,741 | \$153,053,705 |
| 4.5851 | Cape Cod | \$13,066,119 | \$3,266,530 | \$16,332,648 |
| 8.6901 | Central Mass | \$24,764,101 | \$6,191,025 | \$30,955,126 |
| 2.5397 | Franklin Region | \$7,237,361 | \$1,809,340 | \$9,046,701 |
| 0.3100 | Martha's Vineyard | \$883,404 | \$220,851 | \$1,104,255 |
| 4.4296 | Merrimack Valley | \$12,622,992 | \$3,155,748 | \$15,778,740 |
| 4.4596 | Montachusett | \$12,708,483 | \$3,177,121 | \$15,885,603 |
| 0.2200 | Nantucket | \$626,932 | \$156,733 | \$783,665 |
| 3.9096 | Northern Middlesex | \$11,141,152 | \$2,785,288 | \$13,926,441 |
| 4.5595 | Old Colony | \$12,993,167 | \$3,248,292 | \$16,241,458 |
| 10.8100 | Pioneer Valley | \$30,805,161 | \$7,701,290 | \$38,506,451 |
| 8.9601 | Southeastern Mass | \$25,533,517 | \$6,383,379 | \$31,916,897 |

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

| | | | | |
|---|--|------------------------|----------------------|------------------------|
| Highway | | \$480,621,384 | \$114,394,483 | \$595,015,867 |
| Reliability | | \$326,964,584 | \$78,154,739 | \$405,119,323 |
| | Interstate Pavement | \$40,000,000 | \$10,000,000 | \$50,000,000 |
| | Non-Interstate Pavement | \$55,000,000 | \$13,750,000 | \$68,750,000 |
| | Safety Improvements | \$25,822,108 | \$2,869,120 | \$28,691,229 |
| | Highway Resiliency Improvement Program | \$20,344,989 | \$5,086,247 | \$25,431,236 |
| | Bridge | \$185,797,487 | \$46,449,372 | \$232,246,859 |
| | Bridge Inspections | \$8,838,012 | \$2,209,503 | \$11,047,515 |
| | Bridge Systematic Maintenance | \$16,000,000 | \$4,000,000 | \$20,000,000 |
| | Bridge On-system NHS | \$94,856,125 | \$23,714,031 | \$118,570,156 |
| | Bridge On-system Non-NHS | \$31,955,145 | \$7,988,786 | \$39,943,931 |
| | Bridge Off-system | \$34,148,205 | \$8,537,051 | \$42,685,256 |
| Modernize | | \$120,011,108 | \$27,828,321 | \$147,839,429 |
| | ADA Retrofits | \$2,000,000 | \$500,000 | \$2,500,000 |
| | Intersection Improvements | \$22,500,000 | \$2,500,000 | \$25,000,000 |
| | Intelligent Transportation Systems | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| | Roadway Reconstruction | \$55,000,000 | \$14,700,544 | \$73,502,719 |
| | Safe Routes to School | \$12,000,000 | \$3,000,000 | \$15,000,000 |
| | Freight | \$20,511,108 | \$5,127,777 | \$25,638,885 |
| Expansion | | \$33,645,692 | \$8,411,423 | \$42,057,115 |
| | Bicycle and Pedestrian | \$33,645,692 | \$8,411,423 | \$42,057,115 |
| | Capacity | \$0 | \$0 | \$0 |
| Grand Total Formula Funds | | \$838,144,449 | \$203,126,791 | \$1,041,271,241 |
| Difference from Funds Available | | \$0 | | |
| Highway (| | \$289,583,912 | \$63,263,679 | \$352,847,591 |
| Reliability | | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge Systematic Maintenance NB | \$0 | \$0 | \$0 |
| | Bridge On-System NHS NB | \$251,122,901 | \$62,780,725 | \$313,903,626 |
| | Bridge On-system Non-NHS NB | \$0 | \$0 | \$0 |
| | Bridge Off-system Local NB | \$36,529,195 | \$0 | \$36,529,195 |
| | Bridge Off-System State NB | \$0 | \$0 | \$0 |
| Modernize | | \$1,931,816 | \$482,954 | \$2,414,770 |
| | Electric Vehicle Infrastructure | \$0 | \$0 | \$0 |
| | Ferry Boat Program | \$1,931,816 | \$482,954 | \$2,414,770 |
| Grand Total + Non-Formula Programs | | \$1,127,728,361 | \$266,390,470 | \$1,394,118,832 |

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Table 22: 2028 Regional Targets

| Federal Fiscal Year 2028 | | STIP: 2027 - 2031 (D) | | |
|--|--------------------|-----------------------|----------------------|---|
| | | Federal Aid Funds | Matching Funds | FFY 2027 (Proposed) (Fed Aid + Match) |
| Balance Obligation Authority | | \$801,127,976 | | |
| Planned Redistribution Request | | \$50,000,000 | | |
| Total Non-earmarked Funding Available | | \$851,127,976 | \$205,050,945 | \$1,132,701,704 |
| Planning/Adjustments/Pass-throughs | | \$73,446,121 | \$17,713,072 | \$91,159,193 |
| GANS Repayment | | \$0 | \$0 | \$0 |
| Award Adjustments, Change Orders, etc. | | \$22,225,500 | \$5,556,375 | \$27,781,875 |
| Metropolitan Planning | | \$12,019,035 | \$3,004,759 | \$15,023,793 |
| State Planning & Research | | \$15,241,337 | \$3,810,334 | \$19,051,671 |
| Recreational Trails | | \$1,174,862 | \$293,716 | \$1,468,578 |
| SRTS Education | | \$1,951,346 | \$487,837 | \$2,439,183 |
| Transit Grant Program | | \$0 | \$0 | \$0 |
| Flex to FTA | | \$0 | \$0 | \$0 |
| Railroad Crossings | | \$2,593,832 | \$0 | \$2,593,832 |
| Carbon Reduction | | \$18,240,209 | \$4,560,052 | \$22,800,262 |
| Regional Priorities | | | | |
| Regional Share (%) | MPO | \$289,383,512 | \$72,345,878 | \$361,729,390 |
| 3.5596 | Berkshire Region | \$10,300,895 | \$2,575,224 | \$12,876,119 |
| 42.9671 | Boston Region | \$124,339,703 | \$31,084,926 | \$155,424,629 |
| 4.5851 | Cape Cod | \$13,268,523 | \$3,317,131 | \$16,585,654 |
| 8.6901 | Central Mass | \$25,147,717 | \$6,286,929 | \$31,434,646 |
| 2.5397 | Franklin Region | \$7,349,473 | \$1,837,368 | \$9,186,841 |
| 0.3100 | Martha's Vineyard | \$897,089 | \$224,272 | \$1,121,361 |
| 4.4296 | Merrimack Valley | \$12,818,532 | \$3,204,633 | \$16,023,165 |
| 4.4596 | Montachusett | \$12,905,347 | \$3,226,337 | \$16,131,684 |
| 0.2200 | Nantucket | \$636,644 | \$159,161 | \$795,805 |
| 3.9096 | Northern Middlesex | \$11,313,738 | \$2,828,434 | \$14,142,172 |
| 4.5595 | Old Colony | \$13,194,441 | \$3,298,610 | \$16,493,052 |
| 10.8100 | Pioneer Valley | \$31,282,358 | \$7,820,589 | \$39,102,947 |
| 8.9601 | Southeastern Mass | \$25,929,052 | \$6,482,263 | \$32,411,315 |

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

| | | | | |
|---|--|------------------------|----------------------|------------------------|
| Highway | | \$488,298,343 | \$114,991,995 | \$603,290,338 |
| Reliability | | \$328,558,407 | \$78,481,467 | \$407,039,874 |
| | Interstate Pavement | \$40,000,000 | \$10,000,000 | \$50,000,000 |
| | Non-Interstate Pavement | \$55,000,000 | \$13,750,000 | \$68,750,000 |
| | Safety Improvements | \$26,338,550 | \$2,926,503 | \$29,265,053 |
| | Highway Resiliency Improvement Program | \$20,751,888 | \$5,187,972 | \$25,939,861 |
| | Bridge | \$186,467,969 | \$46,616,992 | \$233,084,961 |
| | Bridge Inspections | \$8,838,012 | \$2,209,503 | \$11,047,515 |
| | Bridge Systematic Maintenance | \$16,000,000 | \$4,000,000 | \$20,000,000 |
| | Bridge On-system NHS | \$94,856,125 | \$23,714,031 | \$118,570,156 |
| | Bridge On-system Non-NHS | \$32,625,627 | \$8,156,407 | \$40,782,033 |
| | Bridge Off-system | \$34,148,205 | \$8,537,051 | \$42,685,256 |
| Modernizatio | | \$125,421,330 | \$27,930,876 | \$153,352,207 |
| | ADA Retrofits | \$2,000,000 | \$500,000 | \$2,500,000 |
| | Intersection Improvements | \$22,500,000 | \$2,500,000 | \$25,000,000 |
| | Intelligent Transportation Systems | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| | Roadway Reconstruction | \$60,000,000 | \$14,700,544 | \$73,502,719 |
| | Safe Routes to School | \$12,000,000 | \$3,000,000 | \$15,000,000 |
| | Freight | \$20,921,330 | \$5,230,333 | \$26,151,663 |
| Expansion | | \$34,318,606 | \$8,579,651 | \$42,898,257 |
| | Bicycle and Pedestrian | \$34,318,606 | \$8,579,651 | \$42,898,257 |
| | Capacity | \$0 | \$0 | \$0 |
| Grand Total Formula Funds | | \$851,127,976 | \$205,050,945 | \$1,056,178,921 |
| Difference from Funds Available | | \$0 | | |
| Highway (Noi | | \$289,622,548 | \$63,273,338 | \$352,895,886 |
| Reliability | | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge Systematic Maintenance NB | \$0 | \$0 | \$0 |
| | Bridge On-System NHS NB | \$251,122,901 | \$62,780,725 | \$313,903,626 |
| | Bridge On-system Non-NHS NB | \$0 | \$0 | \$0 |
| | Bridge Off-system Local NB | \$36,529,195 | \$0 | \$36,529,195 |
| | Bridge Off-System State NB | \$0 | \$0 | \$0 |
| Modernizatio | | \$1,970,452 | \$492,613 | \$2,463,065 |
| | Electric Vehicle Infrastructure | \$0 | \$0 | \$0 |
| | Ferry Boat Program | \$1,970,452 | \$492,613 | \$2,463,065 |
| Grand Total + Non-Formula Programs | | \$1,140,750,524 | \$268,324,283 | \$1,409,074,807 |

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Table 23: 2029 Regional Targets

| Federal Fiscal Year 2029 | | STIP: 2027 - 2031 (D) | | |
|--|--------------------|-----------------------|----------------------|--|
| | | Federal Aid Funds | Matching Funds | FFY 2027 (Proposed) (Fed Aid + Match) |
| Balance Obligation Authority | | \$814,371,173 | | |
| Planned Redistribution Request | | \$50,000,000 | | |
| Total Non-earmarked Funding Available | | \$864,371,173 | \$207,038,581 | \$1,132,701,704 |
| Planning/Adjustments/Pass-throughs | | \$74,356,132 | \$17,940,575 | \$92,296,708 |
| GANS Repayment | | \$0 | \$0 | \$0 |
| Award Adjustments, Change Orders, etc. | | \$22,225,500 | \$5,556,375 | \$27,781,875 |
| Metropolitan Planning | | \$12,259,415 | \$3,064,854 | \$15,324,269 |
| State Planning & Research | | \$15,546,164 | \$3,886,541 | \$19,432,704 |
| Recreational Trails | | \$1,174,862 | \$293,716 | \$1,468,578 |
| SRTS Education | | \$1,951,346 | \$487,837 | \$2,439,183 |
| Transit Grant Program | | \$0 | \$0 | \$0 |
| Flex to FTA | | \$0 | \$0 | \$0 |
| Railroad Crossings | | \$2,593,832 | \$0 | \$2,593,832 |
| Carbon Reduction | | \$18,605,014 | \$4,651,253 | \$23,256,267 |
| Regional Priorities | | | | |
| Regional Share (%) | MPO | \$293,886,199 | \$73,471,550 | \$367,357,749 |
| 3.5596 | Berkshire Region | \$10,461,173 | \$2,615,293 | \$13,076,466 |
| 42.9671 | Boston Region | \$126,274,377 | \$31,568,594 | \$157,842,971 |
| 4.5851 | Cape Cod | \$13,474,976 | \$3,368,744 | \$16,843,720 |
| 8.6901 | Central Mass | \$25,539,005 | \$6,384,751 | \$31,923,756 |
| 2.5397 | Franklin Region | \$7,463,828 | \$1,865,957 | \$9,329,785 |
| 0.3100 | Martha's Vineyard | \$911,047 | \$227,762 | \$1,138,809 |
| 4.4296 | Merrimack Valley | \$13,017,983 | \$3,254,496 | \$16,272,479 |
| 4.4596 | Montachusett | \$13,106,149 | \$3,276,537 | \$16,382,686 |
| 0.2200 | Nantucket | \$646,550 | \$161,637 | \$808,187 |
| 3.9096 | Northern Middlesex | \$11,489,775 | \$2,872,444 | \$14,362,219 |
| 4.5595 | Old Colony | \$13,399,741 | \$3,349,935 | \$16,749,677 |
| 10.8100 | Pioneer Valley | \$31,769,098 | \$7,942,275 | \$39,711,373 |
| 8.9601 | Southeastern Mass | \$26,332,497 | \$6,583,124 | \$32,915,622 |

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

| | | | | |
|---|--|------------------------|----------------------|------------------------|
| Highway | | \$496,128,842 | \$115,626,457 | \$611,755,299 |
| Reliability | | \$330,284,107 | \$78,839,729 | \$409,123,836 |
| | Interstate Pavement | \$40,000,000 | \$10,000,000 | \$50,000,000 |
| | Non-Interstate Pavement | \$55,000,000 | \$13,750,000 | \$68,750,000 |
| | Safety Improvements | \$26,865,321 | \$2,985,033 | \$29,850,354 |
| | Highway Resiliency Improvement Program | \$21,166,926 | \$5,291,732 | \$26,458,658 |
| | Bridge | \$187,251,860 | \$46,812,965 | \$234,064,824 |
| | Bridge Inspections | \$8,838,012 | \$2,209,503 | \$11,047,515 |
| | Bridge Systematic Maintenance | \$16,000,000 | \$4,000,000 | \$20,000,000 |
| | Bridge On-system NHS | \$94,856,125 | \$23,714,031 | \$118,570,156 |
| | Bridge On-system Non-NHS | \$33,409,518 | \$8,352,379 | \$41,761,897 |
| | Bridge Off-system | \$34,148,205 | \$8,537,051 | \$42,685,256 |
| Modernizatio | | \$130,839,757 | \$28,035,483 | \$158,875,240 |
| | ADA Retrofits | \$2,000,000 | \$500,000 | \$2,500,000 |
| | Intersection Improvements | \$22,500,000 | \$2,500,000 | \$25,000,000 |
| | Intelligent Transportation Systems | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| | Roadway Reconstruction | \$65,000,000 | \$14,700,544 | \$73,502,719 |
| | Safe Routes to School | \$12,000,000 | \$3,000,000 | \$15,000,000 |
| | Freight | \$21,339,757 | \$5,334,939 | \$26,674,696 |
| Expansion | | \$35,004,978 | \$8,751,244 | \$43,756,222 |
| | Bicycle and Pedestrian | \$35,004,978 | \$8,751,244 | \$43,756,222 |
| | Capacity | \$0 | \$0 | \$0 |
| Grand Total Formula Funds | | \$864,371,173 | \$207,038,581 | \$1,071,409,755 |
| Difference from Funds Available | | \$0 | | |
| Highway (No | | \$289,661,957 | \$63,283,191 | \$352,945,148 |
| Reliability | | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge Systematic Maintenance NB | \$0 | \$0 | \$0 |
| | Bridge On-System NHS NB | \$251,122,901 | \$62,780,725 | \$313,903,626 |
| | Bridge On-system Non-NHS NB | \$0 | \$0 | \$0 |
| | Bridge Off-system Local NB | \$36,529,195 | \$0 | \$36,529,195 |
| | Bridge Off-System State NB | \$0 | \$0 | \$0 |
| Modernizatio | | \$2,009,861 | \$502,465 | \$2,512,326 |
| | Electric Vehicle Infrastructure | \$0 | \$0 | \$0 |
| | Ferry Boat Program | \$2,009,861 | \$502,465 | \$2,512,326 |
| Grand Total + Non-Formula Programs | | \$1,154,033,130 | \$270,321,772 | \$1,424,354,902 |

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Table 24: 2030 Regional Targets

| Federal Fiscal Year 2030 | | STIP: 2027 - 2031 (D) | | |
|--|--------------------|-----------------------|----------------------|---|
| | | Federal Aid Funds | Matching Funds | FFY 2027 (Proposed) (Fed Aid + Match) |
| Balance Obligation Authority | | \$827,879,234 | | |
| Planned Redistribution Request | | \$50,000,000 | | |
| Total Non-earmarked Funding Available | | \$877,879,234 | \$204,090,971 | \$1,132,701,704 |
| Planning/Adjustments/Pass-throughs | | \$100,284,344 | \$18,172,628 | \$118,456,972 |
| GANS Repayment | | \$25,000,000 | \$0 | \$25,000,000 |
| Award Adjustments, Change Orders, etc. | | \$22,225,500 | \$5,556,375 | \$27,781,875 |
| Metropolitan Planning | | \$12,504,604 | \$3,126,151 | \$15,630,754 |
| State Planning & Research | | \$15,857,087 | \$3,964,272 | \$19,821,358 |
| Recreational Trails | | \$1,174,862 | \$293,716 | \$1,468,578 |
| SRTS Education | | \$1,951,346 | \$487,837 | \$2,439,183 |
| Transit Grant Program | | \$0 | \$0 | \$0 |
| Flex to FTA | | \$0 | \$0 | \$0 |
| Railroad Crossings | | \$2,593,832 | \$0 | \$2,593,832 |
| Carbon Reduction | | \$18,977,114 | \$4,744,278 | \$23,721,392 |
| Regional Priorities | | | | |
| Regional Share (%) | MPO | \$289,978,940 | \$72,494,735 | \$362,473,675 |
| 3.5596 | Berkshire Region | \$10,322,090 | \$2,580,523 | \$12,902,613 |
| 42.9671 | Boston Region | \$124,595,541 | \$31,148,885 | \$155,744,426 |
| 4.5851 | Cape Cod | \$13,295,824 | \$3,323,956 | \$16,619,780 |
| 8.6901 | Central Mass | \$25,199,460 | \$6,299,865 | \$31,499,325 |
| 2.5397 | Franklin Region | \$7,364,595 | \$1,841,149 | \$9,205,744 |
| 0.3100 | Martha's Vineyard | \$898,935 | \$224,734 | \$1,123,668 |
| 4.4296 | Merrimack Valley | \$12,844,907 | \$3,211,227 | \$16,056,134 |
| 4.4596 | Montachusett | \$12,931,901 | \$3,232,975 | \$16,164,876 |
| 0.2200 | Nantucket | \$637,954 | \$159,488 | \$797,442 |
| 3.9096 | Northern Middlesex | \$11,337,017 | \$2,834,254 | \$14,171,271 |
| 4.5595 | Old Colony | \$13,221,590 | \$3,305,397 | \$16,526,987 |
| 10.8100 | Pioneer Valley | \$31,346,723 | \$7,836,681 | \$39,183,404 |
| 8.9601 | Southeastern Mass | \$25,982,403 | \$6,495,601 | \$32,478,004 |

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

| | | | | |
|---|--|------------------------|----------------------|------------------------|
| Highway | | \$487,615,950 | \$113,423,608 | \$601,039,558 |
| Reliability | | \$320,644,321 | \$76,355,157 | \$396,999,477 |
| | Interstate Pavement | \$40,000,000 | \$10,000,000 | \$50,000,000 |
| | Non-Interstate Pavement | \$55,000,000 | \$13,750,000 | \$68,750,000 |
| | Safety Improvements | \$27,402,628 | \$3,044,733 | \$30,447,361 |
| | Highway Resiliency Improvement Program | \$21,590,265 | \$5,397,566 | \$26,987,831 |
| | Bridge | \$176,651,428 | \$44,162,857 | \$220,814,285 |
| | Bridge Inspections | \$8,838,012 | \$2,209,503 | \$11,047,515 |
| | Bridge Systematic Maintenance | \$16,000,000 | \$4,000,000 | \$20,000,000 |
| | Bridge On-system NHS | \$94,856,125 | \$23,714,031 | \$118,570,156 |
| | Bridge On-system Non-NHS | \$22,809,086 | \$5,702,272 | \$28,511,358 |
| | Bridge Off-system | \$34,148,205 | \$8,537,051 | \$42,685,256 |
| Modernizatio | | \$131,266,552 | \$28,142,182 | \$159,408,734 |
| | ADA Retrofits | \$2,000,000 | \$500,000 | \$2,500,000 |
| | Intersection Improvements | \$22,500,000 | \$2,500,000 | \$25,000,000 |
| | Intelligent Transportation Systems | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| | Roadway Reconstruction | \$65,000,000 | \$14,700,544 | \$73,502,719 |
| | Safe Routes to School | \$12,000,000 | \$3,000,000 | \$15,000,000 |
| | Freight | \$21,766,552 | \$5,441,638 | \$27,208,190 |
| Expansion | | \$35,705,077 | \$8,926,269 | \$44,631,347 |
| | Bicycle and Pedestrian | \$35,705,077 | \$8,926,269 | \$44,631,347 |
| | Capacity | \$0 | \$0 | \$0 |
| Grand Total Formula Funds | | \$877,879,234 | \$204,090,971 | \$1,081,970,205 |
| Difference from Funds Available | | \$0 | | |
| Highway (Noi | | \$289,702,154 | \$63,293,240 | \$352,995,394 |
| Reliability | | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge Systematic Maintenance NB | \$0 | \$0 | \$0 |
| | Bridge On-System NHS NB | \$251,122,901 | \$62,780,725 | \$313,903,626 |
| | Bridge On-system Non-NHS NB | \$0 | \$0 | \$0 |
| | Bridge Off-system Local NB | \$36,529,195 | \$0 | \$36,529,195 |
| | Bridge Off-System State NB | \$0 | \$0 | \$0 |
| Modernizatio | | \$2,050,058 | \$512,515 | \$2,562,573 |
| | Electric Vehicle Infrastructure | \$0 | \$0 | \$0 |
| | Ferry Boat Program | \$2,050,058 | \$512,515 | \$2,562,573 |
| Grand Total + Non-Formula Programs | | \$1,167,581,388 | \$267,384,210 | \$1,434,965,599 |

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Table 25: 2031 Regional Targets

| Federal Fiscal Year 2031 | | STIP: 2027 - 2031 (D) | | |
|--|--------------------|-----------------------|----------------------|---|
| | | Federal Aid Funds | Matching Funds | FFY 2027 (Proposed) (Fed Aid + Match) |
| Balance Obligation Authority | | \$841,657,457 | | |
| Planned Redistribution Request | | \$50,000,000 | | |
| Total Non-earmarked Funding Available | | \$891,657,457 | \$207,459,408 | \$1,132,701,704 |
| Planning/Adjustments/Pass-throughs | | \$96,231,120 | \$18,409,322 | \$114,640,442 |
| GANS Repayment | | \$20,000,000 | \$0 | \$20,000,000 |
| Award Adjustments, Change Orders, etc. | | \$22,225,500 | \$5,556,375 | \$27,781,875 |
| Metropolitan Planning | | \$12,754,696 | \$3,188,674 | \$15,943,370 |
| State Planning & Research | | \$16,174,229 | \$4,043,557 | \$20,217,786 |
| Recreational Trails | | \$1,174,862 | \$293,716 | \$1,468,578 |
| SRTS Education | | \$1,951,346 | \$487,837 | \$2,439,183 |
| Transit Grant Program | | \$0 | \$0 | \$0 |
| Flex to FTA | | \$0 | \$0 | \$0 |
| Railroad Crossings | | \$2,593,832 | \$0 | \$2,593,832 |
| Carbon Reduction | | \$19,356,656 | \$4,839,164 | \$24,195,820 |
| Regional Priorities | | | | |
| Regional Share (%) | MPO | \$296,363,535 | \$74,090,884 | \$370,454,419 |
| 3.5596 | Berkshire Region | \$10,549,356 | \$2,637,339 | \$13,186,696 |
| 42.9671 | Boston Region | \$127,338,817 | \$31,834,704 | \$159,173,521 |
| 4.5851 | Cape Cod | \$13,588,564 | \$3,397,141 | \$16,985,706 |
| 8.6901 | Central Mass | \$25,754,288 | \$6,438,572 | \$32,192,859 |
| 2.5397 | Franklin Region | \$7,526,745 | \$1,881,686 | \$9,408,431 |
| 0.3100 | Martha's Vineyard | \$918,727 | \$229,682 | \$1,148,409 |
| 4.4296 | Merrimack Valley | \$13,127,719 | \$3,281,930 | \$16,409,649 |
| 4.4596 | Montachusett | \$13,216,628 | \$3,304,157 | \$16,520,785 |
| 0.2200 | Nantucket | \$652,000 | \$163,000 | \$815,000 |
| 3.9096 | Northern Middlesex | \$11,586,629 | \$2,896,657 | \$14,483,286 |
| 4.5595 | Old Colony | \$13,512,695 | \$3,378,174 | \$16,890,869 |
| 10.8100 | Pioneer Valley | \$32,036,898 | \$8,009,225 | \$40,046,123 |
| 8.9601 | Southeastern Mass | \$26,554,469 | \$6,638,617 | \$33,193,086 |

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

| | | | | |
|---|--|------------------------|----------------------|------------------------|
| Highway | | \$499,062,801 | \$114,959,202 | \$614,022,003 |
| Reliability | | \$325,941,739 | \$77,603,393 | \$403,545,132 |
| | Interstate Pavement | \$40,000,000 | \$10,000,000 | \$50,000,000 |
| | Non-Interstate Pavement | \$55,000,000 | \$13,750,000 | \$68,750,000 |
| | Safety Improvements | \$27,950,680 | \$3,105,628 | \$31,056,309 |
| | Highway Resiliency Improvement Program | \$22,022,070 | \$5,505,518 | \$27,527,588 |
| | Bridge | \$180,968,989 | \$45,242,247 | \$226,211,236 |
| | Bridge Inspections | \$8,838,012 | \$2,209,503 | \$11,047,515 |
| | Bridge Systematic Maintenance | \$16,000,000 | \$4,000,000 | \$20,000,000 |
| | Bridge On-system NHS | \$94,856,125 | \$23,714,031 | \$118,570,156 |
| | Bridge On-system Non-NHS | \$27,126,647 | \$6,781,662 | \$33,908,308 |
| | Bridge Off-system | \$34,148,205 | \$8,537,051 | \$42,685,256 |
| Modernizatio | | \$136,701,883 | \$28,251,015 | \$164,952,898 |
| | ADA Retrofits | \$2,000,000 | \$500,000 | \$2,500,000 |
| | Intersection Improvements | \$22,500,000 | \$2,500,000 | \$25,000,000 |
| | Intelligent Transportation Systems | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| | Roadway Reconstruction | \$70,000,000 | \$14,700,544 | \$73,502,719 |
| | Safe Routes to School | \$12,000,000 | \$3,000,000 | \$15,000,000 |
| | Freight | \$22,201,883 | \$5,550,471 | \$27,752,354 |
| Expansion | | \$36,419,179 | \$9,104,795 | \$45,523,974 |
| | Bicycle and Pedestrian | \$36,419,179 | \$9,104,795 | \$45,523,974 |
| | Capacity | \$0 | \$0 | \$0 |
| Grand Total Formula Funds | | \$891,657,457 | \$207,459,408 | \$1,099,116,864 |
| Difference from Funds Available | | \$0 | | |
| Highway (Noi | | \$289,743,155 | \$63,303,490 | \$353,046,646 |
| Reliability | | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge Systematic Maintenance NB | \$0 | \$0 | \$0 |
| | Bridge On-System NHS NB | \$251,122,901 | \$62,780,725 | \$313,903,626 |
| | Bridge On-system Non-NHS NB | \$0 | \$0 | \$0 |
| | Bridge Off-system Local NB | \$36,529,195 | \$0 | \$36,529,195 |
| | Bridge Off-System State NB | \$0 | \$0 | \$0 |
| Modernizatio | | \$2,091,059 | \$522,765 | \$2,613,824 |
| | Electric Vehicle Infrastructure | \$0 | \$0 | \$0 |
| | Ferry Boat Program | \$2,091,059 | \$522,765 | \$2,613,824 |
| Grand Total + Non-Formula Programs | | \$1,181,400,612 | \$270,762,898 | \$1,452,163,510 |

3. STATUS OF FUNDS

STATUS OF PREVIOUS ANNUAL ELEMENT PROJECTS

Highways

A listing of the Highway Funded Projects from the previous TIP that have been advertised and those that have not yet been advertised can be found in the following tables.

Table 26: Highway Projects Advertised from 10/01/25 to 04/30/26 in the BRPC Region

| Locale | Description | Advertised Amount | ID No. | Fund |
|-------------|--|-------------------|--------|----------------------------------|
| Sheffield | Superstructure Replacement, County Road over Ironworks Brook (S-10-024) | \$2,475,543 | 611942 | Federal Aid Next-Gen Bridge GANS |
| North Adams | Bridge Preservation, Route 2 over S. Br. Hoosic River & Route 8 (N-14-039) | \$11,945,925 | 612505 | Federal Aid Next-Gen Bridge GANS |

Table 27: Highway Funded Projects anticipated to be advertised (05/01/26 to 09/30/26)

| Locale | Description | Current TIP Programming* | ID No. | Fund |
|------------------|--|--------------------------|--------|--|
| Great Barrington | Bridge Replacement, Division Street over Housatonic River (G-11-002) | \$10,690,281 | 612183 | Federal Aid Next-Gen Bridge GANS |
| North Adams | Reconstruction of Ashland Street | \$11,342,811 | 609277 | Surface Transportation Block Grant |
| Lee | Resurfacing and Related Work on Route 20 | \$9,422,966 | 610728 | Federal Aid National Highway Performance Prog. NHS |
| Sheffield | Bridge Replacement, Kelsey Road over Schenob Brook (S-10-015) | \$4,192,200 | 609068 | Surface Transportation Block Grant Off-System Bridge |
| Becket | Ledge Removal along Route 8 | \$2,950,417 | 609506 | Fed-Aid PROTECT <i>(Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation)</i> |

* TIP programming includes State/Local match; cost estimates subject to change before 9/30/26 by MPO amendment.

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Transit

The major Transit Projects from the previous TIP that have been implemented are shown below, along with the dollar amount of the Federal share of the project:

| | |
|--|---------------------|
| Section 5307 Capital and Operating Assistance | \$ 3,086,660 |
| Section 5339 Capital | \$ 2,045,321 |
| Section 5311 Operating Assistance- Rural Areas | \$ 448,646 |
| Total Federal Transit Dollars | \$ 5,580,627 |

Table 28: STATUS OF FFY 2025 TRANSIT PROJECTS (FEDERAL FUNDS) Funds are as of 3/27/2025
Federal Funds Direct to Recipient from FTA

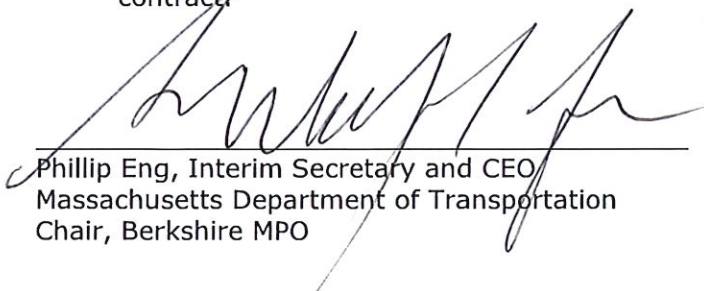
| Section | Description | Federal Funds | Approval Status | Grant # | Comments |
|---------|-------------|---------------|-----------------|-------------|-----------------------|
| 5339 | Capital | \$66,610 | Approved | MA-2020-003 | Available \$45,730 |
| 5339 | Capital | \$616,071 | Approved | MA-2021-009 | Available \$51,025 |
| 5339 | Capital | \$333,732 | Approved | MA-2021-016 | Available \$15,315 |
| 5307 | Capital | \$417,780 | Approved | MA-2022-016 | Available \$11,753 |
| 5307 | Operating | \$2,297,305 | Approved | MA-2022-026 | Available \$1,764,763 |
| 5307 | Capital | \$572,583 | Approved | MA-2022-026 | Available \$209,144 |
| 5339 | Capital | \$2,457,328 | Approved | MA-2023-041 | Available \$409,991 |
| 5339 | Capital | \$2,212,747 | Approved | MA-2024-011 | Available \$525,538 |
| 5307 | Operating | \$2,493,647 | Approved | MA-2023-040 | Available \$2,493,647 |
| 5307 | Capital | \$440,000 | Approved | MA-2023-040 | Available \$351,561 |
| 5339 | Capital | \$152,012 | Approved | MA-2024-024 | Available \$152,012 |
| 5307 | Capital | \$320,000 | Approved | MA-2024-025 | Available \$316,643 |

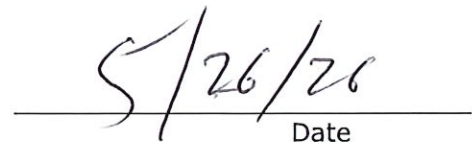
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4. CERTIFICATIONS**BERKSHIRE METROPOLITAN PLANNING ORGANIZATION CERTIFICATION OF THE 3C PLANNING PROCESS**

The Berkshire 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 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) 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.


 Phillip Eng, Interim Secretary and CEO
 Massachusetts Department of Transportation
 Chair, Berkshire MPO


 Date

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Air Quality Conformity Determination

Berkshire MPO FFY 2027-2031 Transportation Improvement Program

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the Commonwealth of Massachusetts. It covers the applicable conformity requirements according to the latest regulations, regional designation status, legal considerations, and federal guidance. Further details and background information are provided below:

Introduction

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

Legislative and Regulatory Background

The entire Commonwealth of Massachusetts was previously classified as nonattainment for ozone and was divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area included Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprised the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation to achieve attainment of the ozone standard.

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire commonwealth of Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999. The attainment date was later extended, first to 2003 and a second time to 2007.

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific information has shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004. The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard and was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

In March 2008, EPA published revisions to the eight-hour ozone NAAQS establishing a level of 0.075 ppm, (March 27, 2008; 73 FR 16483). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration so the standard would remain at 0.075 ppm.

After reviewing data from Massachusetts monitoring stations, EPA sent a letter on December 16, 2011, proposing that only Dukes County would be designated as nonattainment for the new proposed 0.075 ozone standard. Massachusetts concurred with these findings.

On May 21, 2012, (77 FR 30088), the final rule was published in the Federal Register, defining the 2008 NAAQS at 0.075 ppm, the standard that was promulgated in March 2008. A second rule published on May 21, 2012 (77 FR 30160), revoked the 1997 ozone NAAQS to occur one year after the July 20, 2012 effective date of the 2008 NAAQS.

Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties were designated as attainment/unclassified for the 2008 standard. On March 6, 2015, (80 FR 12264, effective April 6, 2015) EPA published the Final Rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule." This rulemaking confirmed the removal of transportation conformity to the 1997 Ozone NAAQS and the replacement with the 2008 Ozone NAAQS, which (with actually a stricter level of allowable ozone concentration than the 1997 standards) classified Massachusetts as "Attainment/unclassifiable" (except for Dukes County).

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. Conformity determinations are required in these areas after February 16, 2019. On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision* (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in these areas. According to the guidance, both Eastern and Western Massachusetts, along with several other areas across the country, are now defined as "orphan nonattainment areas" – areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and were designated attainment for the 2008 ozone NAAQS in EPA's original designations rule for this NAAQS (77 FR 30160, May 21, 2012).

Current Conformity Determination

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an “anti-backsliding” measure – now applies to both of Massachusetts’ orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS on the 2020-2040 Regional Transportation Plans. This conformity determination was finalized in July 2019 following each MPO’s previous endorsement of their regional transportation plan, and approved by the Massachusetts Divisions of FHWA and FTA on October 13, 2023. This conformity determination continues to be valid for the FFY 2027 - 2031 State Transportation Improvement Program and each MPOs’ FFY 2027 – 2031 Transportation Improvement Program, as each is developed from the conforming 2024-2050 Regional Transportation Plans.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and RTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and RTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the FFY 2027-2031 State Transportation Improvement Program, Transportation Improvement Programs, and 2024-2050 Regional Transportation Plans can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal Constraint (93.108)

Latest Planning Assumptions:

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP (See following section on Timely Implementation of TCMs).

Consultation:

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the Massachusetts MPOs on March 6, 2019 to discuss the latest conformity-related court rulings and resulting federal guidance. Regular and recurring interagency consultations have been held since on an (at least) annual schedule, with the most recent conformity consultation held on September

13, 2023. This ongoing consultation is conducted in accordance with the following:

- Massachusetts' Air Pollution Control Regulations 310 CMR 60.03 "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act"
- The Commonwealth of Massachusetts Memorandum of Understanding among the Massachusetts Department of Transportation, Massachusetts Department of Environmental Protection, Massachusetts Metropolitan Planning Organizations, and Regional Transit Authorities, titled The Conduct of Air Quality Planning and Coordination for Transportation Conformity (dated September 16, 2019)

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450.

Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, RTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. Each MPO's Public Participation Plan ensures that the public will have access to the TIP/RTP and all supporting documentation, provides for public notification of the availability of the TIP/RTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP/RTP and related certification documents.

Timely Implementation of Transportation Control Measures:

Transportation Control Measures (TCMs) have been required in the SIP in revisions submitted to EPA in 1979 and 1982. All SIP TCMs have been accomplished through construction or through implementation of ongoing programs. All of the projects have been included in the Region's Transportation Plan (present or past) as recommended projects or projects requiring further study.

Fiscal Constraint:

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans and must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The 2027-2031 State Transportation Improvement Program and 2024-2050 Regional Transportation Plans are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the Commonwealth has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2027-2031 State Transportation Improvement Program and the 2024-2050 Regional Transportation Plans meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the MPO's FFY 2027-2031 State Transportation Improvement Program and the 2024-2050 Regional Transportation Plans are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

BRTA Financial Capacity Assessment

An assessment of financial capacity has been made of the transit projects programmed for the Berkshire Regional Transit Authority in this TIP. It is determined that the BRTA has the financial capacity to carry out the programmed projects, based upon the following facts and assumptions:

1. BRTA services are supported by revenues from the following sources:

| | |
|--------------|---------------|
| Federal | 36.27% |
| State | 46.52% |
| Local | 9.39% |
| Fares | 6.50% |
| Other | 1.32% |
| Total | 100.00 |

**BRTA Operations and Maintenance Summary
State Fiscal Year 2025**

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the BRTA Advisory Board, and Projections for the out-years. These numbers indicate that there are sufficient revenues projected to meet the operating needs of the area transit authority.

Table 29: BRTA Operations and Maintenance Summary

| Operating Revenue | Previous | Current | Yr. Two | Yr. Three |
|---|------------------|-------------------|-------------------|-------------------|
| | 2024 | 2025 | 2026 | 2027 |
| Farebox | 594,391 | 763,107 | 763,107 | 763,107 |
| Section 5307 | 2,841,702 | 3,892,739 | 3,331,245 | 3,331,245 |
| Section 5307- CARES Act | 0 | 0 | 0 | 0 |
| Section 5311 | 448,646 | 365,347 | 448,646 | 453,132 |
| Section 5311-CARES Act | 0 | 0 | 0 | 0 |
| Section 5310 | 6,115 | 0 | 0 | 0 |
| MAP | 0 | 0 | 0 | 0 |
| ARPA & CRRSA | 0 | 0 | 0 | 0 |
| RTACAP as Expense | 25,715 | 0 | 0 | 0 |
| Section 5339 | 0 | 0 | 0 | 0 |
| Advertising | 39,998 | 40,000 | 40,000 | 41,200 |
| Interest Income | 34,118 | 30,000 | 33,000 | 35,640 |
| Rental Income | 52,719 | 52,719 | 52,719 | 52,719 |
| State Contract Assistance including discretionary grant from MassDOT* | 4,454,891 | 5,460,434 | 8,735,477 | 10,938,511 |
| Local Assessment | 1,075,885 | 1,102,782 | 1,130,352 | 1,158,610 |
| Other: (Define) | 109,416 | 32,100 | 32,100 | 33,063 |
| TOTAL | 9,683,596 | 11,739,228 | 14,566,646 | 16,807,227 |

BRTA Operations and Maintenance Summary
State Fiscal Year 2025

| <i>Operating Expenses</i> ** | <i>Previous</i> | <i>Current</i> | <i>Yr. Two</i> | <i>Yr. Three</i> | |
|--------------------------------------|-----------------|----------------|----------------|------------------|--|
| | 2024 | 2025 | 2026 | 2027 | |
| TOTAL (See Description Below) | 9,683,596 | 11,739,228 | 14,566,646 | 16,807,227 | |

Footnotes:

Agencies

* Operating assistance provided by the State

** Description of Operating Expenses: Salaries and Wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.

SPECIAL EFFORTS FOR THE ELDERLY AND DISABLED

BRTA special efforts to provide transportation services for the elderly and disabled in compliance with Section 504 requirements are described in detail within the document. These special efforts consist of:

1. Half fares on all fixed-route buses on all service days.
2. Kneeling feature on most fixed-route buses.
3. Wheelchair lifts or ramps on all fixed-route buses.
4. User-side subsidy program for Non-ADA paratransit service is available the same days and times as the fixed route bus. (This program began in July 1978. It was modified in November 2006 via a public solicitation for a single provider for both ambulatory and non-ambulatory trips under a multiyear contract. The BRTA acquired a fleet of 15 paratransit vehicles placed into service in February 2012). The BRTA contract with First Transit will end on June 30, 2025, unless opted to utilize the extensions. The first year option was exercised and will expire on 6/30/26.

In 1987, the BRTA Advisory Board established a paratransit subcommittee which worked closely with BRPC and BRTA staff, handicapped advocacy organizations and consumers, and adopted a "handicapped accessibility plan" in compliance with Section 504 regulations. This plan is dated June 19, 1987 and it documents the BRTA services for disabled persons, proposed service modifications to improve accessibility, and the public participation process during the development of the plan. BRTA has implemented the plan.

In January 1992, the BRTA Advisory Board adopted an ADA (Americans with Disabilities Act) Plan for Complementary Paratransit Service which was drawn up with the assistance of the paratransit subcommittee. The plan was implemented in July 1992, and updates have been completed each year as required. The BRTA services are currently in full compliance with ADA regulations.

701 CMR 7.00 USE OF ROAD FLAGGERS AND POLICE DETAILS ON PUBLIC WORKS PROJECTS

701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority.

For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines.

By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation.

This information and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website:

<https://www.mass.gov/road-flaggers-and-police-detail>

Transportation Improvement Program

Part D: ATTACHMENTS

1. TIP PROJECTS BY MODE BY YEAR (Combined Federal, State and No Funding)
2. TIP PROJECTS BY TOWN/ CITY
3. BERKSHIRE COUNTY TRANSPORTATION NETWORK MAP
4. BERKSHIRE TIP PROJECTS MAP
5. BERKSHIRE PAST TIP PROJECTS MAP AND TABLES
6. GREENHOUSE GAS MONITORING AND EVALUATION
7. FHWA & FTA TITLE VI CERTIFICATIONS & ASSURANCES

Attachment 1

1. PROJECTS BY TYPE AND YEAR

The table on the following pages lists all TIP and Supplemental List projects in four groupings labeled “Modes”: Bridge, Enhancements, Highways, Other Highways and Transit. Supplemental List highway projects are listed under Other Highways, while unfunded Enhancements and Transit projects are listed in their respective categories.

In the Berkshire region, the Transit element of the TIP consists mostly of formula funding for BRTA operations and maintenance. Capital improvements include the annual purchase of paratransit vehicles to replace aging vans or to expand the capacity of the BRTA and other agencies to provide mobility for disabled, elderly and disadvantaged residents.

NOTES ON TABLE:

| | |
|------------------------|---|
| MODE: | Type of project (Bridges, Enhancements, Highways, Transit) |
| LOCATION: | City or Town for highway projects. Transit projects list the grant recipient in this column. |
| LEAD: | Agency responsible for project implementation. Generally, MassDOT, municipalities, or BRTA. BRPC (REGION) will be the lead agency for one Scenic Byways project not involving construction. |
| YR: | Federal Fiscal Year in which a project is programmed for funding. Supplemental List projects are listed with a question mark in the YR column. |
| OTHER HIGHWAYS: | Highway projects not funded or programmed in this TIP |
| NOTE: | MODE Totals include projects not funded or programmed |

Table 30: TIP Priorities by Mode - Bridge

| BRPC: TIP Priorities by Mode - | | | | BRIDGE | | | | | |
|--|------------------|--------------------------|-----------------------------------|---------|----------|----|-----------|--------------------|---------|
| MODE | LOCATION | FACILITY | TYPE OF WORK | LEAD | PRIORITY | YR | FUND | COST | ID# |
| BRIDGE | LEE | MILL STREET | BRIDGE REPLACEMENT | MassDOT | | 27 | NGBP | 8,248,499 | 607677 |
| BRIDGE | PITTSFIELD | SOUTH STREET | BRIDGE REPLACEMENT | MassDOT | | 27 | NHPP | 27,783,547 | 612498 |
| BRIDGE | SHEFFIELD | KELSEY ROAD | BRIDGE REPLACEMENT | MassDOT | | 27 | BR OFF | 4,144,916 | 609068 |
| BRIDGE | MONTEREY | CURTIS ROAD | BRIDGE REPLACEMENT | MassDOT | | 27 | BR OFF | 5,530,277 | 609074 |
| Total for YR Y1 | | | | | | | | 45,707,239 | |
| BRIDGE | BECKET | QUARRY ROAD | BRIDGE REPLACEMENT | MassDOT | | 28 | BR OFF | 4,734,264 | 609069 |
| BRIDGE | WASHINGTON | LOWER VALLEY RD | BRIDGE REPLACEMENT | MassDOT | | 28 | BRF | 3,891,394 | 613137 |
| BRIDGE | GREAT BARRINGTON | STATE ROAD (ROUTES 7/23) | BRIDGE REPLACEMENT | MassDOT | | 28 | NGBP | 18,379,574 | 609430 |
| BRIDGE | PITTSFIELD | PONTOOSUC AVE | BRIDGE REPLACEMENT | MassDOT | | 28 | NGBP | 10,416,641 | 612168 |
| BRIDGE | GREAT BARRINGTON | COTTAGE STREET | BRIDGE REPLACEMENT | MassDOT | | 28 | BR OFF | 18,319,375 | 609076 |
| Total for YR Y2 | | | | | | | | 55,741,248 | |
| BRIDGE | PITTSFIELD | WAHCONAH STREET | BRIDGE REPLACEMENT | MassDOT | | 29 | NGBP | 5,983,899 | 612162 |
| BRIDGE | CLARKSBURG | CROSS ROAD | BRIDGE REPLACEMENT | MassDOT | | 29 | BRF | 6,497,100 | 613301 |
| BRIDGE | LANESBOROUGH | WILLIAMSTOWN ROAD | BRIDGE REPLACEMENT | MassDOT | | 29 | NGBP | 6,593,712 | 612177 |
| BRIDGE | SAVOY | BLACK BROOK RD | BRIDGE SUPERSTRUCTURE REPLACEMENT | MassDOT | | 29 | BRF | 8,900,728 | 613136 |
| Total for YR Y3 | | | | | | | | 27,975,439 | |
| BRIDGE | GREAT BARRINGTON | BROOKSIDE ROAD | BRIDGE REPLACEMENT | MassDOT | | 30 | BR OFF | 32,685,256 | 613481 |
| BRIDGE | LEE | SILVER STREET | BRIDGE REPLACEMENT | MassDOT | | 30 | BRF | 8,212,714 | 613300 |
| Total for YR Y4 | | | | | | | | 40,897,970 | |
| BRIDGE | GREAT BARRINGTON | BROOKSIDE ROAD | BRIDGE REPLACEMENT | MassDOT | | 31 | BR OFF | 23,900,924 | 613481A |
| Total for YR Y5 | | | | | | | | 23,900,924 | |
| Total for BRIDGE (16 projects) | | | | | | | \$ | 194,222,820 | |

Table 31: TIP Priorities by Mode – Highway

| BRPC: TIP Priorities by Mode - | | | | HIGHWAYS | | | | | | |
|--|---------------------|----------------------------|--|----------|----------|----|--------|-----------------------|---------|--|
| MODE | LOCATION | FACILITY | TYPE OF WORK | LEAD | PRIORITY | YR | FUND | COST | ID# | |
| HIGHWAYS | NORTH ADAMS | ASHLAND STREET | RECONSTRUCTION | CITY | 6 | 27 | STBG | 4,994,080 | 609277 | |
| HIGHWAYS | SHEFFIELD | ROUTE 7 | RESURFACING AND RELATED WORK | MassDOT | 2 | 27 | STBG | 6,000,000 | 616299 | |
| HIGHWAYS | BERKSHIRE | BRTA | TRANSIT FLEET/ MICOTRANSIT SOFTWARE UPGRADE/PUR | BRTA | | 27 | STBG | 1,250,000 | S13516 | |
| HIGHWAYS | NORTH ADAMS | | ADVENTURE TRAIL (DESIGN ONLY - FEDERAL EARMARK - | CITY | | 27 | HPP | 1,250,000 | S13442 | |
| HIGHWAYS | BECKET | I-90 | I-90 MASS PIKE APPALACHAIN TRAIL PEDESTRIAN-WILDLI | MassDOT | | 27 | OTH-FA | 2,240,000 | S13448 | |
| Total for YR Y1 | | | | | | | | 15,734,080 | | |
| HIGHWAYS | PITTSFIELD | EAST STREET | IMPROVEMENT/ WIDENING | CITY | 6 | 28 | STBG | 10,038,085 | 609292 | |
| HIGHWAYS | DALTON | DALTON DIVISION RD | RECONSTRUCTION | TOWN | 6 | 28 | STBG | 2,838,034 | 608737 | |
| HIGHWAYS | PITTSFIELD | EAST STREET | IMPROVEMENT/ WIDENING | CITY | 6 | 28 | HPP | 520,228 | 609292A | |
| HIGHWAYS | LANESBOROUGH | ROUTE 7 | RESURFACING & SIDEWALK CONSTRUCTION | MassDOT | 3 | 28 | NHPP | 5,350,962 | 609256 | |
| HIGHWAYS | ADAMS - CHESHIRE | ROUTE 8 | PAVEMENT PRESERVATION AND RELATED WORK | MassDOT | | 28 | HPP | 625,000 | 609394A | |
| HIGHWAYS | ADAMS - CHESHIRE | ROUTE 8 | PAVEMENT PRESERVATION AND RELATED WORK | MassDOT | | 28 | NHPP | 11,285,718 | 609394 | |
| Total for YR Y2 | | | | | | | | 30,658,027 | | |
| HIGHWAYS | DALTON | DALTON DIVISION RD | RECONSTRUCTION | TOWN | 6 | 29 | STBG | 7,076,466 | 608737A | |
| HIGHWAYS | GREAT BARRINGTON | ROUTES 7 & 23 | COMPLETE STREET IMPLEMENTATION | MassDOT | 6 | 29 | STBG | 6,000,000 | 609465 | |
| HIGHWAYS | LENOX | ROUTE 20 & PLUNKETT ST & B | INTERSECTION IMPROVEMENTS | MassDOT | 2 | 29 | S-HSIP | 1,668,222 | 613053 | |
| HIGHWAYS | PITTSFIELD | ROUTE 20 | PAVEMENT PRESERVATION | MassDOT | | 29 | NHPP | 5,752,702 | 616337 | |
| HIGHWAYS | WILLIAMSTOWN | ROUTE 7 | RETAINING WALL REPLACEMENT ON ROUTE 7 | MassDOT | | 29 | NHPP | 3,442,902 | 613074 | |
| HIGHWAYS | LEE | ROUTE 20 | PAVEMENT PRESERVATION | MassDOT | | 29 | NHPP | 3,911,837 | 616338 | |
| Total for YR Y3 | | | | | | | | 27,852,129 | | |
| HIGHWAYS | DALTON | DALTON DIVISION RD | RECONSTRUCTION | TOWN | 6 | 30 | STBG | 7,942,913 | 608737B | |
| HIGHWAYS | GREAT BARRINGTON | ROUTES 7 & 23 | COMPLETE STREET IMPLEMENTATION | MassDOT | 6 | 30 | STBG | 4,959,700 | 609465A | |
| HIGHWAYS | ADAMS - NORTH ADAMS | ASHWILLTICOOK RAIL TRAIL | EXTENSION CONSTRUCTION | TOWN | 4 | 30 | S-CMAQ | 2,788,176 | 606890 | |
| HIGHWAYS | LEE | BIKEWAY (PHASE 1) | CONSTRUCTION | TOWN | 4 | 30 | S-CMAQ | 6,918,644 | 607570 | |
| HIGHWAYS | WILLIAMSTOWN | ROUTE 43 | RECONSTRUCTION OF ROUTE 43 | MassDOT | 4 | 30 | NHPP | 11,832,772 | 608472 | |
| HIGHWAYS | DALTON | ROUTE 9 | PAVEMENT PRESERVATION | MassDOT | | 30 | NHPP | 4,090,810 | 616345 | |
| Total for YR Y4 | | | | | | | | 38,533,015 | | |
| HIGHWAYS | GREAT BARRINGTON | ROUTES 7 & 23 | COMPLETE STREET IMPLEMENTATION | MassDOT | 6 | 31 | STBG | 2,756,300 | 609465B | |
| HIGHWAYS | ADAMS - NORTH ADAMS | ASHWILLTICOOK RAIL TRAIL | EXTENSION CONSTRUCTION | TOWN | 4 | 31 | S-CMAQ | 6,977,810 | 606890A | |
| HIGHWAYS | ADAMS | ROUTE 8 | RECONSTRUCTION | TOWN | 4 | 31 | STBG | 10,430,395 | 613657 | |
| Total for YR Y5 | | | | | | | | 20,164,505 | | |
| HIGHWAYS | NORTH ADAMS | STATE ST. & MAIN ST. | INTERSECTION IMPROVEMENTS | TOWN | 4 | ? | UNDET | 11,885,800 | 616280 | |
| HIGHWAYS | GREAT BARRINGTON | ROUTE 7/ SOUTH MAIN STREE | RECONSTRUCTION | TOWN | 4 | ? | UNDET | 7,124,000 | 609215 | |
| HIGHWAYS | EGREMONT | MOUNT WASHINGTON ROAD (| RECONSTRUCTION | TOWN | 4 | ? | UNDET | 9,807,885 | 612784 | |
| HIGHWAYS | GREAT BARRINGTON | PARK STREET (ROUTE 183) | RECONSTRUCTION | TOWN | 3 | ? | UNDET | 28,038,775 | 613877 | |
| HIGHWAYS | LANESBOROUGH | SUMMER STREET | REHABILITATION | TOWN | ? | ? | UNDET | 1,600,000 | XXX14B | |
| HIGHWAYS | GREAT BARRINGTON | HOUSATONIC BIKE PATH | DESIGN & CONSTRUCTION | TOWN | ? | ? | UNDET | 4,500,000 | XXX16D | |
| HIGHWAYS | PITTSFIELD | HUBBARD AVE | BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS | TOWN | ? | ? | UNDET | | XXX17A | |
| Total for YR Y? | | | | | | | | 62,956,460 | | |
| Total for HIGHWAYS (33 projects) | | | | | | | | \$ 195,898,216 | | |

Table 32: TIP Priorities by Mode – Transit

| BRPC: TIP Priorities by Mode - | | | | TRANSIT | | | | | |
|--------------------------------|----------|----------|--|---------|----------|----|--------|-------------------|--------|
| MODE | LOCATION | FACILITY | TYPE OF WORK | LEAD | PRIORITY | YR | FUND | COST | ID# |
| TRANSIT | BRTA | TRANSIT | 5310 GRANT VEHICLES EXTRAS | BRTA | | 27 | 5307 | 70,000 | RTA27D |
| TRANSIT | BRTA | TRANSIT | BUS CANOPY AT MAINTENANCE FACILITY | BRTA | | 27 | 5339 | 100,000 | RTA27E |
| TRANSIT | BRTA | TRANSIT | REPAIR EXISTING BUS WASH AT MAINTENANCE FACILITY | BRTA | | 27 | 5339 | 150,000 | RTA27H |
| TRANSIT | BRTA | TRANSIT | 40 FOOT HYBRID BUS | BRTA | | 27 | OTH-FA | 294,076 | RTA27B |
| TRANSIT | BRTA | TRANSIT | OPERATING ASSISTANCE | BRTA | | 27 | 5307 | 2,456,985 | RTA27G |
| TRANSIT | BRTA | TRANSIT | PASSENGER AMENITIES | BRTA | | 27 | 5307 | 100,000 | RTA27C |
| TRANSIT | BRTA | TRANSIT | PREVENTIVE MAINTENANCE | BRTA | | 27 | 5307 | 300,000 | RTA27A |
| Total for YR Y1 | | | | | | | | 3,471,061 | |
| TRANSIT | BRTA | TRANSIT | PREVENTIVE MAINTENANCE | BRTA | | 28 | 5307 | 300,000 | RTA28A |
| TRANSIT | BRTA | TRANSIT | PASSENGER AMENITIES - BUS SHELTERS, ACCESSORIES, | BRTA | | 28 | 5307 | 100,000 | RTA28C |
| TRANSIT | BRTA | TRANSIT | BUY REPLACEMENT 35 FT BUS (3) | BRTA | | 28 | 5339 | 540,000 | RTA28B |
| TRANSIT | BRTA | TRANSIT | 5310 GRANT VEHICLE EXTRAS | BRTA | | 28 | 5307 | 70,000 | RTA28E |
| TRANSIT | BRTA | TRANSIT | OPERATING ASSISTANCE | BRTA | | 28 | 5307 | 2,456,985 | RTA28D |
| TRANSIT | BRTA | TRANSIT | BUY REPLACEMENT SUPPORT VEHICLES | BRTA | | 28 | 5307 | 50,000 | RTA28F |
| TRANSIT | BRTA | TRANSIT | BUY REPLACEMENT 35 FT BUS (3) | BRTA | | 28 | RTA | 108,000 | RTA28G |
| Total for YR Y2 | | | | | | | | 3,624,985 | |
| TRANSIT | BRTA | TRANSIT | PASSENGER AMENITIES - BUS SHELTERS, ACCESSORIES, | BRTA | | 29 | 5307 | 100,000 | RTA29C |
| TRANSIT | BRTA | TRANSIT | BUY REPLACEMENT 35 FT BUS (3) | BRTA | | 29 | 5339 | 720,000 | RTA29B |
| TRANSIT | BRTA | TRANSIT | 5310 GRANT VEHICLE EXTRAS | BRTA | | 29 | 5307 | 70,000 | RTA29E |
| TRANSIT | BRTA | TRANSIT | OPERATING ASSISTANCE | BRTA | | 29 | 5307 | 2,456,985 | RTA29D |
| TRANSIT | BRTA | TRANSIT | PREVENTIVE MAINTENANCE | BRTA | | 29 | 5307 | 300,000 | RTA29A |
| TRANSIT | BRTA | TRANSIT | BUY REPLACEMENT 35 FT BUS (3) | BRTA | | 29 | RTA | 120,000 | RTA29G |
| TRANSIT | BRTA | TRANSIT | BUY REPLACEMENT SUPPORT VEHICLES | BRTA | | 29 | 5307 | 50,000 | RTA29F |
| Total for YR Y3 | | | | | | | | 3,816,985 | |
| TRANSIT | BRTA | TRANSIT | PREVENTIVE MAINTENANCE | BRTA | | 30 | 5307 | 300,000 | RTA30A |
| TRANSIT | BRTA | TRANSIT | 5310 GRANT VEHICLE EXTRAS | BRTA | | 30 | 5307 | 70,000 | RTA30E |
| TRANSIT | BRTA | TRANSIT | BUY REPLACEMENT 35 FT BUS (3) | BRTA | | 30 | RTA | 120,000 | RTA30H |
| TRANSIT | BRTA | TRANSIT | BUY 35 FT HYBRID REPLACEMENT VEHICLE | BRTA | | 30 | 5307 | 832,979 | RTA30G |
| TRANSIT | BRTA | TRANSIT | BUY REPLACEMENT 35 FT BUS (3) | BRTA | | 30 | 5339 | 720,000 | RTA30B |
| TRANSIT | BRTA | TRANSIT | BUY REPLACEMENT SUPPORT VEHICLES | BRTA | | 30 | 5307 | 100,000 | RTA30F |
| TRANSIT | BRTA | TRANSIT | PASSENGER AMENITIES - BUS SHELTERS, ACCESSORIES, | BRTA | | 30 | 5307 | 100,000 | RTA30C |
| TRANSIT | BRTA | TRANSIT | OPERATING ASSISTANCE | BRTA | | 30 | 5307 | 2,456,985 | RTA30D |
| Total for YR Y4 | | | | | | | | 4,699,964 | |
| TRANSIT | BRTA | TRANSIT | BUY REPLACEMENT 35 FT BUS (3) | BRTA | | 31 | RTA | 120,000 | RTA31C |
| TRANSIT | BRTA | TRANSIT | BUY REPLACEMENT 35 FT BUS (3) | BRTA | | 31 | 5339 | 720,000 | RTA31B |
| TRANSIT | BRTA | TRANSIT | REPLACE MAINTENANCE FACILITY TO PREPARE FOR ALT | BRTA | | 31 | 5339 | 65,000,000 | RTA31A |
| Total for YR Y5 | | | | | | | | 65,840,000 | |

Attachment 2

2. PROJECTS BY LOCATION

NOTES ON TABLE:

LOCATION: City or Town for highway projects

Table 33: TIP by Location

BRPC: TIP by LOCATION

| LOCATION | FACILITY | TYPE OF WORK | LEAD | YR | PRIORITY | FUND | COST | PROJECT LIMITS/ BRIDGE OVER | ID# |
|---------------------|----------------------------------|--|---------|----|----------|--------|------------|--|---------|
| ADAMS | ROUTE 8 | RECONSTRUCTION | TOWN | 31 | 4 | STBG | 10,430,395 | HOWLAND AVENUE | 613657 |
| ADAMS - CHESHIRE | ROUTE 8 | PAVEMENT PRESERVATION AND RELATED WORK | MassDOT | 28 | | HPP | 625,000 | | 609394A |
| ADAMS - CHESHIRE | ROUTE 8 | PAVEMENT PRESERVATION AND RELATED WORK | MassDOT | 28 | | NHPP | 11,285,718 | | 609394 |
| ADAMS - NORTH ADAMS | ASHUWILLTICOOK RAIL TRAIL | EXTENSION CONSTRUCTION | TOWN | 30 | 4 | S-CMAQ | 2,788,176 | LIME ST TO HODGES CROSS RD | 606890 |
| ADAMS - NORTH ADAMS | ASHUWILLTICOOK RAIL TRAIL | EXTENSION CONSTRUCTION | TOWN | 31 | 4 | S-CMAQ | 6,977,810 | LIME ST TO HODGES CROSS RD | 606890A |
| BECKET | I-90 | I-90 MASS PIKE APPALACHAIN TRAIL PEDESTRIAN-WILDLIFE SHARED CROSSING | MassDOT | 27 | | OTH-FA | 2,240,000 | | S13448 |
| BECKET | QUARRY ROAD | BRIDGE REPLACEMENT | MassDOT | 28 | | BR OFF | 4,734,264 | OVER CUSHMAN BROOK | 609069 |
| BERKSHIRE | BRTA | TRANSIT FLEET/ MICOTRANSIT SOFTWARE UPGRADE/PURCHASE (FLEX TO FTA) | BRTA | 27 | | STBG | 1,250,000 | | S13516 |
| CLARKSBURG | CROSS ROAD | BRIDGE REPLACEMENT | MassDOT | 29 | | BRF | 6,497,100 | OVER HUDSON BROOK | 613301 |
| DALTON | DALTON DIVISION RD | RECONSTRUCTION | TOWN | 28 | 6 | STBG | 2,838,034 | SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT | 608737 |
| DALTON | DALTON DIVISION RD | RECONSTRUCTION | TOWN | 29 | 6 | STBG | 7,076,466 | SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT | 608737A |
| DALTON | DALTON DIVISION RD | RECONSTRUCTION | TOWN | 30 | 6 | STBG | 7,942,913 | SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT | 608737B |
| DALTON | ROUTE 9 | PAVEMENT PRESERVATION | MassDOT | 30 | | NHPP | 4,090,810 | MM 40.4 - 42.8 | 616345 |
| EGREMONT | MOUNT WASHINGTON ROAD (PHASE II) | RECONSTRUCTION | TOWN | ? | 4 | UNDET | 9,807,885 | | 612784 |
| GREAT BARRINGTON | STATE ROAD (ROUTES 7/23) | BRIDGE REPLACEMENT | MassDOT | 28 | | NGBP | 18,379,574 | OVER HOUSATONIC RIVER | 609430 |
| GREAT BARRINGTON | COTTAGE STREET | BRIDGE REPLACEMENT | MassDOT | 28 | | BR OFF | 18,319,375 | OVER HOUSATONIC RIVER | 609076 |
| GREAT BARRINGTON | ROUTES 7 & 23 | COMPLETE STREET IMPLEMENTATION | MassDOT | 29 | 6 | STBG | 6,000,000 | FROM BELCHER SQUARE N 1.4 MILES ON ROUTE 7 | 609465 |
| GREAT BARRINGTON | BROOKSIDE ROAD | BRIDGE REPLACEMENT | MassDOT | 30 | | BR OFF | 32,685,256 | OVER HOUSATONIC RIVER | 613481 |

PART D: ATTACHMENTS

| LOCATION | FACILITY | TYPE OF WORK | LEAD | YR | PRIORITY | FUND | COST | PROJECT LIMITS/ BRIDGE OVER | ID# |
|------------------|--------------------------------------|---|---------|----|----------|--------|------------|--|---------|
| GREAT BARRINGTON | ROUTES 7 & 23 | COMPLETE STREET IMPLEMENTATION | MassDOT | 30 | 6 | STBG | 4,959,700 | FROM BELCHER SQUARE N 1.4 MILES ON ROUTE 7 | 609465A |
| GREAT BARRINGTON | ROUTES 7 & 23 | COMPLETE STREET IMPLEMENTATION | MassDOT | 31 | 6 | STBG | 2,756,300 | FROM BELCHER SQUARE N 1.4 MILES ON ROUTE 7 | 609465B |
| GREAT BARRINGTON | BROOKSIDE ROAD | BRIDGE REPLACEMENT | MassDOT | 31 | | BR OFF | 23,900,924 | OVER HOUSATONIC RIVER | 613481A |
| GREAT BARRINGTON | PARK STREET (ROUTE 183) | RECONSTRUCTION | TOWN | ? | 3 | UNDET | 28,038,775 | PARK STREET | 613877 |
| GREAT BARRINGTON | HOUSATONIC BIKE PATH | DESIGN & CONSTRUCTION | TOWN | ? | | UNDET | 4,500,000 | HOUSATONIC RR/RIVER BIKE PATH CORRIDOR BET | XXX16D |
| GREAT BARRINGTON | ROUTE 7/ SOUTH MAIN STREET | RECONSTRUCTION | TOWN | ? | 4 | UNDET | 7,124,000 | | 609215 |
| LANESBOROUGH | ROUTE 7 | RESURFACING & SIDEWALK CONSTRUCTION | MassDOT | 28 | 3 | NHPP | 5,350,962 | | 609256 |
| LANESBOROUGH | WILLIAMSTOWN ROAD | BRIDGE REPLACEMENT | MassDOT | 29 | | NGBP | 6,593,712 | OVER WATER BRODIE MOUNTAIN BROOK | 612177 |
| LANESBOROUGH | SUMMER STREET | REHABILITATION | TOWN | ? | | UNDET | 1,600,000 | ROUTE 7 TO ROUTE 8 | XXX14B |
| LEE | MILL STREET | BRIDGE REPLACEMENT | MassDOT | 27 | | NGBP | 8,248,499 | OVER WASHINGTON MOUNTAIN BROOK | 607677 |
| LEE | ROUTE 20 | PAVEMENT PRESERVATION | MassDOT | 29 | | NHPP | 3,911,837 | MM 15.15 - 17.53 | 616338 |
| LEE | SILVER STREET | BRIDGE REPLACEMENT | MassDOT | 30 | | BRF | 8,212,714 | OVER GREENWATER BROOK | 613300 |
| LEE | BIKEWAY (PHASE 1) | CONSTRUCTION | TOWN | 30 | 4 | S-CMAQ | 6,918,644 | STOCKBRIDGE T.L. TO WEST PARK STREET | 607570 |
| LENOX | ROUTE 20 & PLUNKETT ST & BLANTYRE RD | INTERSECTION IMPROVEMENTS | MassDOT | 29 | 2 | S-HSIP | 1,668,222 | | 613053 |
| MONTEREY | CURTIS ROAD | BRIDGE REPLACEMENT | MassDOT | 27 | | BR OFF | 5,530,277 | OVER KONKAPOT RIVER | 609074 |
| NORTH ADAMS | ASHLAND STREET | RECONSTRUCTION | CITY | 27 | 6 | STBG | 4,994,080 | | 609277 |
| NORTH ADAMS | | ADVENTURE TRAIL (DESIGN ONLY - FEDERAL EARMARK - MA298) | CITY | 27 | | HPP | 1,250,000 | | S13442 |
| NORTH ADAMS | STATE ST. & MAIN ST. | INTERSECTION IMPROVEMENTS | TOWN | ? | 4 | UNDET | 11,885,800 | | 616280 |
| PITTSFIELD | SOUTH STREET | BRIDGE REPLACEMENT | MassDOT | 27 | | NHPP | 27,783,547 | OVER HOUSATONIC RR & HOUSATONIC RIVER | 612498 |
| PITTSFIELD | PONTOOSUC AVE | BRIDGE REPLACEMENT | MassDOT | 28 | | NGBP | 10,416,641 | OVER WEST BRANCH HOUSATONIC RIVER | 612168 |
| PITTSFIELD | EAST STREET | IMPROVEMENT/ WIDENING | CITY | 28 | 6 | STBG | 10,038,085 | LYMANN ST TO ELM STREET | 609292 |
| PITTSFIELD | EAST STREET | IMPROVEMENT/ WIDENING | CITY | 28 | 6 | HPP | 520,228 | LYMANN ST TO ELM STREET | 609292A |
| PITTSFIELD | ROUTE 20 | PAVEMENT PRESERVATION | MassDOT | 29 | | NHPP | 5,752,702 | MM 3.19 - 6.69 | 616337 |

PART D: ATTACHMENTS

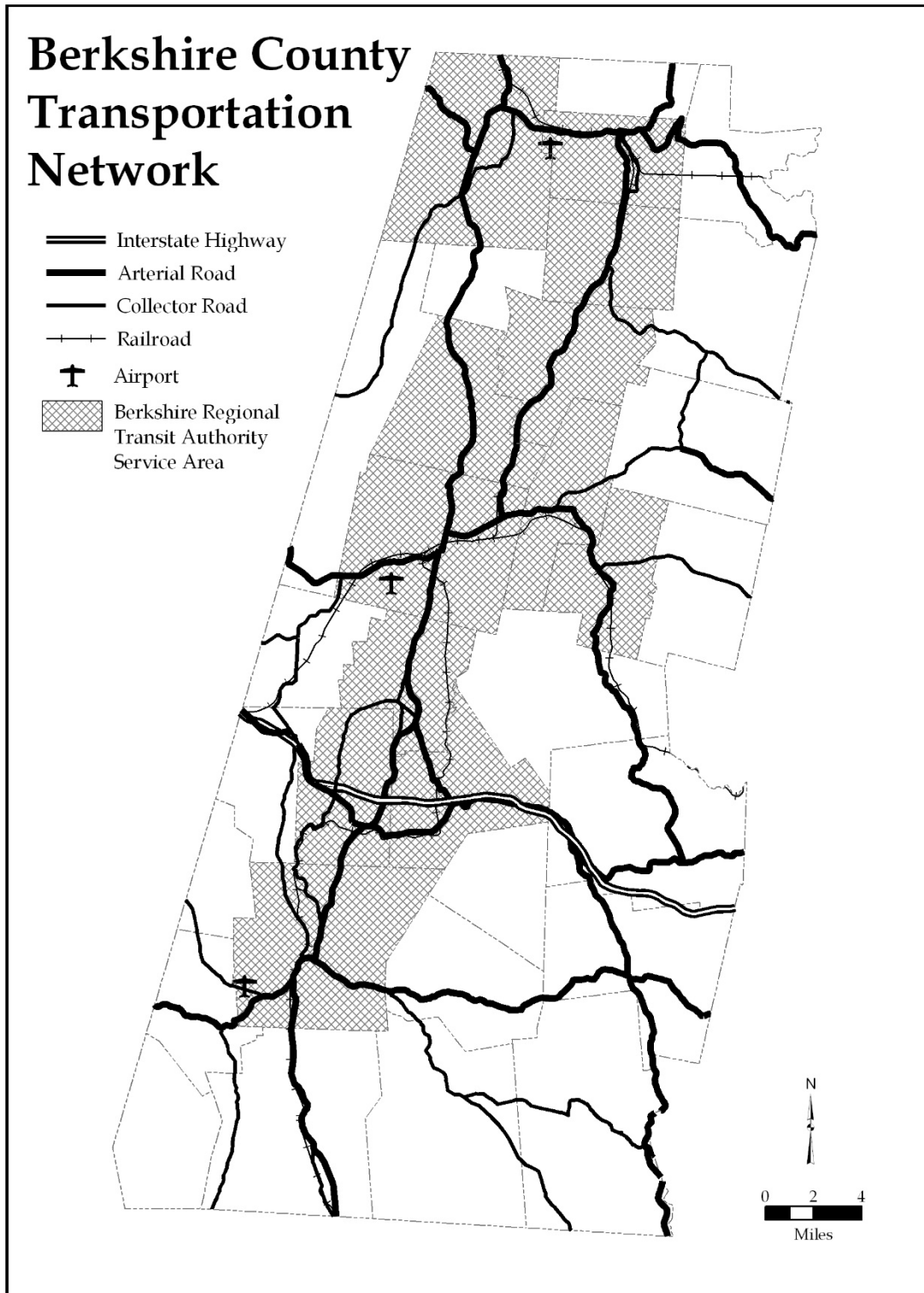
| LOCATION | FACILITY | TYPE OF WORK | LEAD | YR | PRIORITY | FUND | COST | PROJECT LIMITS/ BRIDGE OVER | ID# |
|--------------|-----------------|---|---------|----|----------|--------|------------|-----------------------------------|--------|
| PITTSFIELD | WAHCONAH STREET | BRIDGE REPLACEMENT | MassDOT | 29 | | NGBP | 5,983,899 | OVER WEST BRANCH HOUSATONIC RIVER | 612162 |
| PITTSFIELD | HUBBARD AVE | BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS | TOWN | ? | | UNDET | | CSX OVERPASS ON HUBBARD AVE | XXX17A |
| SAVOY | BLACK BROOK RD | BRIDGE SUPERSTRUCTURE REPLACEMENT | MassDOT | 29 | | BRF | 8,900,728 | OVER BLACK BROOK | 613136 |
| SHEFFIELD | KELSEY ROAD | BRIDGE REPLACEMENT | MassDOT | 27 | | BR OFF | 4,144,916 | OVER SCHENOB BROOK | 609068 |
| SHEFFIELD | ROUTE 7 | RESURFACING AND RELATED WORK | MassDOT | 27 | 2 | STBG | 6,000,000 | | 616299 |
| WASHINGTON | LOWER VALLEY RD | BRIDGE REPLACEMENT | MassDOT | 28 | | BRF | 3,891,394 | OVER DEPOT BROOK | 613137 |
| WILLIAMSTOWN | ROUTE 7 | RETAINING WALL REPLACEMENT ON ROUTE 7 | MassDOT | 29 | | NHPP | 3,442,902 | | 613074 |
| WILLIAMSTOWN | ROUTE 43 | RECONSTRUCTION OF ROUTE 43 | MassDOT | 30 | 4 | NHPP | 11,832,772 | | 608472 |

Total Projects = 49

Grand Total Cost = \$ 390,121,036

Attachment 3

FIGURE 8: BERKSHIRE COUNTY TRANSPORTATION NETWORK MAP

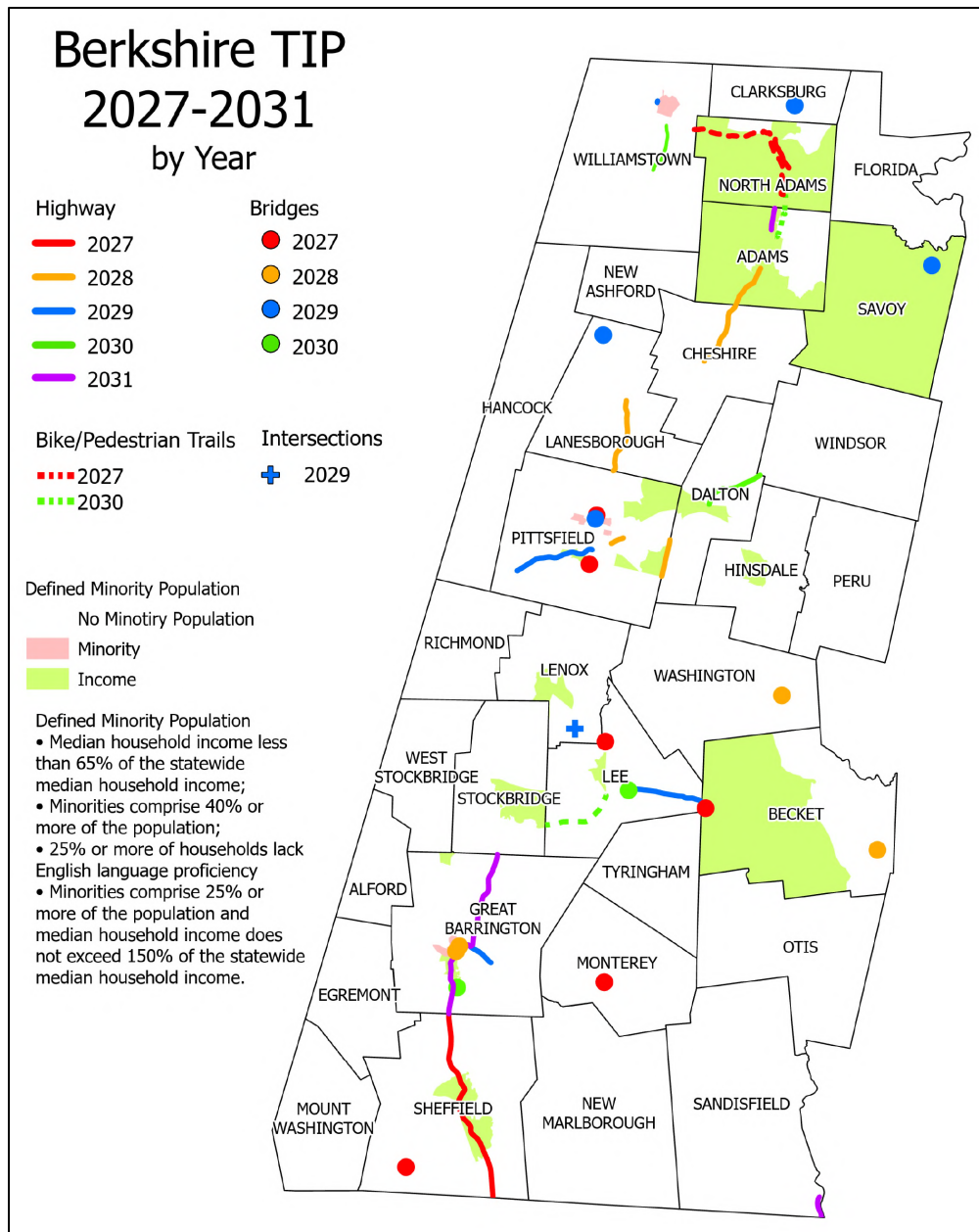


The map below shows the geographic distribution of all highway and bridge projects programmed in the FFY 2027-2031 TIP for the Berkshire MPO region. The location of TIP projects is superimposed on the Defined Minority Population Map of Berkshire County. The Defined Minority Population thresholds used for the assessment are:

- Median household income is less than 65% of the statewide median household income.
- Minorities comprise 40% or more of the population.
- 25% or more of households lack English language proficiency.
- Minorities comprise 25% or more of the population, and the median household income does not exceed 150% of the statewide median household income.

Attachment 4

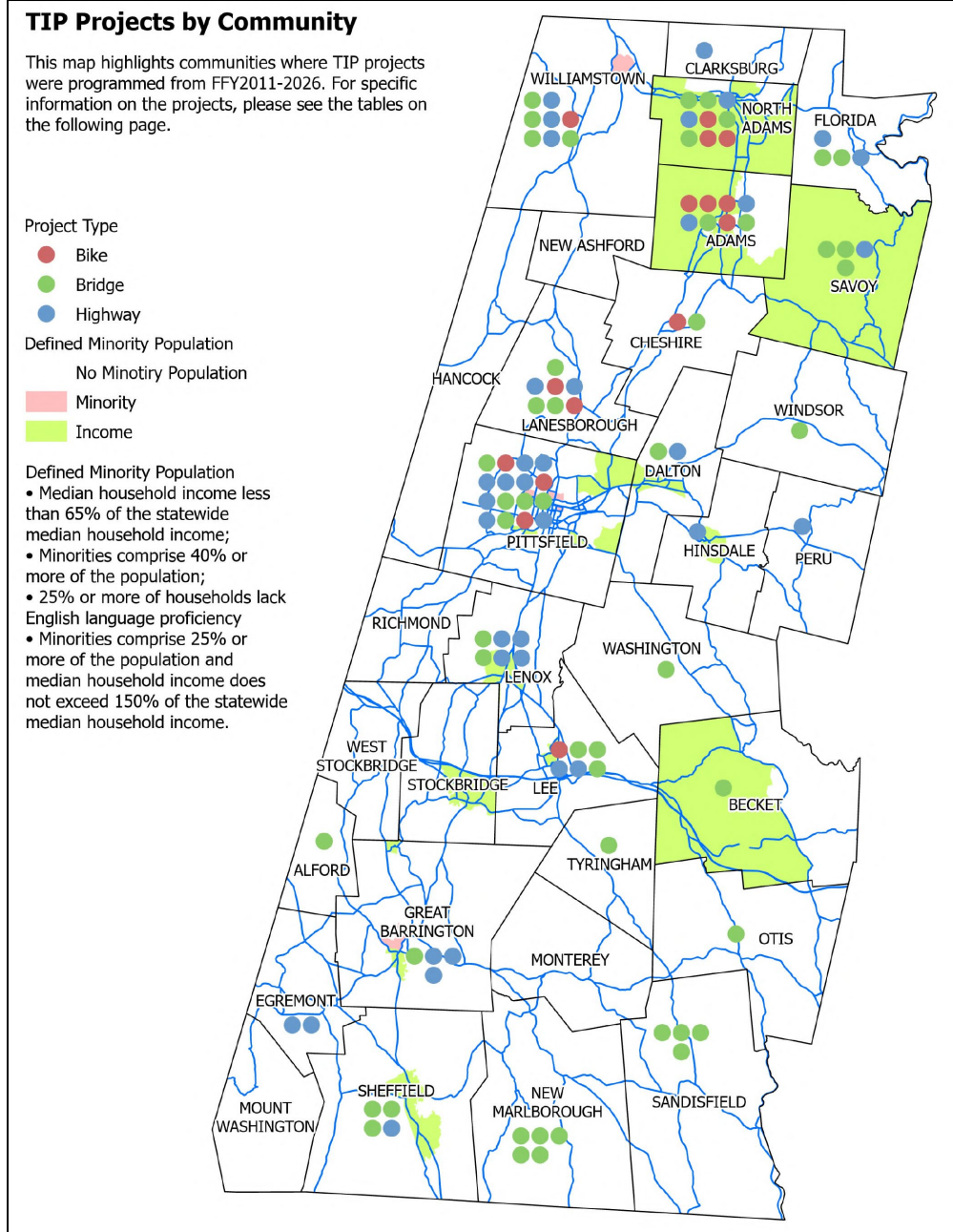
FIGURE 9: BMPO FFY 2027 - 2031 TIP PROJECTS MAP



The map below shows a geographical distribution of TIP past projects programmed from FFY 2011 – 2026 in the Berkshire MPO region. The map highlights communities where TIP past projects were programmed. For specific information on the projects, please see the tables on the following pages. This assessment identifies projects that may potentially impact the minority and low-income block groups in the region. While it may appear that many of the projects are programmed on a select number of communities, all the projects benefit each resident who travels to and within the urbanized area of Berkshire County.

Attachment 5

FIGURE 10: BERKSHIRE MPO PAST (FFY 2011 – 2026) TIP PROJECTS MAP



The following tables list TIP projects programmed from FFY 2011 – 2026 in the Berkshire MPO region.

Table 34: Highway Projects (FFY 2011 – 2026)

| Project ID | Community | Project Description | FFY | GHG Analysis | Benefits/Burdens Defined Minority Population |
|------------|------------------------------|--|-------------------|--|--|
| 602937 | Lenox | Route 183/ West St Rehabilitation, Repavement, Drainage Improvements; Main St to Stockbridge TL. | 2011 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 601078 | Pittsfield | Route 7/20, South St Rehabilitation; Berkshire Life to West Housatonic St | 2011 & 2012 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 605793 | Pittsfield | North St & Lower Wahconah St Intersection Safety Improvements | 2011 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 602182 | Great Barrington | Reconstruction of Main Street (Route 7) | 2013 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 601320 | Lee | Reconstruction of Tyringham Rd | 2013, 2014 & 2015 | Qualitative - No Assumed Impact/ Negligible Impact on Emissions | Benefits the Defined Minority Population |
| 604553 | Adams | Roundabout Construction at Route 8 & Friend St | 2014 | Quantified Decrease in Emissions (-210 Kg/Yr) | Benefits the Defined Minority Population |
| 607745 | Lenox | Intersection & Signal Improvements at US 7 & US 20 (Veteran's Memorial Highway) @ SR 183 (Walker St) | 2015 | Qualitative - Assumed Nominal Decrease in Emissions from Other Improvements | Adjacent to the Defined Minority Population |
| 602280 | Dalton | Housatonic Street, Reconstruction; Route 8 & 9 to Route 8 | 2015, 2016 & 2017 | Quantified Decrease in Emissions from Bicycle and Ped. Infrastructure: (-5032 Kg/Yr) | Benefits the Defined Minority Population |
| 605887 | Sheffield - Great Barrington | Route 7, Resurfacing and related work | 2015 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 606544 | Lenox - Pittsfield | Route 7, Resurfacing and related work | 2015 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 607900 | Pittsfield | Traffic Signal and Intersection Improvements at Center St and West Housatonic St | 2016 | Quantified Decrease in Emissions from Traffic Operational Improvement: (-34,012 Kg/Yr) | Benefits the Defined Minority Population |
| 605799 | Williamstown | Route 43, Reconstruction and related work | 2017 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |

| Project ID | Community | Project Description | FFY | GHG Analysis | Benefits/Burdens Defined Minority Population |
|-------------------|-------------------------|--|-------------|---|---|
| 608167 | Clarksburg | Route 8, Resurfacing and related work | 2017 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 607429 | North Adams | Intersection improvements at route 2 & Phelps Avenue | 2018 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 606462 | Lenox | Reconstruction and Minor Widening on Walker Street | 2018 & 2019 | Quantified Decrease in Emissions from Bicycle and Ped Infrastructure: (-6202 Kg/Yr) | Not a Minority Population Area |
| 607760 | Pittsfield | Intersections & traffic Signal Improvements at Nine locations along Routs 8 & 9 | 2019 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 608812 | Florida, Savoy | Resurfacing and related work on Route 2 | 2019 | Qualitative Decrease in Emissions | Not a Minority Population Area |
| 607328 | Adams | Pavement Rehabilitation and related work on Route 8 | 2020 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 607756 | Great Barrington | Intersection and Signal Improvements on Route 7 at Maple Ave (Route 23/41) | 2020 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 609104 | Lee | Resurfacing and related work on Route 20 | 2020 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 608486 | Williamstown | Resurfacing and related work on Route 43 | 2020 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 606406 | Hinsdale Peru | Reconstruction of Skyline Trail (Middlefield Road) | 2021 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 608485 | Lanesborough Pittsfield | Resurfacing and Related Work on Route 8 (MM 44.43 to MM 47.77) | 2021 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 609105 | Windsor | Pavement Preservation and Related Work on Route 9 | 2021 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 609103 | Florida North Adams | Resurfacing and related work on Route 2 | 2022 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 608767 | Egremont | Reconstruction and related work on Route 23/41 | 2022 | Qualitative Decrease in Emissions | Not a Minority Population Area |
| 608813 | Lanesborough | Resurfacing and related work on Route 7 | 2023 | Qualitative Decrease in Emissions | Not a Minority Population Area |
| 606233 | Pittsfield | Intersection Improvements at First Street - North Street - Tyler Street (Berkshire Medical Center) | 2023 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 610716 | Williamstown | Intersection Improvements at Route 7 and Route 43 | 2023 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 604003 | Pittsfield | Reconstruction of East Street | 2024 | Qualitative Decrease in Emissions | Benefits the Defined Minority Population |
| 608547 | Egremont | Reconstruction of Mt. Washington Road (Phase I) | 2025 | Qualitative Decrease in Emissions | Not a Minority Population Area |

Table 35: Bridge Projects (FFY 2011 – 2026)

| Project ID | Community | Project Description | FFY |
|-------------------|------------------|---|-------------|
| 605233 | Florida - Savoy | Route 2 over the Cold River; Bridge Preservation | 2011 |
| 606029 | Lanesborough | Miner Rd over Town Brook; Bridge Replacement | 2011 |
| 605440 | Becket | US Route 20 over Cushman Brook & Walker Brook; Bridge Replacement | 2011 |
| 601806 | North Adams | Route 8, Hadley Overpass; Bridge Reconstruction | 2011 & 2012 |
| 607112 | Sandisfield | Clark Rd over the Farmington River; Bridge Replacement | 2013 |
| 607241 | Sandisfield | Route 8 (South Main St) over Silvernail Brook; Bridge Maintenance | 2013 |
| 605935 | Williamstown | Hooper Rd over Green River; Bridge Replacement | 2014 |
| 606706 | Pittsfield | Woodlawn Ave over CSX Railroad; Bridge Replacement | 2014 |
| 607469 | Sandisfield | Route 8 (South Main St) over W. Branch of Farmington River; Bridge Maintenance | 2014 |
| 607510 | Sandisfield | Route 8 (South Main St) over W. Branch of Farmington River Phase – II; Bridge Maintenance | 2015 |
| 605299 | Great Barrington | SR 183 (Park St) over Housatonic River | 2015 & 2016 |
| 607121 | Savoy | River Rd over the Westfield River; Bridge Replacement | 2015 |
| 607511 | Dalton | Route 8 (Main St) over E. Branch of Housatonic River | 2016 |
| 605314 | New Marlborough | Hadsell St over Umpachene River; Superstructure Replacement | 2016 |
| 607116 | Florida | South County Rd over the Cold River; Bridge Replacement | 2016 |
| 603778 | Lanesborough | Narragansett Ave over Pontoosuc Lake | 2016 |
| 605350 | Washington | Summit Hill Rd over CSX R.R; Superstructure Replacement | 2016 |
| 607550 | Lee | Chapel St over Greenwater Brook; Superstructure Replacement | 2017 |
| 607551 | Lee - Lenox | Valley St over Housatonic River; Bridge Replacement | 2017 |
| 608125 | Sheffield | Route 7A (Ashley Falls Rd) over Housatonic River; Bridge Replacement | 2018 |
| 608263 | Sheffield | Berkshire School Road over Schenob Brook, Bridge Replacement | 2019 |
| 608243 | New Marlborough | Umpachene Falls over Konkapot River, Bridge Replacement | 2019 |
| 608523 | Pittsfield | New Road over W. Branch of Housatonic River, Bridge Replacement | 2019 |
| 603255 | Pittsfield | Lakeway Drive over Onota lake, Bridge Replacement | 2019 |
| 609161 | Adams | Route 8 over Ashuwillticook Trail & Hoosic River, Systematic Bridge Maintenance | 2019 |

| | | | |
|--------|-----------------|--|------|
| 608646 | Tyringham | Monerey Road over Hop Brook, Bridge Replacement | 2019 |
| 608645 | New Marlborough | Campbell Falls Road over Whiting River, Bridge Replacement | 2020 |
| 609164 | North Adams | Route 2 over Hoosic River, Systematic Bridge Maintenance | 2021 |
| 605356 | Williamstown | Main Street/ Route 2 over the Green River, Bridge Replacement | 2021 |
| 608636 | Lenox | Superstructure Replacement (L-07-006) Roaring Brook Road over Roaring Brook | 2021 |
| 608642 | New Marlborough | Superstructure Replacement of Three (3) Bridges, N-08-001, Norfolk Road, N-08-017, Lumbert Road, and N-08-018, Canaan-Southfield | 2021 |
| 608854 | Pittsfield | Bridge Replacement (P-10-034) Mill St over W. Branch Housatonic River | 2021 |
| 608647 | Savoy | Superstructure Replacement (S-06-003) Center Road over Center Brook | 2021 |
| 608856 | Otis | Bridge Replacement (O-05-007) Tannery Rd. over W. Branch of the Farmington River | 2021 |
| 608860 | Pittsfield | Bridge Replacement (P-10-055) East New Lenox Road over Sackett Brook | 2022 |
| 609162 | Williamstown | Systematic Bridge Maintenance (W-37-013) Route 7 (Moody Bridge) over Hoosic River & PAN-AM RR | 2022 |
| 611955 | Pittsfield | Superstructure Replacement (P-10-002) Holmes Road Housatonic Railroad | 2022 |
| 605843 | North Adams | Bridge Replacement (N-14-016) Route 2 over the Hoosic River | 2023 |
| 609072 | Williamstown | Bridge Replacement (W-37-010) Main Street over Hemlock Brook | 2023 |
| 609070 | Alford | Bridge Replacement (A-06-004) West Road over Scribner Brook | 2024 |
| 608857 | Cheshire | Bridge Replacement (C-10-002) Sand Mill Road over Dry Brook | 2024 |
| 609078 | New Marlborough | Bridge Replacement (N-08-020) Keyes Hill Road over Umpachene River | 2024 |
| 609428 | Lanesborough | Bridge Replacement (L-03-010) Bridge Street over Town Brook | 2025 |
| 610777 | Adams | Bridge Preservation (A-04-038) Quality Street over Hoosic River | 2025 |
| 607597 | Lee | Bridge Replacement (L-05-004) Meadow Street over Powder Mill Brook | 2025 |
| 611942 | Sheffield | Superstructure Replacement (S-10-024) County Road over Ironworks Brook | 2026 |
| 612505 | North Adams | Bridge Preservation (N-14-039) Route 2 over S. Br. Hoosic River & Route 8 | 2026 |

Table 36: Bike/ Pedestrian Trail Projects (FFY 2011 – 2026)

| Project ID | Community | Project Description | FFY |
|-------------------|-------------------------------|--|-------------|
| 604552 | North Adams | Mohawk Trail, Scenic Byway Historic Preservation | 2012 |
| 607254 | North Adams | Mohawk Bike/Pedestrian Trail Phase - II | 2013 |
| 606908 | Pittsfield | Safe Routes to School (Conte School) | 2013 |
| 605041 | Adams | Ashuwillticook Rail Trail Extension | 2014 |
| 607570 | Lee | Lee – Bikeway (Planning & Design) | 2014 |
| 605930 | Adams | Mount Greylock Scenic Byways Summit Improvements | 2014 & 2015 |
| 606890 | Adams – North Adams | Ashuwillticook Rail Trail Extension to Route 8A (Hodges Cross Rd) – Design | 2016 |
| 608351 | Adams, Cheshire, Lanesborough | Resurfacing Ashuwillticook Bike trail from Pittsfield T.L. to the Adams Visitor Center | 2019 |
| 606891 | Lanesborough Pittsfield | Ashuwillticook Rail Trail Extension to Crane Avenue | 2020 |
| 607254 | Williamstown | Mohawk Bicycle/Pedestrian Trail Construction | 2020 |
| 609237 | Pittsfield | Ashuwillticook Rail Trail Extension from Crane Avenue to Merrill Road | 2023 |

Attachment 6

6. GREENHOUSE GAS MONITORING AND EVALUATION

2027-2031 Transportation Improvement Program Greenhouse Gas Monitoring and Evaluation

Introduction

This section summarizes the greenhouse gas (GHG) impacts that are anticipated to result from the projects that are included in this FFY 2027 – 2031 Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas, actions that are being to respond to these state laws and policies, the role of regional planning and TIP development in reducing GHG emission and tracking these reductions, and the projected GHG emission impacts from the projects programmed in the TIP.

State Policy Context

The Global Warming Solutions Act (GWSA), which was signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts *Clean Energy and Climate Plan for 2020*. In December 2014, the Department of Environmental Protection issued new regulations that require Metropolitan Planning Organizations to quantify impacts from project investments, track progress towards reductions, and consider impacts in the prioritization of GHG impacts from project investments. The targets for overall statewide GHG emissions are:



The role of Metropolitan Planning Organizations

The Commonwealth's thirteen metropolitan planning organizations (MPOs) are integrally involved in supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions through the promotion of healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assisting smart growth development patterns through the creation of a balanced multi-modal transportation system. This will be realized through the transportation goals and policies espoused in the 2024 Regional Transportation Plans (RTPs), the major projects planned in the RTPs, and the mix of new transportation projects that are programmed and implemented through the TIPs. The GHG tracking and evaluation processes enable the MPOs to identify the anticipated GHG impacts of the planned and programmed projects, and to use GHG impacts as a criterion in prioritizing transportation projects.

Regional GHG Tracking and Evaluation in RTPs

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO's 2035 RTPs, which were adopted in September 2011. This collaboration has continued for the MPO's 2044 RTPs and 2027 -2031 TIPs.

Working together, MassDOT and the MPOs have attained the following milestones:

- Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector. Using the Boston MPO's regional model and the statewide travel demand model for the remainder of the state, GHG emissions were projected for 2024 no-build and build conditions, and for 2044 no-build and build conditions.
- All the MPOs included these GHG emission projections in their RTPs and a statement of MPO support for reducing GHG emissions as a regional goal.

Project-Level GHG Tracking and Evaluation in the Transportation Improvement Program

It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPO Transportation Improvement Programs (TIP). The TIP includes both the larger, regionally significant projects from the RTPs, which have already had their aggregate GHG impacts calculated and reported in the RTP, as well as smaller projects that are not included in the RTP but that may nevertheless have impacts on GHG emissions. The principal objective of this tracking is to enable the MPOs to evaluate expected GHG impacts of different projects and to use this information as a criterion for prioritizing and programming projects in future TIPs.

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed the following approach for identifying anticipated GHG impacts and quantifying GHG impacts of projects, when appropriate, through the TIP. Different types of projects will have different anticipated GHG emissions impacts. The different project categories are outlined on the next two pages with this region's project tracking sheet on the third page.

Calculation of GHG Impacts for TIP Projects

The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations and have been adapted to provide CO₂ impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.



**Projects
with
Quantified
Impacts**

RTP Projects - Major capacity expansion projects would be expected to have a significant impact on GHG emissions. However, these projects are included in the RTPs and analyzed using the statewide model or Boston regional model, which would reflect their GHG impacts. Therefore, no independent TIP calculations are required.

Quantified Decrease in Emissions - Projects that would be expected to produce a measurable decrease in emissions. The approach for calculating these impacts is described below. These projects should be categorized in the following manner:

- **Quantified Decrease in Emissions from Traffic Operational Improvement** - An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
- **Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure** - A shared-use path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).
- **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that would enable increased transit ridership and decreased VMT.
- **Quantified Decrease in Emissions from a Park and Ride Lot** - A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT.
- **Quantified Decrease in Emissions from Bus Replacement** - A bus replacement that would directly reduce GHG emissions generated by that bus service.
- **Quantified Decrease in Emissions from Complete Streets Improvements** - Improvements to roadway networks that include the addition of bicycle and pedestrian accommodations where none were

Quantified Increase in Emissions - Projects that would be expected to produce a measurable increase in emissions.



Projects
with
Assumed
Impacts

No Assumed Impact/Negligible Impact on Emission - Projects that do not change the capacity or use of a facility (e.g. a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation/replacement that restores the bridge to its previous condition) would be assumed to have no GHG impact.

Assumed Nominal Decrease in Emissions - Projects that would be expected to produce a minor decrease in emissions that cannot be calculated with any precision. Examples of such projects include roadway repaving or reconstruction projects that add a new sidewalk or new bike lanes. Such a project would enable increased travel by walking or bicycling, but there may be not data or analysis to support any projections of GHG impacts. These projects should be categorized in the following manner:

- **Assumed Nominal Decrease in Emissions from Sidewalk Infrastructure**
- **Assumed Nominal Decrease in Emissions from Bicycle Infrastructure**
- **Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure**
- **Assumed Nominal Decrease in Emissions from Intelligent Transportation Systems (ITS) and/or Traffic Operational Improvements**
- **Assumed Nominal Decrease in Emissions from Other Improvements**

Assumed Nominal Increase in Emissions - Projects that would be expected to produce a minor increase in emissions that cannot be calculated with any precision.

Regional Greenhouse Gas Impact Summary Tables for FFY 2027 – 2031 TIP

The tables 37 – 46 summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2027– 2031 TIP. Tables 47 and 48 summarize the calculated quantitative impacts of the completed highway and transit projects since 2015 to track progress towards reductions.

Table 37: 2027 Berkshire Region Highway Project GHG Tracking

| STIP: 2027 - 2031 (D) | | | | | |
|--------------------------|---|-------------------|--|--------------------------------|------------------------|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2027 | | | | | |
| Berkshire Region | | | | | |
| 607677 | LEE- BRIDGE REPLACEMENT, L-05-013, MILL STREET OVER WASHINGTON MOUNTAIN BROOK | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 609068 | SHEFFIELD- BRIDGE REPLACEMENT, S-10-015, KELSEY ROAD OVER SCHENOB BROOK | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 609074 | MONTEREY- BRIDGE REPLACEMENT, M-29-001, CURTIS ROAD OVER KONKAPOT RIVER | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 609076 | GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-006, COTTAGE STREET OVER HOUSATONIC RIVER | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 609277 | NORTH ADAMS- RECONSTRUCTION OF ASHLAND STREET | Qualitative | Qualitative Decrease in Emissions | 0 | |
| 609430 | GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-014, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 612498 | PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P-10-032, SOUTH STREET OVER HOUSATONIC RR & HOUSATONIC RIVER | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 616299 | SHEFFIELD- RESURFACING AND RELATED WORK ON ROUTE 7 | Qualitative | Qualitative Decrease in Emissions | 0 | |
| S13442 | NORTH ADAMS- ADVENTURE TRAIL (DESIGN ONLY - FEDERAL EARMARK MA298) | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| S13448 | Wildlife Crossings Program Grant - I-90: Mass Pike Appalachian Trail Pedestrian-Wildlife Shared Use | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| S13516 | BRTA -TRANSIT FLEET SOFTWARE UPGRADE AND PARATRANSIT-MICROTRANSIT SOFTWARE (FLEX TO FTA) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| Berkshire Region | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |
| 2027 | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |

Table 38: 2028 Berkshire Region Highway Project GHG Tracking

| STIP: 2027 - 2031 (D) | | | | | |
|--------------------------|---|-------------------|--|--------------------------------|------------------------|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2028 | | | | | |
| Berkshire Region | | | | | |
| 609069 | BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN BROOK | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 609256 | LANESBOROUGH- RESURFACING AND SIDEWALK CONSTRUCTION ON ROUTE 7 | Qualitative | Qualitative Decrease in Emissions | 0 | |
| 609292 | PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9) FROM ELM STREET TO LYMAN STREET | Qualitative | Qualitative Decrease in Emissions | 0 | |
| 609394 | ADAMS- CHESHIRE- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8 | Qualitative | Qualitative Decrease in Emissions | 0 | |
| 612168 | PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC RIVER RESERVOIR | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 613137 | WASHINGTON- BRIDGE REPLACEMENT, W-09-012, LOWER VALLEY RD OVER DEPOT BROOK | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| Berkshire Region | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |
| 2028 | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |

Table 39: 2029 Berkshire Region Highway Project GHG Tracking

| STIP: 2027 - 2031 (D) | | | | | |
|--------------------------|---|-------------------|--|------------------------|--|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2029 | | | | | |
| Berkshire Region | | | | | |
| 612162 | PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 612177 | LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLIAMSTOWN ROAD OVER BRODIE MOUNTAIN BROOK | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 613053 | LENOX- INTERSECTION IMPROVEMENTS ON ROUTE 20 AT PLUNKETT STREET AND BLANTYRE ROAD | Qualitative | Qualitative Decrease in Emissions | 0 | Qualitative decrease from safety improvements. |
| 613074 | WILLIAMSTOWN- LEDGE STABILIZATION ON ROUTE 7 BETWEEN MILEMARKER 51.9 AND 52 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 613136 | SAVOY- BRIDGE REPLACEMENT, S-06-011, BLACK BROOK RD OVER BLACK BROOK | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 613301 | CLARKSBURG- BRIDGE REPLACEMENT, C-15-003 (042), CROSS ROAD OVER HUDSON BROOK | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 616337 | PITTSFIELD- PAVEMENT PRESERVATION ON US20 (MM 3.19-6.69) | Qualitative | Qualitative Decrease in Emissions | 0 | |
| 616338 | LEE- PAVEMENT PRESERVATION ON US20 (MM 15.15-17.53) | Qualitative | Qualitative Decrease in Emissions | 0 | |
| Berkshire Region | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |
| 2029 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |

Table 40: 2030 Berkshire Region Highway Project GHG Tracking

| STIP: 2027 - 2031 (D) | | | | | |
|--------------------------|--|-------------------|---|------------------------|------------------------|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2030 | | | | | |
| Berkshire Region | | | | | |
| 607570 | LEE- BIKEWAY CONSTRUCTION, FROM ROUTE 102 TO WEST PARK STREET (PHASE 1) | Quantified | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | 18,003 | |
| 608472 | WILLIAMSTOWN- RECONSTRUCTION OF ROUTE 43 | Qualitative | Qualitative Decrease in Emissions | 0 | |
| 608737 | DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD | Qualitative | Qualitative Decrease in Emissions | 0 | |
| 613300 | LEE- BRIDGE REPLACEMENT, L-05-008 (05B), SILVER STREET OVER GREENWATER BROOK | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 613866 | SANDSFIELD- ROCK STABILIZATION ON ROUTE 8 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 616345 | DALTON- PAVEMENT PRESERVATION ON SR9 (MM 40.4-42.8) | Qualitative | Qualitative Decrease in Emissions | 0 | |
| Berkshire Region | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 18,003 | |
| | | | Total GHG Difference (kg/year) | 18,003 | |
| 2030 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 18,003 | |
| | | | Total GHG Difference (kg/year) | 18,003 | |

Table 41: 2031 Berkshire Region Highway Project GHG Tracking

| STIP: 2027 - 2031 (D) | | | | | |
|--------------------------|--|-------------------|---|------------------------|------------------------|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2031 | | | | | |
| Berkshire Region | | | | | |
| 606890 | ADAMS- NORTH ADAMS- ASHWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD) | Quantified | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | 23,423 | |
| 609465 | GREAT BARRINGTON- RECONSTRUCTION OF ROUTE 7 | Qualitative | Qualitative Decrease in Emissions | 0 | |
| 613481 | GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-008 (04K), BROOKSIDE ROAD OVER HOUSATONIC RIVER | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 613657 | ADAMS- RECONSTRUCTION OF HOWLAND AVENUE (ROUTE 8) AND LIME STREET | Qualitative | Qualitative Decrease in Emissions | 0 | |
| Berkshire Region | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 23,423 | |
| | | | Total GHG Difference (kg/year) | 23,423 | |
| 2031 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 23,423 | |
| | | | Total GHG Difference (kg/year) | 23,423 | |
| 2027 - 2031 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 41,426 | |
| | | | Total GHG Difference (kg/year) | 41,426 | |

Table 42: 2027 Berkshire Region Transit Project GHG Tracking

| STIP: 2027 - 2031 (D) | | | | | |
|---|--|-------------------|--|------------------------|---|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2027 | | | | | |
| Berkshire Regional Transportation Authority | | | | | |
| BRTA011702 | BRTA- 5310 grant vehicle extras | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| BRTA011704 | BRTA- 40 Foot Hybrid Bus | Qualitative | Qualitative Decrease in Emissions | 0 | New bus replacing 2018 diesel engine year models should result in decreased emissions and greater efficiency. |
| BRTA011711 | BRTA- Operating Assistance | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| BRTA012196 | Construct bus canopy at maintenance facility to provide cover for gas powered vehicles | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| BRTA012197 | Repair existing Bus wash at Maintenance Facility | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010571 | BRTA - PREVENTIVE MAINTENANCE | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| T00057 | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| Berkshire Regional Transportation Authority | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |
| 2027 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |

Table 43: 2028 Berkshire Region Transit Project GHG Tracking

| STIP: 2027 - 2031 (D) | | | | | |
|---|--|-------------------|--|------------------------|--|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2028 | | | | | |
| Berkshire Regional Transportation Authority | | | | | |
| BRTA011702 | BRTA- 5310 grant vehicle extras | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| BRTA011711 | BRTA- Operating Assistance | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010571 | BRTA - PREVENTIVE MAINTENANCE | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0011281 | BRTA - BUY replacement- Support Vehicles | Qualitative | Qualitative Decrease in Emissions | 0 | |
| T00057 | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| T00062 | Replacement Vehicle <30 Buses (3) | Qualitative | Qualitative Decrease in Emissions | 0 | New buses replacing 2017 and 2018 year models should result in decreased emissions and greater efficiency. |
| Berkshire Regional Transportation Authority | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |
| 2028 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |

Table 44: 2029 Berkshire Region Transit Project GHG Tracking

| STIP: 2027 - 2031 (D) | | | | | |
|---|--|-------------------|--|------------------------|--|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2029 | | | | | |
| Berkshire Regional Transportation Authority | | | | | |
| BRTA011702 | BRTA- 5310 grant vehicle extras | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| BRTA011711 | BRTA- Operating Assistance | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010571 | BRTA - PREVENTIVE MAINTENANCE | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0011281 | BRTA - BUY replacement- Support Vehicles | Qualitative | Qualitative Decrease in Emissions | 0 | |
| RTD0011287 | BRTA - BUY REPLACEMENT 35' Bus (3) | Qualitative | Qualitative Decrease in Emissions | 0 | New buses replacing 2018 year models with Hybrid- electric models will result in decreased emissions and greater efficiency. |
| T00057 | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| Berkshire Regional Transportation Authority | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |
| 2029 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |

Table 45: 2030 Berkshire Region Transit Project GHG Tracking

| STIP: 2027 - 2031 (D) | | | | | |
|---|--|-------------------|--|--------------------------------|--|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2030 | | | | | |
| Berkshire Regional Transportation Authority | | | | | |
| BRTA011702 | BRTA- 5310 grant vehicle extras | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| BRTA011711 | BRTA- Operating Assistance | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| BRTA011953 | BRTA- 35' Hybrid Replacement Vehicle | Qualitative | Qualitative Decrease in Emissions | 0 | Replacing a 2018 diesel bus, for a hybrid electric bus will reduce GHG emissions. |
| RTD0010571 | BRTA - PREVENTIVE MAINTENANCE | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0011281 | BRTA - BUY replacement- Support Vehicles | Qualitative | Qualitative Decrease in Emissions | 0 | |
| RTD0011287 | BRTA - BUY REPLACEMENT 35' Bus (3) | Qualitative | Qualitative Decrease in Emissions | 0 | New buses replacing 2018 year models with Hybrid- electric models will result in decreased emissions and greater efficiency. |
| T00057 | Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| Berkshire Regional Transportation Authority | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |
| 2030 | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |

Table 46: 2031 Berkshire Region Transit Project GHG Tracking

| STIP: 2027 - 2031 (D) | | | | | |
|---|--|-------------------|-----------------------------------|--------------------------------|--|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2031 | | | | | |
| Berkshire Regional Transportation Authority | | | | | |
| BRTA012198 | Design and Construct new Maintenance Facility to replace original and prepare for alternative fuels buses. | Qualitative | Qualitative Decrease in Emissions | 0 | Transition to Alternative Fuel Bus Maintenance Facility expected to decrease GHG emissions |
| RTD0011287 | BRTA - BUY REPLACEMENT 35' Bus (3) | Qualitative | Qualitative Decrease in Emissions | 0 | New buses replacing 2018 year models with Hybrid- electric models will result in decreased emissions and greater efficiency. |
| Berkshire Regional Transportation Authority | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |
| 2031 | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |
| 2027 - 2031 | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |

Table 47: Berkshire Region Completed Highway Projects GHG

| Berkshire Region Completed Highway Projects GHG | | | | | | | |
|---|---|--------------------------|---------------------|--------------------------------------|---|--------------------------|--|
| MassDOT Project ID ▼ | MassDOT Project Description ▼ | Total Programmed Funds ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Additional Description ▼ | Fiscal Year of Contract Award (2015 and forward) |
| 602280 | DALTON- RECONSTRUCTION OF HOUSATONIC STREET, FROM ROUTE 8 & 9 TO ROUTE 8 | 11,181,141 | Quantified | -5,032 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2015 |
| 607900 | PITTSFIELD- TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS AT CENTER STREET AND WEST HOUSATONIC STREET (ROUTE 20) | 2,372,226 | Quantified | -34,012 | Quantified Decrease in Emissions from Traffic Operational Improvement | | 2016 |
| 606462 | LENEX- RECONSTRUCTION & MINOR WIDENING ON WALKER STREET | 8,521,062 | Quantified | -6,202 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2018 |
| 606891 | LANESBOROUGH- PITTSFIELD ASHUWILLTICOOK RAIL TRAIL EXTENSION TO CRANE AVENUE | 2,704,236 | Quantified | -19,278 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2020 |
| 607254 | WILLIAMSTOWN- MOHAWK BICYCLE/PEDESTRIAN TRAIL CONSTRUCTION | 5,585,900 | Quantified | -4,369 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2020 |
| 609237 | PITTSFIELD- ASHUWILLTICOOK RAIL TRAIL EXTENSION FROM CRANE AVENUE TO MERRILL ROAD | 1,417,902 | Quantified | -1,088 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2023 |

Table 48: Berkshire Region Completed Transit Projects GHG

| Berkshire Region Completed Transit Projects GHG | | | | | | | | |
|---|------------------|--|--------------|---------------------|--------------------------------------|---|--------------------------|---|
| FTA Activity Line Item ▼ | Transit Agency ▼ | Project Description ▼ | Total Cost ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Additional Description ▼ | Fiscal Year Programmed (2015 and forward) |
| RTD0002943 | BRTA | Buy Replacement Van (5) | 350,000 | Quantified | -28,354 | Quantified Decrease in Emissions from Bus Replacement | | 2015 |
| RTD0007502 | BRTA | Buy 2 replacement 35 Ft Buses | 825,902 | Quantified | -52,256 | Quantified Decrease in Emissions from Bus Replacement | | 2019 |
| RTD0008423 | BRTA | Buy Replacement 30-ft Bus (2) Fixed (5339) | 273,226 | Quantified | -1,144 | Quantified Decrease in Emissions from Bus Replacement | | 2021 |
| RTD0008422 | BRTA | Buy Replacement 35-ft Bus (1) Fixed (5339) | 496,863 | Quantified | -26,128 | Quantified Decrease in Emissions from Bus Replacement | | 2021 |
| RTD0010568 | BRTA | Buy Replacement 35-ft Bus (1) Fixed (5339 D) | 132,405 | Quantified | -24,981 | Quantified Decrease in Emissions from Bus Replacement | | 2024 |
| RTD0011279 | BRTA | Buy Replacement 35-ft Bus (3) Fixed (5339 D) | 2,439,255 | Quantified | -93,655 | Quantified Decrease in Emissions from Bus Replacement | | 2024 |

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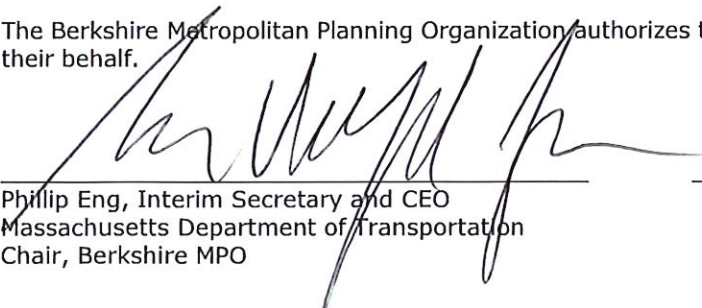
Certification of the Berkshire Region MPO Transportation Planning Process

310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation

This will certify that the FFY 2027 – 2031 Transportation Improvement Program and the Air Quality Conformity Determination for the Berkshire Region MPO are 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 RTPs and TIPs;
2. 310 CMR 60.05(5)(a)2.: In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs 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 RTPs and TIPs and certify in a statement included with RTPs 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 RTPs 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 RTPs and TIPs;
8. 310 CMR 60.05(8)(a)2.d.: Calculate aggregate transportation GHG emissions impacts for RTPs 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 RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, 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 RTPs, TIPs, STIPs, or projects within 30 days of endorsement to the Department for review of the GHG assessment.

The Berkshire Metropolitan Planning Organization authorizes the Chairman to endorse the document on their behalf.


 Phillip Eng, Interim Secretary and CEO
 Massachusetts Department of Transportation
 Chair, Berkshire MPO


 Date

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Attachment 7

7. FHWA & FTA TITLE VI CERTIFICATIONS & ASSURANCES

TITLE VI/NONDISCRIMINATION ASSURANCES

The United States Department of Transportation (U.S. DOT) Order No. 1050.2A

The Massachusetts Department of Transportation (MassDOT) (hereinafter referred to as the “Recipient”) hereby agrees that, as a condition to receiving any Federal financial assistance from the U. S. Department of Transportation (DOT), through the Federal Highway Administration (FHWA), is subject to and will comply with the following:

STATUTORY/REGULATORY AUTHORITIES

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin (including limited English proficiency));
- 49 C.F.R. Part 21 (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurances that:

No person in the United States shall, on the grounds of race, color, national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from U. S. DOT, including FHWA.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient gives the following Assurances:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material subject to the Acts and the Regulations made in connection with all its programs and activities and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

The Massachusetts Department of Transportation, in accordance with Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby affirmatively ensures that for any contract entered into pursuant to this advertisement, all bidders, including disadvantaged business enterprises, will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin in consideration for an award.

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations;
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to the Recipient;
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith for the duration of Recipient ownership of the facility and future deeds, leases, licenses, permits, or similar transfers where the use of the facility remains transportation related (see Specific Assurance #8, below).
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.

7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program (Appendix C); and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program (Appendix D).
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the Assurance obligates the Recipient or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed by or pursuant to the Acts, the Regulations and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations and this Assurance.

By signing this Assurance, the Massachusetts Department of Transportation also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the FHWA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by FHWA. You must keep records, reports, and submit the material for review upon request to FHWA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The Massachusetts Department of Transportation gives this Assurance in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Federal-aid Highway Program. This Assurance is binding on the Massachusetts Department of Transportation, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors, transferees, successors in interest, and any other participants in the Federal-aid Highway Program. The person signing below is authorized to sign this Assurance on behalf of the Recipient.

SIGNED FOR THE RECIPIENT:



2/15/2021

Jamey Tesler

Date

Acting Secretary/CEO

Massachusetts Department of Transportation

SUBRECIPIENT TITLE VI/NONDISCRIMINATION ASSURANCES

The BERKSHIRE REGIONAL PLANNING COMMISSION (hereinafter referred to as the "Sub-Recipient"), hereby agrees that, as a condition of receiving any Federal financial assistance from the United States Department of Transportation (U. S. DOT), Federal Highway Administration (FHWA), from the Commonwealth of Massachusetts, through its Department of Transportation (Recipient), it is subject to and must comply with the Acts and Regulations detailed in this document.

This Assurance is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the Department of Transportation under the FHWA Program and is binding on it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the FHWA Programs. The person or persons whose signature appears below are authorized to sign this assurance on behalf of the Sub-Recipient.

SIGNED FOR THE SUB-RECIPIENT:

Thomas Matuszko 11/10/22
(Signature & Date)

THOMAS MATUSZKO Executive Director
(Print Name & Title)

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin (including limited English proficiency), age, sex, disability, or low-income status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to nondiscrimination on the grounds of race, color, national origin (including limited English proficiency), age, sex, disability, or low-income status.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Massachusetts Department of Transportation (MassDOT) or FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor will so certify to MassDOT or FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor’s noncompliance with the Nondiscrimination provisions of this contract, MassDOT will impose such contract sanctions as it or FHWA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as MassDOT or FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request MassDOT to enter into any litigation to protect the interests of MassDOT. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

“Now, therefore, the U.S. Department of Transportation (hereinafter referred to as “U.S. DOT”), as authorized by law, and upon the condition that the Massachusetts Department of Transportation will accept title to the lands and maintain the project constructed thereon in accordance with Title 23, U.S.C., the Regulations for the Administration of the above statute, and the policies and procedures prescribed by the Federal Highway Administration (hereinafter referred to as “FHWA”) of the U.S. DOT in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. DOT pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Massachusetts Department of Transportation all the right, title and interest of the U.S. DOT in and to said lands described in Exhibit A attached hereto and made a part hereof.”

(HABENDUM CLAUSE)

“To have and to hold said lands and interests therein unto the Massachusetts Department of Transportation and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the Massachusetts Department of Transportation, its successors and assigns.

The Massachusetts Department of Transportation, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that:

(1) no person will on the grounds of race, color, national origin (including limited English proficiency), age, sex, disability, or low-income status be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed, and;

(2) that the Massachusetts Department of Transportation will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and;

*(3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, U.S. DOT will have a right to enter or re-enter said lands and facilities on said land, and that above-described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. DOT and its assigns as such interest existed prior to this instruction.**

* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in all deeds, licenses, leases, permits, or similar agreements entered into by the Massachusetts Department of Transportation, pursuant to the provisions of Assurance 7a:

1. *The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:*
 - a. *In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, national origin (including limited English proficiency), age, sex, disability, or low-income status will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.*
2. *With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, the Massachusetts Department of Transportation will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.**

* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.

3. *With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Massachusetts Department of Transportation will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Massachusetts Department of Transportation and its assigns.**

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in all deeds, licenses, leases, permits, or similar instruments/agreements entered into by the Massachusetts Department of Transportation pursuant to the provisions of Assurance 7b.

1. *“The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, national origin (including limited English proficiency), age, sex, disability, or low-income status will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, national origin (including limited English proficiency), age, sex, disability, or low-income status will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, and (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.*
2. *With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above non-discrimination covenants, the Massachusetts Department of Transportation will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.**
3. *With respect to deeds, in the event of breach of any of the non-discrimination covenants, the [description of the property] will there*

* Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.

*upon revert to and vest in and become the absolute property of the
Massachusetts Department of Transportation and its assigns.**

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor,” which includes consultants) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

PERTINENT NON-DISCRIMINATION AUTHORITIES:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-Aid programs and projects)
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324 *et seq.*) (prohibits discrimination on the basis of sex)
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 *et seq.*), as amended (prohibits discrimination on the basis of disability) and 49 CFR Part 27
- The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 *et seq.*) (prohibits discrimination on the basis of age)
- Airport and Airway Improvement Act of 1982 (49 U.S.C. § 471, Section 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex)
- The Civil Rights Restoration Act of 1987 (PL 100-209) (broadened the scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of Federal-Aid recipients, sub-recipients, and contractors, whether such programs or activities are Federally funded or not)
- Titles II and III of the Americans with Disabilities Act (42 U.S.C. §§ 12131-12189), as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38 (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities)
- The Federal Aviation Administration’s Non-Discrimination Statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex)

- Executive Order 13166, Improving Access to Services for People with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100)
- Title IX of the Education Amendments Act of 1972, as amended (20 U.S.C. 1681 *et seq.*) (prohibits discrimination on the basis of sex in education programs or activities)

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Transportation Improvement Program

APPENDIX

1. PUBLIC NOTICE
2. PUBLIC COMMENTS
3. MassDOT STIP Amendment/ Adjustment Procedures
4. Operating & Maintenance Expenditure 2026-2030 STIP – Berkshires
5. Transportation Acronyms
6. Statewide TIP

1. PUBLIC NOTICE

B4 CLASSIFIEDS The Berkshire Eagle | BerkshireEagle.com

Wednesday, April 29, 2026



To advertise call 413-496-6365 or email classifieds@newenglandnewspapers.com

The Berkshire Eagle

Table with 6 columns: Public Notices, Public Notices, Public Notices, Public Notices, Public Notices, \$100 and Under. Each column contains various public notices, including property sales, public hearings, and legal notices.

Berkshire Metropolitan Planning Organization: FY 2027 – 2031 TIP

2. PUBLIC COMMENTS



| MPO Liaison TIP Review Checklist | | | |
|----------------------------------|---|--|---|
| Completeness | | | |
| ID | Review Item | Comments | Reference |
| A1 | ✓ * Table of Contents is accurate and internally-linked. | | ✓ -- for use in column B |
| A2 | ✓ * Document has no broken links. | | ✗ -- for use in column B |
| A3 | ✓ * MPO self certification statement is included. | | |
| A4 | ✓ * GHG certification is included. | | |
| A5 | ✓ * Air Quality Conformity statement is included. | see p. i | |
| A6 | * Document has no text or image placeholders. | p. 85, p. A-2 | |
| A7 | * Charts, tables, and maps are legible and properly annotated. | Need to add Table and Figure numbers. Ex: Table 1, Table 2, etc | |
| A8 | * Document passes an accessible check. | A few issues flagged by Adobe. Please especially add alternate text to figures where there is currently no alternate text. | |
| A9 | ✓ * Document is available in relevant languages per the MPO's Title VI Plan. | | |
| A10 | ✓ * List of MPO members is current. | | |
| A11 | * Signatory sheet is included and accurate. Update Phillip Eng as Interim Secretary/CEO of MassDOT. | Please spell Phillip Eng's full first name | |
| A12 | ✓ * Acronyms and partner agency lists are up to date. | | |
| A13 | ✓ * Dates listed w/in TIP reflect FFY 2027–2031. | | |
| Narrative | | | |
| ID | Review Item | Comments | Reference |
| B1 | ✓ * TIP outlines MPO institutional organization. | | |
| B2 | ✓ * TIP links back to national planning factors. | | |
| B3 | ✓ * TIP references the RTP and the UPWP. | | |
| B4 | ✓ * TIP narrative is concise and reader-friendly. | | |
| B5 | ✓ * TIP discusses evaluation scoring. | | |
| B6 | ✓ * TIP includes project scoring table. | | |
| B7 | ✓ * TIP describes public participation process. | Public comments will be added to Appendix 2 after May 26 | |
| B8 | ✓ * TIP includes procedures for adjustments and amendments, including any deviations from MassDOT guidelines. | | |
| B9 | ✓ * TIP describes funding sources accurately. | Could be more descriptive with match percentages of funding sources | https://www.mass.gov/service-details/state-transportation-improvement-program-stip |
| Performance Measures | | | |
| ID | Review Item | Comments | Reference |
| C1 | ✓ * TIP includes discussion of target-setting process. | Referred to Boston MPO Ch 4, Table 4-3 | Transportation Improvement Program: FFY 2026-30 |
| C2 | * TIP references relevant Transit Asset Management (TAM) Plans and includes all TAM Plan targets. | Plan is mentioned, but not referenced or linked. | https://www.transit.dot.gov/TAM/TAMPlans |
| C3 | * TIP references relevant Public Transportation Agency Safety Plans (PTASPs) and includes all PTASP targets | Plan is mentioned, but not referenced or linked. | https://www.transit.dot.gov/PTASP |



| C4 | ✓ | * TIP includes current adopted performance targets. | | PM1, PM2, PM3, TAM, and any regionally-derived targets. Please consider including a reference to the Statewide GHG Reduction Target, and language regarding MPO discretion to adopt their own voluntary target. |
|-----------------|---|---|--|---|
| C5 | | * TIP discusses relationship between performance targets and project selection. | Vague linkages. Could improve here. | |
| C6 | ✓ | Discussion on performance measures compares regional data to statewide data where available. | | |
| Project Listing | | | | |
| ID | | Review Item | Comments | Reference |
| D1 | ✓ | * Financial projections align with MassDOT guidance. | | |
| D2 | ✓ | * TIP template is formatted correctly. | | |
| D3 | ✓ | * Projects use MassDOT ProjectInfo TFPCs. | | |
| D4 | ✓ | * Out year expenditures have the appropriate inflation assumptions. | | 2028: 4%; 2029: 8%; 2030: 12%; 2031: 16% |
| D5 | ✓ | * Projects use MassDOT ProjectInfo description. | | |
| D6 | ✓ | * Additional comment field contains all necessary info. | | Total cost, AC, Year-of-expenditure, TEC scores, funding sources |
| D7 | ✓ | * MassDOT projects are (accurately) included into regional template. | | |
| D8 | ✓ | * Regional target projects adhere to Readiness Days feedback. | | |
| D9 | ✓ | * List includes all projects, including FLAP, FLTP, and Tribal projects. | n/a | |
| D10 | ✓ | * Transit TIP is formatted properly. | | Should be unchanged from Transit eSTIP |
| D11 | ✓ | * Document includes Statewide Highway Projects List and MBTA* Projects list as appendices (*only necessary for regions with MBTA commuter/ferry service). | Please add an appendix with the TIP Statewide Project List (see attachment sent with TIP feedback). | |
| Impact Analysis | | | | |
| ID | | Review Item | Comments | Reference |
| E1 | ✓ | * TIP includes GHG certification. | | |
| E2 | | * GHG analysis is available for all (and only) funded projects. | Highway projects (p.84) from 2011-2026 included GHG analysis. Is this supposed to be here? Same for what's on p. 94. | |
| E3 | ✓ | * All projects are appropriately labeled as qualitative or quantitative. | | Please make sure to select a 'GHG Analysis Type' regardless of impact type. If the impact is qualified, please provide information that demonstrates as such. |
| E4 | ✓ | * Transit projects have been analyzed for GHG. | | |
| E5 | ✓ | * Past and current TIP projects have been analyzed for geographic equity, including a relevant table of programming by municipality. | | |



| | | | | |
|----|-----|--|--|--|
| E6 | * | <p>Past and current TIP projects have been analyzed for social equity.</p> | <p>There is no social equity analysis here. Is this being added later? If possible, please refer to Table 12 in PVMPO FFY 27-31 TIP. https://pvpc.org/wp-content/uploads/2026/04/Draft-2027-20231-TIP-Document-April-28-2026.pdf#page=39</p> | <p>Consistent with the MPOs Title VI Plan, project programming determinations and the development of the TIP must be made without unlawful discrimination. As required under 28 CFR 42.106(b), the MPOs shall analyze the completed TIP to show “the extent to which members of minority groups are beneficiaries of federally assisted programs.” These analyses assist the MPO in identifying possible statistical disparities that could indicate intentional discrimination, and possible Title VI violations.</p> |
| E7 | ✓ * | <p>Social equity analysis considers Title VI / language access.</p> | | |
| E9 | * | <p>Equity analysis includes a narrative to accompany any figures.</p> | <p>I included some comments on this - tables must have some sort of description or introduction (Table 5 summarizes xyz...)</p> | |

* indicates required by state or federal regulation.

3. MassDOT STIP Amendment/ Adjustment Procedures

MassDOT State Transportation Improvement Program (STIP) Project Revision Definitions and Procedures

The STIP is a “living” document and is likely to be modified during the course of the year. The definitions and procedures outlined in this section are followed when project based revisions to the STIP are necessary.

Definitions of STIP Revision Procedures

Amendment: A revision to the State Transportation Improvement Program (STIP) that requires public review and demonstration of financial constraint. The public process for a STIP amendment requires a publicly advertised 21-day public comment period and for MassDOT to address any public commentary prior to sending to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for review and approval.

Adjustment: A revision to the STIP that does not require a public process, but that is required to be included in a MassDOT STIP action with a demonstration of financial constraint for FHWA/FTA approval.

Administrative Modification: A revision to the STIP that is minor enough in nature to require neither a public process nor FHWA/FTA approval, but that does involve a notification to federal partners.

Highway Project STIP Revision Definitions and Procedures

| Type of Revision | Definition | Procedure | Notes |
|----------------------------|--|---|--|
| Major Project Cost Change | Increase or decrease of \$500,000 or greater for projects programmed under \$5,000,000 and greater than 10% of the total cost for projects programmed over \$5,000,000. | Amendment | The “increase” or “decrease” in cost is relative to the Total Federal Participating Cost (TFPC) of a project. |
| Minor Project Cost Change | Increase or decrease of \$499,999 or less for projects programmed under \$5,000,000 and less than 10% of the total cost for projects programmed over \$5,000,000. | Adjustment | See above. |
| Project Description Change | Change in the description of the project as it is listed in the STIP. | Adjustment or Administrative Modification | Project description changes are treated as administrative modifications for minor changes (e.g. spelling errors, more detailed descriptions, adding mile-markers, etc.). |
| Major Project Scope Change | A revision to the project scope large enough to necessitate an additional review by MassDOT’s Project Review Committee (PRC) – typically accompanied by major project cost change. | Amendment | In some cases, a major scope change will require the initiation of a new project through MassDOT’s Project Initiation Form (PIF), and review/approval by PRC. This would require deactivation and removal of the currently programmed project. |
| Minor Project Scope Change | A minor revision to the project scope that does not significantly alter the original PRC-approved scope of work. | Adjustment | In many cases, changes in this category will also include a minor cost change. |
| Project Addition | The programming of a new project in any federal fiscal year of the active TIP. | Amendment or Adjustment | Project additions are treated as amendments if the project was not part of any previously approved STIP that has been vetted through the public process. |

| Type of Revision | Definition | Procedure | Notes |
|----------------------------------|--|-----------------------------|--|
| Project Removal | The removal of a project in any federal fiscal year of the active TIP. | Amendment | Exception: if a project is removed from an active TIP or the STIP due to it being previously advanced/advertised, or is moved to the statewide list from a regional TIP, the action would be considered an adjustment. |
| Change in Funding Source | A change in the project's funding source, including federal and non-federal sources which fall within the project cost change revisions listed above. | Adjustment | Changes in funding sources for projects are permissible for advertisement purposes if the FHWA Division Office has been consulted. |
| Change in Additional Information | A change in any item listed in the "Additional Information" column of the STIP not covered in any other item listed here (e.g. earmark details, project proponent, etc.) | Administrative Modification | N/A |
| Change in Year of Programming | Moving a currently programmed project earlier or later than an originally programmed year. | Amendment | Changes to a project delivery schedule (advancement or delay) requires an amendment for the change in programmed FFY. |

Transit Project STIP Revision Definitions and Procedures

| Type of Revision | Definition | Procedure | Notes |
|----------------------------|--|---|--|
| Major Project Cost Change | Increase or decrease of \$500,000 or greater for projects under \$5,000,000 and greater than 10% of the total cost for projects exceeding \$5,000,000. | Amendment | The "increase" or "decrease" in cost is relative to the combined federal and non-federal aid participating cost of the project. |
| Minor Project Cost Change | Increase or decrease of \$499,999 or less for projects under \$5,000,000 and less than 10% of the total cost for projects exceeding \$5,000,000. | Adjustment | See above. |
| Project Description Change | Change in the description of the project as it is listed in the STIP. | Adjustment or Administrative Modification | Project description changes are treated as administrative modifications for minor changes (e.g. spelling errors, more detailed descriptions, etc.). |
| Major Project Scope Change | A revision to the project scope deemed large enough to require public review and comment (e.g. changing the number of stations) | Amendment | In many cases, changes in this category will also include a major cost change. |
| Minor Project Scope Change | A minor revision to the project scope that does not significantly alter the original scope of work (e.g. changes to the bus model for vehicle replacement projects). | Adjustment | In many cases, changes in this category will also include a minor cost change. |
| Project Addition | The programming of a new project in any federal fiscal year of the current TIP. | Amendment or Adjustment | Project additions are treated as amendments if the project was not part of any previously approved STIP that has been vetted through the public process. |
| Project Removal | The removal of a project in any federal fiscal year of the current TIP. | Amendment | Exception: if a project is removed from a TIP or the STIP due to it being previously advanced/advertised, or is moved to the statewide list from a regional TIP, the action would be considered an adjustment. |

| Type of Revision | Definition | Procedure | Notes |
|-------------------------------|--|-------------------------|--|
| Change in Funding Source | Change in the funding source, including federal and non-federal sources that fall within project cost change revisions listed in the first two rows. | Adjustment | Changes in funding sources for projects are permissible for obligation purposes with written notice from the FTA region office. |
| Change in Year of Programming | Moving a currently programmed project earlier or later than the originally programmed year. | Amendment or Adjustment | Note: Federal funds shall be programmed in the federal fiscal year in which the award will occur. Changes in year of programming are only treated as adjustments if they involve advancing federal funds to align with the year of the grant award. |

Exceptions

Although MassDOT typically holds a 21-day public comment period for amendments, in the event of extenuating circumstances beyond the agency's control, the comment period may be shortened or waived in consultation with FHWA Division Office and/or the FTA Regional Office. Additionally, MassDOT may make exceptions to the procedures outlined above and treat amendments as adjustments and/or adjustments as administrative modifications, but these exceptions will also require coordination with and concurrence by MassDOT's federal partners and the affected MPO.

4. Operating & Maintenance Expenditure 2026-2030 STIP Berkshires

O&M expenditures in the tables do occur in the Berkshire region, but on a District-wide level as opposed to being site-specific.

2026-2030 | State Transportation Improvement Program



| Operating and Maintenance Expenditures as of April 2026 | | | | | |
|---|--|-----------------------|-----------------------|-----------------------|-----------------------|
| Program Group/Sub Group | Statewide and District Contracts plus Expenditures within MPO boundaries | | | | |
| | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | Est SFY 2029 Spending | Est SFY 2030 Spending |
| Part 1: Non-Federal Aid | | | | | |
| Section I - Non Federal Aid Maintenance Projects | | | | | |
| 01 - Accessibility Improvements | | | | | |
| Accessibility Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Construction | \$ 1,433,535 | \$ 1,077,728 | \$ - | \$ - | \$ - |
| Sidewalk Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 02 - Bicycles and pedestrians program | | | | | |
| Shared Use Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Shared Use Path Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| 03 - Bridge | | | | | |
| Bridge Deck Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance | \$ 75,264,489 | \$ 39,702,890 | \$ 18,759,005 | \$ 3,102,331 | \$ - |
| Bridge Maintenance - Deck Repairs | \$ 14,520,991 | \$ 5,999,040 | \$ 3,644,683 | \$ 552,943 | \$ - |
| Bridge Maintenance - Joints | \$ 1,713,204 | \$ 1,214,289 | \$ 1,821,433 | \$ 455,358 | \$ - |
| Bridge Preservation | \$ 7,713,958 | \$ 8,773,627 | \$ 3,994,370 | \$ 684,665 | \$ - |
| Bridge Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Replacement | \$ 636,309 | \$ 1,385,000 | \$ 625,000 | \$ - | \$ - |
| Drawbridge Maintenance | \$ 12,539,092 | \$ 5,195,663 | \$ 3,225,600 | \$ 2,150,400 | \$ - |
| Painting - Structural | \$ 725,862 | \$ - | \$ - | \$ - | \$ - |
| Structures Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 04 - Capacity | | | | | |
| Hwy Reconstr - Major Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Additional Capacity | \$ - | \$ - | \$ - | \$ - | \$ - |
| 05 - Facilities | | | | | |
| Vertical Construction (Ch 149) | \$ 8,081,915 | \$ 4,185,977 | \$ 1,555,693 | \$ 494,820 | \$ - |
| 07 - Intersection Improvements | | | | | |
| Intersection Reconstruction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Traffic Signal Upgrades | \$ 7,501,886 | \$ 3,742,107 | \$ 1,883,402 | \$ - | \$ - |
| 08 - Interstate Pavement | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 09 - Intelligent Transportation Systems Program | | | | | |
| Intelligent Transportation Sys | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 - Non-interstate DOT Pavement Program | | | | | |
| Pavement Maintenance | \$ 7,302,000 | \$ 5,367,662 | \$ 4,164,464 | \$ - | \$ - |
| Pavement Preservation | \$ 1,125,996 | \$ 8,112,362 | \$ 6,834,508 | \$ - | \$ - |
| Pavement Rehabilitation | \$ 1,759,255 | \$ 13,088,037 | \$ 13,674,923 | \$ 941,504 | \$ - |
| Resurfacing | \$ 25,530,694 | \$ 6,956,869 | \$ - | \$ - | \$ - |
| Resurfacing DOT Owned Non-Interstate | \$ 5,994,737 | \$ 281,961 | \$ - | \$ - | \$ - |
| 11 - Roadway Improvements | | | | | |
| Catch Basin Cleaning | \$ 5,514,110 | \$ 4,506,954 | \$ 992,511 | \$ 116,618 | \$ - |
| Contract Highway Maintenance | \$ 34,126,449 | \$ 20,078,186 | \$ 10,031,688 | \$ 766,748 | \$ - |
| Crack Sealing | \$ 2,562,709 | \$ 1,267,170 | \$ 661,429 | \$ - | \$ - |
| Culvert Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drainage | \$ 8,629,875 | \$ 4,485,713 | \$ 2,243,415 | \$ 500,652 | \$ - |
| Embankment and Ledge Stabilization | \$ 454,828 | \$ 488,828 | \$ 10,000 | \$ - | \$ - |
| Guard Rail & Fencing | \$ 9,017,698 | \$ 5,572,172 | \$ 2,062,863 | \$ - | \$ - |
| Highway Sweeping | \$ 1,803,207 | \$ 801,648 | \$ 83,064 | \$ - | \$ - |
| Landscaping | \$ 1,546,619 | \$ 633,030 | \$ 416,200 | \$ - | \$ - |
| Mowing and Spraying | \$ 2,781,271 | \$ 2,620,784 | \$ 453,890 | \$ - | \$ - |
| Tree Trimming | \$ 5,278,541 | \$ 4,339,273 | \$ 2,083,035 | \$ - | \$ - |

2026-2030 | State Transportation Improvement Program



| Operating and Maintenance Expenditures as of April 2026 | | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Statewide and District Contracts plus Expenditures within MPO boundaries | | | | | |
| Program Group/Sub Group | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | Est SFY 2029 Spending | Est SFY 2030 Spending |
| 12 - Roadway Reconstruction | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ 455 | \$ - | \$ - | \$ - | \$ - |
| Reclamation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway - Reconstr - Sidewalks and Curbing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Minor Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tunnels | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 - Safety Improvements | | | | | |
| Impact Attenuators | \$ 954,691 | \$ 1,150,400 | \$ 571,535 | \$ 41,089 | \$ - |
| Lighting | \$ 5,400,364 | \$ 1,924,000 | \$ 1,277,265 | \$ - | \$ - |
| Pavement Marking | \$ 8,400,447 | \$ 3,017,400 | \$ 1,310,717 | \$ - | \$ - |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sign Installation/Upgrading | \$ 2,310,314 | \$ 1,266,678 | \$ 462,838 | \$ - | \$ - |
| Structural Signing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Section I Total: | \$ 260,625,499 | \$ 157,235,448 | \$ 82,843,530 | \$ 9,807,129 | \$ - |
| Section II - Non Federal Aid Highway Operations - State Operating Budget | | | | | |
| Snow and Ice Operations & Materials | | | | | |
| | \$ 175,000,000 | \$ 85,000,000 | \$ 85,000,000 | \$ 85,000,000 | \$ 85,000,000 |
| District Maintenance Payroll | | | | | |
| Mowing, Litter Mgmt, Sight Distance Clearing, Etc. | \$ 38,040,000 | \$ 39,561,600 | \$ 41,381,600 | \$ 42,629,600 | \$ 43,908,800 |
| Section II Total: | \$ 213,040,000 | \$ 124,561,600 | \$ 126,381,600 | \$ 127,629,600 | \$ 128,908,800 |
| Grand Total NFA: | \$ 473,665,499 | \$ 281,797,048 | \$ 209,225,130 | \$ 137,436,729 | \$ 128,908,800 |



| Operating and Maintenance Expenditures as of April 2026 | | | | | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Statewide and District Contracts plus Expenditures within MPO boundaries | | | | | |
| Program Group/Sub Group | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | Est SFY 2029 Spending | Est SFY 2030 Spending |
| Part 2: Federal Aid | | | | | |
| Section 1 - Non Federal Aid Maintenance Projects | | | | | |
| 01 - Accessibility Improvements | | | | | |
| Accessibility Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 02 - Bicycles and pedestrians program | | | | | |
| Shared Use Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Shared Use Path Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| 03 - Bridge | | | | | |
| Bridge Deck Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Deck Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Joints | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Preservation | \$ 74,702,925 | \$ 54,228,868 | \$ 24,452,973 | \$ 27,146,770 | \$ 32,134,144 |
| Bridge Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drawbridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Painting - Structural | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structures Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 04 - Capacity | | | | | |
| Hwy Reconstr - Major Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Additional Capacity | \$ - | \$ - | \$ - | \$ - | \$ - |
| 05 - Facilities | | | | | |
| Vertical Construction (Ch 149) | \$ - | \$ - | \$ - | \$ - | \$ - |
| 07 - Intersection Improvements | | | | | |
| Intersection Reconstruction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Traffic Signal Upgrades | \$ - | \$ - | \$ - | \$ - | \$ - |
| 08 - Interstate Pavement | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 09 - Intelligent Transportation Systems Program | | | | | |
| Intelligent Transportation Sys | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 - Non-interstate DOT Pavement Program | | | | | |
| Pavement Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Preservation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing DOT Owned Non-Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 - Roadway Improvements | | | | | |
| Catch Basin Cleaning | \$ - | \$ - | \$ - | \$ - | \$ - |
| Contract Highway Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Crack Sealing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drainage | \$ - | \$ - | \$ - | \$ - | \$ - |
| Embankment and Ledge Stabilization | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guard Rail & Fencing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Highway Sweeping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Landscaping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Mowing and Spraying | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tree Trimming | \$ - | \$ - | \$ - | \$ - | \$ - |



| Operating and Maintenance Expenditures as of April 2026 | | | | | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Statewide and District Contracts plus Expenditures within MPO boundaries | | | | | |
| Program Group/Sub Group | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | Est SFY 2029 Spending | Est SFY 2030 Spending |
| 12 - Roadway Reconstruction | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| Reclamation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway - Reconstr - Sidewalks and Curbing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Minor Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tunnels | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 - Safety Improvements | | | | | |
| Impact Attenuators | \$ - | \$ - | \$ - | \$ - | \$ - |
| Lighting | \$ 313,546 | \$ - | \$ - | \$ - | \$ - |
| Pavement Marking | \$ - | \$ - | \$ - | \$ - | \$ - |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sign Installation/Upgrading | \$ - | \$ - | \$ 1,519,444 | \$ 1,657,576 | \$ - |
| Structural Signing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Section I Total: | \$ 75,016,471 | \$ 54,228,868 | \$ 25,972,417 | \$ 28,804,345 | \$ 32,134,144 |
| Grand Total Federal Aid: | \$ 75,016,471 | \$ 54,228,868 | \$ 25,972,417 | \$ 28,804,345 | \$ 32,134,144 |



| Operating and Maintenance Expenditures as of April 2026 | | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Berkshire Region | | | | | |
| Program Group/Sub Group | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | Est SFY 2029 Spending | Est SFY 2030 Spending |
| Part 1: Non-Federal Aid | | | | | |
| Section I - Non Federal Aid Maintenance Projects | | | | | |
| 01 - Accessibility Improvements | | | | | |
| Accessibility Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 02 - Bicycles and pedestrians program | | | | | |
| Shared Use Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Shared Use Path Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| 03 - Bridge | | | | | |
| Bridge Deck Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Deck Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Joints | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Preservation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drawbridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Painting - Structural | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structures Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 04 - Capacity | | | | | |
| Hwy Reconstr - Major Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Additional Capacity | \$ - | \$ - | \$ - | \$ - | \$ - |
| 05 - Facilities | | | | | |
| Vertical Construction (Ch 149) | \$ - | \$ - | \$ - | \$ - | \$ - |
| 07 - Intersection Improvements | | | | | |
| Intersection Reconstruction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Traffic Signal Upgrades | \$ - | \$ - | \$ - | \$ - | \$ - |
| 08 - Interstate Pavement | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 09 - Intelligent Transportation Systems Program | | | | | |
| Intelligent Transportation Sys | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 - Non-interstate DOT Pavement Program | | | | | |
| Pavement Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Preservation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing DOT Owned Non-Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 - Roadway Improvements | | | | | |
| Catch Basin Cleaning | \$ - | \$ - | \$ - | \$ - | \$ - |
| Contract Highway Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Crack Sealing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drainage | \$ - | \$ - | \$ - | \$ - | \$ - |
| Embankment and Ledge Stabilization | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guard Rail & Fencing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Highway Sweeping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Landscaping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Mowing and Spraying | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tree Trimming | \$ - | \$ - | \$ - | \$ - | \$ - |

2026-2030 | State Transportation Improvement Program



| 12 - Roadway Reconstruction | | | | | | | | |
|--|-----------|----------|-----------|----------|-----------|----------|-----------|----------|
| Hwy Reconstr - Restr and Rehab | \$ | - | \$ | - | \$ | - | \$ | - |
| Reclamation | \$ | - | \$ | - | \$ | - | \$ | - |
| Roadway - Reconstr - Sidewalks and Curbing | \$ | - | \$ | - | \$ | - | \$ | - |
| Roadway Minor Widening | \$ | - | \$ | - | \$ | - | \$ | - |
| Roadway Modernization | \$ | - | \$ | - | \$ | - | \$ | - |
| Tunnels | \$ | - | \$ | - | \$ | - | \$ | - |
| 13 - Safety Improvements | | | | | | | | |
| Impact Attenuators | \$ | - | \$ | - | \$ | - | \$ | - |
| Lighting | \$ | - | \$ | - | \$ | - | \$ | - |
| Pavement Marking | \$ | - | \$ | - | \$ | - | \$ | - |
| Safety Improvements | \$ | - | \$ | - | \$ | - | \$ | - |
| Sign Installation/Upgrading | \$ | - | \$ | - | \$ | - | \$ | - |
| Structural Signing | \$ | - | \$ | - | \$ | - | \$ | - |
| Section I Total: | \$ | - | \$ | - | \$ | - | \$ | - |
| Section II - Non Federal Aid Highway Operations - State Operating Budget Funding | | | | | | | | |
| Snow and Ice Operations & Materials | | | | | | | | |
| | \$ | - | \$ | - | \$ | - | \$ | - |
| District Maintenance Payroll | | | | | | | | |
| Mowing, Litter Mgmt, Sight Distance Clearing, Etc. | \$ | - | \$ | - | \$ | - | \$ | - |
| Section II Total: | \$ | - | \$ | - | \$ | - | \$ | - |
| Grand Total NFA: | \$ | - | \$ | - | \$ | - | \$ | - |



Operating and Maintenance Expenditures as of April 2026

Berkshire Region

| Program Group/Sub Group | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | Est SFY 2029 Spending | Est SFY 2030 Spending |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Part 2: Federal Aid | | | | | |
| Section I - Non Federal Aid Maintenance Projects | | | | | |
| 01 - Accessibility Improvements | | | | | |
| Accessibility Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 02 - Bicycles and pedestrians program | | | | | |
| Shared Use Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Shared Use Path Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| 03 - Bridge | | | | | |
| Bridge Deck Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Deck Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Joints | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Preservation | \$ - | \$ 2,430,077 | \$ 4,165,846 | \$ 4,165,846 | \$ 3,471,539 |
| Bridge Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drawbridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Painting - Structural | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structures Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 04 - Capacity | | | | | |
| Hwy Reconstr - Major Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Additional Capacity | \$ - | \$ - | \$ - | \$ - | \$ - |
| 05 - Facilities | | | | | |
| Vertical Construction (Ch 149) | \$ - | \$ - | \$ - | \$ - | \$ - |
| 07 - Intersection Improvements | | | | | |
| Intersection Reconstruction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Traffic Signal Upgrades | \$ - | \$ - | \$ - | \$ - | \$ - |
| 08 - Interstate Pavement | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 09 - Intelligent Transportation Systems Program | | | | | |
| Intelligent Transportation Sys | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 - Non-interstate DOT Pavement Program | | | | | |
| Pavement Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Preservation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing DOT Owned Non-Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 - Roadway Improvements | | | | | |
| Catch Basin Cleaning | \$ - | \$ - | \$ - | \$ - | \$ - |
| Contract Highway Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Crack Sealing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drainage | \$ - | \$ - | \$ - | \$ - | \$ - |
| Embankment and Ledge Stabilization | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guard Rail & Fencing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Highway Sweeping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Landscaping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Mowing and Spraying | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tree Trimming | \$ - | \$ - | \$ - | \$ - | \$ - |



| Operating and Maintenance Expenditures as of April 2026 | | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Berkshire Region | | | | | |
| Program Group/Sub Group | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | Est SFY 2029 Spending | Est SFY 2030 Spending |
| 12 - Roadway Reconstruction | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| Reclamation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway - Reconstr - Sidewalks and Curbing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Minor Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tunnels | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 - Safety Improvements | | | | | |
| Impact Attenuators | \$ - | \$ - | \$ - | \$ - | \$ - |
| Lighting | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Marking | \$ - | \$ - | \$ - | \$ - | \$ - |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sign Installation/Upgrading | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structural Signing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Section I Total: | \$ - | \$ 2,430,077 | \$ 4,165,846 | \$ 4,165,846 | \$ 3,471,539 |
| Grand Total NFA: | \$ - | \$ 2,430,077 | \$ 4,165,846 | \$ 4,165,846 | \$ 3,471,539 |

5. Transportation Acronyms:

ABP: Accelerated Bridge Program
 ADA: Americans with Disabilities Act
 ADT: Average Daily Traffic
 ATR: Automatic Traffic Recorder
 BMS: Bridge Management System
 BRTA: Berkshire Regional Transit Authority
 BRPC: Berkshire Regional Planning Commission
 CAAA: Clean Air Act Amendments of 1990
 CDBG: Community Development Block Grant
 CFR: Code of Federal Regulations
 CIP: Capital Investment Plan
 CMAQ: Congestion Mitigation and Air Quality
 CMP: Congestion Management Process
 CO: Carbon Monoxide
 COA: Council On Aging
 CPS: Corridor Planning Study
 CSS: Context Sensitive Solutions
 DCR: Department of Conservation and Recreation
 DDS: Department of Developmental Services
 DEP: Department of Environmental Protection
 DHCD: Department of Housing & Community Development
 DLTA: District Local Technical Assistance
 DOT: Department of Transportation
 DPH: Department of Public Health
 DTA: Division of Transitional Assistance
 EDA: Economic Development Administration
 EIR: Environmental Impact Report
 EIS: Environmental Impact Statement
 ENF: Environmental Notification Form
 EOEEA: Executive Office of Energy and Environmental Affairs
 EOT: Executive Office of Transportation
 EPA: Environmental Protection Agency
 EPDO: Equivalent Property Damage Only
 FAA: Federal Aviation Administration
 FAST Act: Fixing America's Surface Transportation Act
 FFY: Federal Fiscal Year
 FHWA: Federal Highway Administration
 FO: Functionally Obsolete
 FRA: Federal Railroad Administration
 FTA: Federal Transit Administration
 GHG: Green House Gas
 GIS: Geographic Information System
 GPS: Global Positioning System
 HAZMAT: Hazardous Material
 HCM: Highway Capacity Manual
 HOV: High Occupancy Vehicle

HPMS: Highway Performance Monitoring System
 HPP: High Priority Project
 HSIP: Highway Safety Improvement Program
 I&M: Inspection & Maintenance
 IM: Interstate Maintenance
 ITE: Institute of Transportation Engineers
 ITS: Intelligent Transportation Systems
 ISTEA: Intermodal Surface Transportation Efficiency Act of 1991
 JARC: Job Access Reverse Commute
 LOS: Level of Service
 LPA: Local Planning Assistance
 LPMS: Local Pavement Management System
 MAC: Massachusetts Aeronautics Commission
 MARPA: Massachusetts Association of Regional Planning Agencies
 MARTA: Massachusetts Association of Regional Transit Authorities
 MassDOT: Massachusetts Department of Transportation
 MassGIS: Massachusetts Geographic Information System
 MBTA: Massachusetts Bay Transportation Authority
 MEMA: Massachusetts Emergency Management Agency
 MEPA: Massachusetts Environmental Policy Act
 MHC: Massachusetts Historical Commission
 MIS: Major Investment Study
 MISER: Massachusetts Institute for Social and Environmental Research
 MOU: Memorandum of Understanding
 MPO: Metropolitan Planning Organization
 MUTCD: Manual on Uniform Traffic Control Devices
 MVP: Municipal Vulnerability Preparedness Plan
 MWRA: Massachusetts Water Resources Authority
 NAAQS: National Ambient Air Quality Standards
 NEPA: National Environmental Policy Act
 NFA: Non Federal-Aid
 NHS: National Highway System
 NOx: Oxides of Nitrogen
 NTD: National Transit Database
 NTS: National Transportation System
 NTSB: National Transportation Safety Board
 OCI: Overall Condition Index (used with pavement)
 OTP: Office of Transportation Planning
 PCI: Pavement Condition Index
 PL: Metropolitan Planning funds (federal)
 PMS: Pavement Management System
 POP: Public Outreach Program
 PPP: Public Participation Plan
 PPP: Public / Private Partnership
 PRC: Project Review Committee
 PRWORA: Personal Responsibility & Work Opportunity Reconciliation Act
 PWED: Public Works/Economic Development
 RIF: Roadway Inventory Files
 RFP: Request For Proposal
 RFQ: Request For Qualifications

ROW: Right Of Way
RPA: Regional Planning Agency
RSA: Roadway Safety Audit
RTA: Regional Transit Authority
RTP: Regional Transportation Plan
SAFETEA-LU: Safe, Accountable, Flexible and Efficient Transportation Equity Act
SAR: Strategic Assessment Report
SD: Structurally Deficient
SIP: State Implementation Plan (for Air Quality)
SOV: Single Occupancy Vehicle
SPR: Statewide Planning & Research
STIP: State Transportation Improvement Program
STP: Surface Transportation Program
TAC: Transportation Advisory Committee
TAZ: Transportation Analysis Zone
TCM: Transportation Control Measures
TDM: Travel Demand Management
TEA-21: Transportation Equity Act for the 21st Century
TEC: Transportation Evaluation Criteria
TI: Transportation Improvement (in SAFETEA-LU)
TIP: Transportation Improvement Program
TMA: Transportation Management Association
TMC: Turning Movement Count
TRB: Transportation Research Board
TSM: Transportation Systems Management
UPWP: Unified Planning Work Program
VMS: Variable Message Sign
VMT: Vehicle Miles of Travel

5. Statewide TIP



STIP Investments Report Statewide Region

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | |
|--|--------------------|-----------|--------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|--|--|
| Federal Fiscal Year 2027 | | | | | | | | \$199,795,278 | \$162,871,708 | \$36,923,570 | | | | | | | |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$35,650,540 | \$28,520,432 | \$7,130,108 | | | | | | | |
| Bridge On-System (BFP) | | | | | | | | \$32,110,770 | \$25,688,616 | \$6,422,154 | | | | | | | |
| 2027 | 612506 | Statewide | Multiple | HATFIELD-WHATELY-BRIDGE PRESERVATION, H-11-030, W-33-019, W-33-020, ROUTES 5 & 10 OVER I-91 (SEPARATE CROSSINGS) | 2 | HIP-BR | \$31,006,867 | \$32,110,770 | \$25,688,616 | \$6,422,154 | | | | | | AC'd two years (FFY 27-28) | |
| Ferry Boat Program | | | | | | | | \$2,414,770 | \$1,931,816 | \$482,954 | | | | | | | |
| 2027 | S13273 | Statewide | | Ferry Boat Program Placeholder (FFY 2027-2031) | | FBP | \$12,566,558 | \$2,414,770 | \$1,931,816 | \$482,954 | | | | | | | |
| Earmark Discretionary | | | | | | | | \$1,125,000 | \$900,000 | \$225,000 | | | | | | | |
| 2027 | S13450 | Statewide | Revere | Revere RCP Grant - Walking to Wonderland-Removing the transportation barriers of the MBTA commuter rail, RT 1A and RT 60 | 4 | Other FA | \$500,000 | \$500,000 | \$400,000 | \$100,000 | | | | | Revere | \$400k federal Reconnecting Communities Program (RCP) planning grant. \$100k in non-federal match. | |
| 2027 | S13453 | Statewide | Quincy | Quincy - Reconstruction of Traffic Signals at Sea Street and Coddington Street Along Southern Artery (Design Earmark - MA295) | 6 | HPP | \$625,000 | \$625,000 | \$500,000 | \$125,000 | | | | MA295 | Quincy | Federal earmark (\$500k federal, \$125k local match). Earmark Demo ID is MA295. Obligation deadline is 9/30/2027. This funding is supplementing a \$10.4M RAISE/BUILD grant the City rec'd for construction (SOUTHERN ARTERY (ROUTE 3-A) MULTI-MODAL TRANSPORTATION PROJECT) (614261). | |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$40,801,432 | \$34,247,473 | \$6,553,959 | | | | | | | |
| Safety Improvements | | | | | | | | \$15,366,136 | \$13,829,522 | \$1,536,614 | | | | | | | |
| 2027 | 614026 | Multiple | | DISTRICT 2- WRONG-WAY COUNTERMEASURES AT OFF-RAMPS AT MULTIPLE LOCATIONS | 2 | HSIP | \$3,106,722 | \$3,106,722 | \$2,796,050 | \$310,672 | | | | | | | |
| 2027 | 614237 | Multiple | | DISTRICT 6- VRU SAFETY IMPROVEMENTS AT STATE SIGNALS AT MULTIPLE LOCATIONS | 6 | VUS | \$1,289,331 | \$2,501,000 | \$2,250,900 | \$250,100 | | | | | | | |
| 2027 | 616304 | Multiple | | DISTRICT 2- DISTRICT 3- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS | 2 | VUS | \$3,265,823 | \$3,265,823 | \$2,939,241 | \$326,582 | | | | | | | |
| 2027 | 616305 | Multiple | | DISTRICT 4- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS | 4 | VUS | \$2,254,382 | \$2,254,382 | \$2,028,944 | \$225,438 | | | | | | | |
| 2027 | 616306 | Multiple | | DISTRICT 5- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS | 5 | VUS | \$1,238,209 | \$199,778 | \$179,800 | \$19,978 | | | | | | | |

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STIP Investments Report
Statewide Region

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | |
|--|--------------------|-----------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|---|--|
| Federal Fiscal Year 2027 | | | | | | | | \$199,795,278 | \$162,871,708 | \$36,923,570 | | | | | | | |
| 2027 | 616306 | Multiple | | DISTRICT 5- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS | 5 | HSIP | \$1,238,209 | \$1,038,431 | \$934,588 | \$103,843 | | | | | | | |
| 2027 | S13426 | Statewide | | SHSP UPDATES | | HSIP | \$1,000,000 | \$1,000,000 | \$900,000 | \$100,000 | | | | | | | |
| 2027 | S13427 | Statewide | | SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2027) | | HSIP | \$2,000,000 | \$2,000,000 | \$1,800,000 | \$200,000 | | | | | | | |
| Highway Resiliency Improvement Program | | | | | | | | \$8,104,718 | \$6,553,488 | \$1,551,230 | | | | | | | |
| 2027 | 613940 | Statewide | | DISTRICT 4- SOIL RESTORATION TO PROMOTE POLLINATOR HABITAT AND STORMWATER INFILTRATION | 4 | PRCT90 | \$697,138 | \$697,138 | \$627,424 | \$69,714 | | | | | | | |
| 2027 | S13214 | Statewide | | Statewide - Culvert and Drainage Inventory Mapping | | PRCT | \$7,407,580 | \$7,407,580 | \$5,926,064 | \$1,481,516 | | | | | | | |
| Non-Interstate Pavement | | | | | | | | \$6,283,063 | \$5,026,450 | \$1,256,613 | | | | | | | |
| 2027 | 616323 | Statewide | Multiple | AMHERST- SUNDERLAND- PAVEMENT PRESERVATION ON SR116 (MM 24.06-28.70) | 2 | NHPP | \$6,283,063 | \$6,283,063 | \$5,026,450 | \$1,256,613 | | | | | | | |
| Bridge Inspections | | | | | | | | \$11,047,515 | \$8,838,012 | \$2,209,503 | | | | | | | |
| 2027 | S12633 | Statewide | | 2026 Bridge Inspection & Data Control | | NHPP | \$28,947,515 | \$11,047,515 | \$8,838,012 | \$2,209,503 | | | | | | | |
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$22,416,601 | \$19,174,941 | \$3,241,660 | | | | | | | |
| Freight | | | | | | | | \$12,416,601 | \$11,174,941 | \$1,241,660 | | | | | | | |
| 2027 | 613696 | Statewide | Multiple | STATEWIDE- WEIGH IN MOTION STATION ENHANCEMENTS AND EXPANSION AT 15 LOCATIONS | 3 | NFP-I | \$22,877,196 | \$12,416,601 | \$11,174,941 | \$1,241,660 | | | | | | NFP-I = \$19,592,556 NFP-NI = \$3,294,640 | |
| Intelligent Transportation Systems | | | | | | | | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| 2027 | S12783 | Statewide | | STATEWIDE ITS Program - 2027-2031 | | NHPP | \$50,000,000 | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | | \$100,926,705 | \$80,928,862 | \$19,997,843 | | | | | | | |
| State Planning & Research | | | | | | | | \$27,118,796 | \$21,695,037 | \$5,423,759 | | | | | | | |
| 2027 | S13481 | Statewide | | State Planning & Research (SPR) 1 Work Program (FFY 2028) | | PLS | \$20,616,296 | \$15,366,230 | \$12,292,984 | \$3,073,246 | | | | | | Includes FTA Section 5304 funds that were transferred to FHWA Statewide Planning funds (\$887,036 + state match). | |

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STIP Investments Report
Statewide Region

STIP: 2027 - 2031 (D)

| Federal Fiscal Year 2027 | | | | | | | | | | \$199,795,278 | \$162,871,708 | \$36,923,570 | | | | | | | |
|---|--------|-----------|-----|--|-------------|---------------|--------------|--------------|-------------|---------------|---------------|--------------|--|--|--|--|--|--|---|
| 2027 | S13481 | Statewide | | State Planning & Research (SPR) 1 Work Program (FFY 2028) | STBG | \$20,616,296 | \$5,250,066 | \$4,200,053 | \$1,050,013 | | | | | | | | | | Includes FTA Section 5304 funds that were transferred to FHWA Statewide Planning funds (\$887,036 + state match). |
| 2027 | S13482 | Statewide | | State Planning & Research (SPR) 2 Work Program (FFY 2028) | PLS | \$6,502,500 | \$6,502,500 | \$5,202,000 | \$1,300,500 | | | | | | | | | | |
| Recreational Trails | | | | | | | | | | \$1,468,578 | \$1,174,862 | \$293,716 | | | | | | | |
| 2027 | S13502 | Statewide | | RECREATIONAL TRAILS PROGRAM (FFY2027) | REC | \$1,468,578 | \$1,468,578 | \$1,174,862 | \$293,716 | | | | | | | | | | |
| SRTS Education | | | | | | | | | | \$2,439,183 | \$1,951,346 | \$487,837 | | | | | | | |
| 2027 | S13508 | Statewide | | Safe Routes to School (SRTS) Education (FFY 2027) | TAP | \$2,439,183 | \$2,439,183 | \$1,951,346 | \$487,837 | | | | | | | | | | |
| Metropolitan Planning | | | | | | | | | | \$20,046,950 | \$16,037,560 | \$4,009,390 | | | | | | | |
| 2027 | S13513 | Statewide | | Metropolitan Planning (FFY 2028 UPWPs) - PL & SPR | PLM | \$20,046,950 | \$20,046,950 | \$16,037,560 | \$4,009,390 | | | | | | | | | | Includes FTA Section 5303 funds that were transferred to FHWA Metropolitan Planning funds (\$4,254,192 + state match). |
| Award Adjustments, Change Orders, etc. | | | | | | | | | | \$27,500,000 | \$22,187,498 | \$5,312,502 | | | | | | | |
| 2027 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | STBG-BR-Off | \$137,500,000 | \$1,600,222 | \$1,280,178 | \$320,044 | | | | | | | | | | |
| 2027 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | CMAQ | \$137,500,000 | \$2,971,470 | \$2,377,176 | \$594,294 | | | | | | | | | | |
| 2027 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | HSIP | \$137,500,000 | \$1,874,978 | \$1,687,480 | \$187,498 | | | | | | | | | | |
| 2027 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | NHPP | \$137,500,000 | \$17,368,600 | \$13,894,880 | \$3,473,720 | | | | | | | | | | |
| 2027 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | STBG | \$137,500,000 | \$1,969,306 | \$1,575,445 | \$393,861 | | | | | | | | | | |
| 2027 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | TAP | \$137,500,000 | \$817,025 | \$653,620 | \$163,405 | | | | | | | | | | |
| 2027 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | PRCT | \$137,500,000 | \$898,399 | \$718,719 | \$179,680 | | | | | | | | | | |
| Carbon Reduction | | | | | | | | | | \$22,353,198 | \$17,882,558 | \$4,470,640 | | | | | | | |
| 2027 | S13517 | Statewide | CRP | Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by MBTA | CRP | \$51,504,427 | \$9,897,005 | \$7,917,604 | \$1,979,401 | | MBTA | | | | | | | | Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA. |
| 2027 | S13518 | Statewide | CRP | Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by RTAs | CRP | \$64,822,513 | \$12,456,193 | \$9,964,954 | \$2,491,239 | | | | | | | | | | Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State. |

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STIP Investments Report
Statewide Region

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | |
|--|--------------------|-----------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|---|--|
| Federal Fiscal Year 2028 | | | | | | | | \$173,966,167 | \$142,105,493 | \$31,860,674 | | | | | | | |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$5,893,033 | \$5,400,420 | \$492,613 | | | | | | | |
| Bridge Off-system (BFP) | | | | | | | | \$3,429,968 | \$3,429,968 | \$0 | | | | | | | |
| 2028 | S13141 | Statewide | Multiple | ATHOL- ORANGE- BRIDGE REPLACEMENT, A-15-017-O-03-001, LOGAN ROAD OVER THE EAST BRANCH OF THE TULLY RIVER | 2 | BROFF | \$3,429,968 | \$3,429,968 | \$3,429,968 | \$0 | | | | | | | |
| Ferry Boat Program | | | | | | | | \$2,463,065 | \$1,970,452 | \$492,613 | | | | | | | |
| 2028 | S13273 | Statewide | | Ferry Boat Program Placeholder (FFY 2027-2031) | | FBP | \$12,566,558 | \$2,463,065 | \$1,970,452 | \$492,613 | | | | | | | |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$49,825,641 | \$41,919,581 | \$7,906,060 | | | | | | | |
| Safety Improvements | | | | | | | | \$20,590,680 | \$18,531,612 | \$2,059,068 | | | | | | | |
| 2028 | S14273 | Multiple | | STATEWIDE- SYSTEMIC SAFETY IMPROVEMENTS WITH RRFBS AT MULTIPLE LOCATIONS | 2 | HSIP | \$4,153,231 | \$4,153,231 | \$3,737,908 | \$415,323 | | | | | | Installation of RRFBS at 34 locations statewide | |
| 2028 | S16281 | Statewide | | DISTRICT 3- SAFETY IMPROVEMENTS AT MULTIPLE LOCATIONS | 3 | HSIP | \$2,537,449 | \$2,537,449 | \$2,283,704 | \$253,745 | | | | | | | |
| 2028 | S13429 | Statewide | | SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2028) | | VUS | \$2,000,000 | \$1,000,000 | \$900,000 | \$100,000 | | | | | | | |
| 2028 | S13429 | Statewide | | SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2028) | | HSIP | \$2,000,000 | \$1,000,000 | \$900,000 | \$100,000 | | | | | | | |
| 2028 | S13430 | Statewide | | VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2028 | | VUS | \$3,600,000 | \$3,600,000 | \$3,240,000 | \$360,000 | | | | | | | |
| 2028 | S13431 | Statewide | | GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER | | HSIP | \$6,300,000 | \$6,300,000 | \$5,670,000 | \$630,000 | | | | | | | |
| 2028 | S13432 | Statewide | | IMPACT DEVELOPMENT/PORTAL UPDATE | | HSIP | \$2,000,000 | \$2,000,000 | \$1,800,000 | \$200,000 | | | | | | | |
| Non-Interstate Pavement | | | | | | | | \$5,334,961 | \$4,267,969 | \$1,066,992 | | | | | | | |
| 2028 | S16350 | Statewide | Multiple | DRACUT- METHUEN- PAVEMENT PRESERVATION ON SR113 (MM 21.3-26.4) | 4 | NHPP | \$5,334,961 | \$5,334,961 | \$4,267,969 | \$1,066,992 | | | | | | | |
| Bridge Inspections | | | | | | | | \$17,900,000 | \$14,320,000 | \$3,580,000 | | | | | | | |
| 2028 | S12759 | Statewide | | 2028 Bridge Inspection & Data Control | | STBG-BR-Off | \$29,381,728 | \$8,959,825 | \$7,167,860 | \$1,791,965 | | | | | | | |
| 2028 | S12759 | Statewide | | 2028 Bridge Inspection & Data Control | | NHPP | \$29,381,728 | \$8,940,175 | \$7,152,140 | \$1,788,035 | | | | | | | |

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STIP Investments Report
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STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | |
|--|--------------------|-----------|--------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|--|--|
| Federal Fiscal Year 2028 | | | | | | | | \$173,966,167 | \$142,105,493 | \$31,860,674 | | | | | | | |
| Highway Resiliency Improvement Program | | | | | | | | \$6,000,000 | \$4,800,000 | \$1,200,000 | | | | | | | |
| 2028 | S13457 | Statewide | | Statewide High Risk Infrastructure Resiliency Improvements | | PRCT | \$7,000,000 | \$6,000,000 | \$4,800,000 | \$1,200,000 | | | | | | | |
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$15,930,411 | \$12,744,329 | \$3,186,082 | | | | | | | |
| Accessibility Improvements | | | | | | | | \$5,930,411 | \$4,744,329 | \$1,186,082 | | | | | | | |
| 2028 | 613668 | Statewide | | DISTRICT 2- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT) | 2 | STBG | \$1,058,768 | \$1,058,768 | \$847,014 | \$211,754 | | | | | | | |
| 2028 | 613669 | Statewide | | DISTRICT 2- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT) | 2 | STBG | \$1,630,370 | \$1,630,370 | \$1,304,296 | \$326,074 | | | | | | | |
| 2028 | 613720 | Statewide | | DISTRICT 5- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT) | 5 | STBG | \$1,539,286 | \$1,539,286 | \$1,231,429 | \$307,857 | | | | | | | |
| 2028 | 613880 | Statewide | Multiple | DISTRICT 4- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT) | 4 | STBG | \$1,701,987 | \$1,701,987 | \$1,361,590 | \$340,397 | | | | | | | |
| Intelligent Transportation Systems | | | | | | | | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| 2028 | S12783 | Statewide | | STATEWIDE ITS Program - 2027-2031 | | NHPP | \$50,000,000 | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | | \$102,317,082 | \$82,041,163 | \$20,275,919 | | | | | | | |
| State Planning & Research | | | | | | | | \$27,661,171 | \$22,128,937 | \$5,532,234 | | | | | | | |
| 2028 | S13483 | Statewide | | State Planning & Research (SPR) 1 Work Program (FFY 2029-2032) | | PLS | \$86,671,737 | \$16,804,525 | \$13,443,620 | \$3,360,905 | | | | | | Includes FTA Section 5304 funds that were transferred to FHWA Statewide Planning funds: FY 28 - \$904,777 + match FY 29 - \$922,872 + match FY 30 - \$941,330 + match FY 31 - \$960,156 + match | |
| 2028 | S13483 | Statewide | | State Planning & Research (SPR) 1 Work Program (FFY 2029-2032) | | STBG | \$86,671,737 | \$4,224,096 | \$3,379,277 | \$844,819 | | | | | | Includes FTA Section 5304 funds that were transferred to FHWA Statewide Planning funds: FY 28 - \$904,777 + match FY 29 - \$922,872 + match FY 30 - \$941,330 + match FY 31 - \$960,156 + match | |
| 2028 | S13484 | Statewide | | State Planning & Research (SPR) 2 Work Program (FFY 2029-2032) | | PLS | \$27,336,771 | \$6,632,550 | \$5,306,040 | \$1,326,510 | | | | | | | |

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STIP: 2027 - 2031 (D)

| Federal Fiscal Year 2028 | | | | | | | \$173,966,167 | \$142,105,493 | \$31,860,674 | | | | | |
|--|--------|-----------|--|--|-------------|---------------|---------------|---------------|--------------|--|------|--|--|--|
| Recreational Trails | | | | | | | \$1,468,578 | \$1,174,862 | \$293,716 | | | | | |
| 2028 | S13503 | Statewide | | RECREATIONAL TRAILS PROGRAM (FFY2028) | REC | \$1,468,578 | \$1,468,578 | \$1,174,862 | \$293,716 | | | | | |
| SRTS Education | | | | | | | \$2,439,183 | \$1,951,346 | \$487,837 | | | | | |
| 2028 | S13509 | Statewide | | Safe Routes to School (SRTS) Education (FFY 2028) | TAP | \$2,439,183 | \$2,439,183 | \$1,951,346 | \$487,837 | | | | | |
| Metropolitan Planning | | | | | | | \$20,447,889 | \$16,358,311 | \$4,089,578 | | | | | |
| 2028 | S13514 | Statewide | | Metropolitan Planning (FFY 2029-32 UPWPs) - PL & SPR | PLM | \$84,278,184 | \$20,447,889 | \$16,358,311 | \$4,089,578 | | | | | Includes FTA Section 5303 funds that were transferred to FHWA Metropolitan Planning funds: FFY 28 - \$4,254,192 + state match FFY 29 - \$4,426,062 + state match FFY 30 - 4,514,583 + state match FFY 31 - \$4,604,875 + state match |
| Award Adjustments, Change Orders, etc. | | | | | | | \$27,500,000 | \$22,187,498 | \$5,312,502 | | | | | |
| 2028 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | STBG-BR-Off | \$137,500,000 | \$1,600,222 | \$1,280,178 | \$320,044 | | | | | |
| 2028 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | CMAQ | \$137,500,000 | \$2,971,470 | \$2,377,176 | \$594,294 | | | | | |
| 2028 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | HSIP | \$137,500,000 | \$1,874,978 | \$1,687,480 | \$187,498 | | | | | |
| 2028 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | NHPP | \$137,500,000 | \$17,368,600 | \$13,894,880 | \$3,473,720 | | | | | |
| 2028 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | STBG | \$137,500,000 | \$1,969,306 | \$1,575,445 | \$393,861 | | | | | |
| 2028 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | TAP | \$137,500,000 | \$817,025 | \$653,620 | \$163,405 | | | | | |
| 2028 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | PRCT | \$137,500,000 | \$898,399 | \$718,719 | \$179,680 | | | | | |
| Carbon Reduction | | | | | | | \$22,800,261 | \$18,240,209 | \$4,560,052 | | | | | |
| 2028 | S13517 | Statewide | | Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by MBTA | CRP | \$51,504,427 | \$10,094,949 | \$8,075,959 | \$2,018,990 | | MBTA | | | Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA. |
| 2028 | S13518 | Statewide | | Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by RTAs | CRP | \$64,822,513 | \$12,705,312 | \$10,164,250 | \$2,541,062 | | | | | Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State. |

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STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | |
|--|--------------------|-----------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|-------------------|--|
| Federal Fiscal Year 2029 | | | | | | | | \$164,447,429 | \$133,185,441 | \$31,261,988 | | | | | | | |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$2,512,326 | \$2,009,861 | \$502,465 | | | | | | | |
| Ferry Boat Program | | | | | | | | \$2,512,326 | \$2,009,861 | \$502,465 | | | | | | | |
| 2029 | S13273 | Statewide | | Ferry Boat Program Placeholder (FFY 2027-2031) | | FBP | \$12,566,558 | \$2,512,326 | \$2,009,861 | \$502,465 | | | | | | | |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$42,997,974 | \$35,838,379 | \$7,159,595 | | | | | | | |
| Bridge Inspections | | | | | | | | \$17,597,974 | \$14,078,379 | \$3,519,595 | | | | | | | |
| 2029 | S12759 | Statewide | | 2028 Bridge Inspection & Data Control | | STBG-BR-Off | \$29,381,728 | \$6,116,246 | \$4,892,997 | \$1,223,249 | | | | | | | |
| 2029 | S12759 | Statewide | | 2028 Bridge Inspection & Data Control | | NHPP | \$29,381,728 | \$11,481,728 | \$9,185,382 | \$2,296,346 | | | | | | | |
| Bridge Off-system | | | | | | | | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| 2029 | S13276 | Statewide | | Off System Bridge Projects (Additional) | | STBG-BR-Off | \$38,784,332 | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| Safety Improvements | | | | | | | | \$14,400,000 | \$12,960,000 | \$1,440,000 | | | | | | | |
| 2029 | S13433 | Statewide | | VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2029 | | VUS | \$3,600,000 | \$3,600,000 | \$3,240,000 | \$360,000 | | | | | | | |
| 2029 | S13434 | Statewide | | GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER | | HSIP | \$6,300,000 | \$6,300,000 | \$5,670,000 | \$630,000 | | | | | | | |
| 2029 | S13435 | Statewide | | SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2029) | | VUS | \$4,500,000 | \$1,000,000 | \$900,000 | \$100,000 | | | | | | | |
| 2029 | S13435 | Statewide | | SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2029) | | HSIP | \$4,500,000 | \$3,500,000 | \$3,150,000 | \$350,000 | | | | | | | |
| Highway Resiliency Improvement Program | | | | | | | | \$1,000,000 | \$800,000 | \$200,000 | | | | | | | |
| 2029 | S13457 | Statewide | | Statewide High Risk Infrastructure Resiliency Improvements | | PRCT | \$7,000,000 | \$1,000,000 | \$800,000 | \$200,000 | | | | | | | |
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$15,201,856 | \$12,161,485 | \$3,040,371 | | | | | | | |
| Accessibility Improvements | | | | | | | | \$5,201,856 | \$4,161,485 | \$1,040,371 | | | | | | | |
| 2029 | 613670 | Statewide | | DISTRICT 2- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT) | 2 | STBG | \$2,003,882 | \$2,003,882 | \$1,603,106 | \$400,776 | | | | | | | |

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STIP Investments Report
Statewide Region

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | |
|--|--------------------|-----------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|--|--|
| Federal Fiscal Year 2029 | | | | | | | | \$164,447,429 | \$133,185,441 | \$31,261,988 | | | | | | | |
| 2029 | 613673 | Statewide | | DISTRICT 3- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT) | 3 | STBG | \$1,488,540 | \$1,488,540 | \$1,190,832 | \$297,708 | | | | | | | |
| 2029 | 613722 | Statewide | | DISTRICT 6- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT) | 6 | STBG | \$1,709,434 | \$1,709,434 | \$1,367,547 | \$341,887 | | | | | | | |
| Intelligent Transportation Systems | | | | | | | | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| 2029 | S12783 | Statewide | | STATEWIDE ITS Program - 2027-2031 | | NHPP | \$50,000,000 | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | | \$103,735,273 | \$83,175,716 | \$20,559,557 | | | | | | | |
| State Planning & Research | | | | | | | | \$28,214,397 | \$22,571,518 | \$5,642,879 | | | | | | | |
| 2029 | S13483 | Statewide | | State Planning & Research (SPR) 1 Work Program (FFY 2029-2032) | | PLS | \$86,671,737 | \$17,140,616 | \$13,712,493 | \$3,428,123 | | | | | | Includes FTA Section 5304 funds that were transferred to FHWA Statewide Planning funds: FY 28 - \$904,777 + match FY 29 - \$922,872 + match FY 30 - \$941,330 + match FY 31 - \$960,156 + match | |
| 2029 | S13483 | Statewide | | State Planning & Research (SPR) 1 Work Program (FFY 2029-2032) | | STBG | \$86,671,737 | \$4,308,580 | \$3,446,864 | \$861,716 | | | | | | Includes FTA Section 5304 funds that were transferred to FHWA Statewide Planning funds: FY 28 - \$904,777 + match FY 29 - \$922,872 + match FY 30 - \$941,330 + match FY 31 - \$960,156 + match | |
| 2029 | S13484 | Statewide | | State Planning & Research (SPR) 2 Work Program (FFY 2029-2032) | | PLS | \$27,336,771 | \$6,765,201 | \$5,412,161 | \$1,353,040 | | | | | | | |
| Recreational Trails | | | | | | | | \$1,468,578 | \$1,174,862 | \$293,716 | | | | | | | |
| 2029 | S13504 | Statewide | | RECREATIONAL TRAILS PROGRAM (FFY2029) | | REC | \$1,468,578 | \$1,468,578 | \$1,174,862 | \$293,716 | | | | | | | |
| SRTS Education | | | | | | | | \$2,439,183 | \$1,951,346 | \$487,837 | | | | | | | |
| 2029 | S13510 | Statewide | | Safe Routes to School (SRTS) Education (FFY 2029) | | TAP | \$2,439,183 | \$2,439,183 | \$1,951,346 | \$487,837 | | | | | | | |
| Metropolitan Planning | | | | | | | | \$20,856,847 | \$16,685,478 | \$4,171,369 | | | | | | | |

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STIP Investments Report
Statewide Region

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | |
|--|--------------------|-----------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|--|--|
| Federal Fiscal Year 2029 | | | | | | | | \$164,447,429 | \$133,185,441 | \$31,261,988 | | | | | | | |
| 2029 | S13514 | Statewide | | Metropolitan Planning (FFY 2029-32 UPWPs) - PL & SPR | | PLM | \$84,278,184 | \$20,856,847 | \$16,685,478 | \$4,171,369 | | | | | | Includes FTA Section 5303 funds that were transferred to FHWA Metropolitan Planning funds: FFY 28 - \$4,254,192 + state match FFY 29 - \$4,426,062 + state match FFY 30 - 4,514,583 + state match FFY 31 - \$4,604,875 + state match | |
| Award Adjustments, Change Orders, etc. | | | | | | | | \$27,500,000 | \$22,187,498 | \$5,312,502 | | | | | | | |
| 2029 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | STBG-BR-Off | \$137,500,000 | \$1,600,222 | \$1,280,178 | \$320,044 | | | | | | | |
| 2029 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | CMAQ | \$137,500,000 | \$2,971,470 | \$2,377,176 | \$594,294 | | | | | | | |
| 2029 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | HSIP | \$137,500,000 | \$1,874,978 | \$1,687,480 | \$187,498 | | | | | | | |
| 2029 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | NHPP | \$137,500,000 | \$17,368,600 | \$13,894,880 | \$3,473,720 | | | | | | | |
| 2029 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | STBG | \$137,500,000 | \$1,969,306 | \$1,575,445 | \$393,861 | | | | | | | |
| 2029 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | TAP | \$137,500,000 | \$817,025 | \$653,620 | \$163,405 | | | | | | | |
| 2029 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | PRCT | \$137,500,000 | \$898,399 | \$718,719 | \$179,680 | | | | | | | |
| Carbon Reduction | | | | | | | | \$23,256,268 | \$18,605,014 | \$4,651,254 | | | | | | | |
| 2029 | S13517 | Statewide | | Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by MBTA | | CRP | \$51,504,427 | \$10,296,848 | \$8,237,478 | \$2,059,370 | | MBTA | | | | Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA. | |
| 2029 | S13518 | Statewide | | Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by RTAs | | CRP | \$64,822,513 | \$12,959,420 | \$10,367,536 | \$2,591,884 | | | | | | Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State. | |

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STIP Investments Report
Statewide Region

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | |
|--|--------------------|-----------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|-------------------|--|
| Federal Fiscal Year 2030 | | | | | | | | \$194,613,812 | \$163,746,788 | \$30,867,024 | | | | | | | |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$2,562,573 | \$2,050,058 | \$512,515 | | | | | | | |
| Ferry Boat Program | | | | | | | | \$2,562,573 | \$2,050,058 | \$512,515 | | | | | | | |
| 2030 | S13273 | Statewide | | Ferry Boat Program Placeholder (FFY 2027-2031) | | FBP | \$12,566,558 | \$2,562,573 | \$2,050,058 | \$512,515 | | | | | | | |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$46,831,618 | \$40,333,535 | \$6,498,083 | | | | | | | |
| Interstate Pavement | | | | | | | | \$14,282,404 | \$12,854,164 | \$1,428,240 | | | | | | | |
| 2030 | 614263 | Statewide | Multiple | NORTHBOROUGH- MARLBOROUGH- PAVEMENT PRESERVATION ON I-290 (MILE 14.7-20.02) | 3 | NHPP-I | \$14,282,404 | \$14,282,404 | \$12,854,164 | \$1,428,240 | | | | | | | |
| Non-Interstate Pavement | | | | | | | | \$5,649,214 | \$4,519,371 | \$1,129,843 | | | | | | | |
| 2030 | 616358 | Statewide | | WESTMINSTER- GARDNER- PAVEMENT PRESERVATION ON SR140 NB (MM 97.8 TO MM 100.7) | 3 | NHPP | \$5,649,214 | \$5,649,214 | \$4,519,371 | \$1,129,843 | | | | | | | |
| Bridge Off-system | | | | | | | | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| 2030 | S13276 | Statewide | | Off System Bridge Projects (Additional) | | STBG-BR-Off | \$38,784,332 | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| Bridge Inspections | | | | | | | | \$2,500,000 | \$2,000,000 | \$500,000 | | | | | | | |
| 2030 | S13277 | Statewide | | 2030 Bridge Inspection & Data Control | | NHPP | \$35,800,000 | \$2,500,000 | \$2,000,000 | \$500,000 | | | | | | | |
| Safety Improvements | | | | | | | | \$14,400,000 | \$12,960,000 | \$1,440,000 | | | | | | | |
| 2030 | S13436 | Statewide | | GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER | | HSIP | \$6,300,000 | \$6,300,000 | \$5,670,000 | \$630,000 | | | | | | | |
| 2030 | S13437 | Statewide | | SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2030) | | VUS | \$4,500,000 | \$1,000,000 | \$900,000 | \$100,000 | | | | | | | |
| 2030 | S13437 | Statewide | | SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2030) | | HSIP | \$4,500,000 | \$3,500,000 | \$3,150,000 | \$350,000 | | | | | | | |
| 2030 | S13438 | Statewide | | VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2030 | | VUS | \$3,600,000 | \$3,600,000 | \$3,240,000 | \$360,000 | | | | | | | |
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$15,037,800 | \$12,030,240 | \$3,007,560 | | | | | | | |
| Accessibility Improvements | | | | | | | | \$5,037,800 | \$4,030,240 | \$1,007,560 | | | | | | | |

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STIP Investments Report
Statewide Region

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | |
|--|--------------------|-----------|--------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|--|--|
| Federal Fiscal Year 2030 | | | | | | | | \$194,613,812 | \$163,746,788 | \$30,867,024 | | | | | | | |
| 2030 | 613671 | Statewide | | DISTRICT 3- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT) | 3 | STBG | \$1,798,192 | \$1,798,192 | \$1,438,554 | \$359,638 | | | | | | | |
| 2030 | 613672 | Statewide | | DISTRICT 3- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT) | 3 | STBG | \$1,967,833 | \$1,967,833 | \$1,574,266 | \$393,567 | | | | | | | |
| 2030 | 613723 | Statewide | | DISTRICT 5- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT) | 5 | STBG | \$1,271,775 | \$1,271,775 | \$1,017,420 | \$254,355 | | | | | | | |
| Intelligent Transportation Systems | | | | | | | | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| 2030 | S12783 | Statewide | | STATEWIDE ITS Program - 2027-2031 | | NHPP | \$50,000,000 | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | | \$130,181,821 | \$109,332,955 | \$20,848,866 | | | | | | | |
| GANS Repayment | | | | | | | | \$25,000,000 | \$25,000,000 | \$0 | | | | | | | |
| 2030 | S13423 | Statewide | | GANS Repayment (2030) | | NHPP-G | \$25,000,000 | \$25,000,000 | \$25,000,000 | \$0 | | | | | | | |
| State Planning & Research | | | | | | | | \$28,778,683 | \$23,022,946 | \$5,755,737 | | | | | | | |
| 2030 | S13483 | Statewide | | State Planning & Research (SPR) 1 Work Program (FFY 2029-2032) | | PLS | \$86,671,737 | \$17,483,428 | \$13,986,742 | \$3,496,686 | | | | | | Includes FTA Section 5304 funds that were transferred to FHWA Statewide Planning funds: FY 28 - \$904,777 + match FY 29 - \$922,872 + match FY 30 - \$941,330 + match FY 31 - \$960,156 + match | |
| 2030 | S13483 | Statewide | | State Planning & Research (SPR) 1 Work Program (FFY 2029-2032) | | STBG | \$86,671,737 | \$4,394,750 | \$3,515,800 | \$878,950 | | | | | | Includes FTA Section 5304 funds that were transferred to FHWA Statewide Planning funds: FY 28 - \$904,777 + match FY 29 - \$922,872 + match FY 30 - \$941,330 + match FY 31 - \$960,156 + match | |
| 2030 | S13484 | Statewide | | State Planning & Research (SPR) 2 Work Program (FFY 2029-2032) | | PLS | \$27,336,771 | \$6,900,505 | \$5,520,404 | \$1,380,101 | | | | | | | |
| Recreational Trails | | | | | | | | \$1,468,578 | \$1,174,862 | \$293,716 | | | | | | | |
| 2030 | S13505 | Statewide | | RECREATIONAL TRAILS PROGRAM (FFY2030) | | REC | \$1,468,578 | \$1,468,578 | \$1,174,862 | \$293,716 | | | | | | | |
| SRTS Education | | | | | | | | \$2,439,183 | \$1,951,346 | \$487,837 | | | | | | | |
| 2030 | S13511 | Statewide | | Safe Routes to School (SRTS) Education (FFY 2030) | | TAP | \$2,439,183 | \$2,439,183 | \$1,951,346 | \$487,837 | | | | | | | |

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STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | | |
|--|--------------------|-----------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|--|--|--|
| Federal Fiscal Year 2030 | | | | | | | | \$194,813,812 | \$183,746,788 | \$30,867,024 | | | | | | | | |
| Metropolitan Planning | | | | | | | | \$21,273,984 | \$17,019,187 | \$4,254,797 | | | | | | | | |
| 2030 | S13514 | Statewide | | Metropolitan Planning (FFY 2029-32 UPWPs) - PL & SPR | | PLM | \$84,278,184 | \$21,273,984 | \$17,019,187 | \$4,254,797 | | | | | | Includes FTA Section 5303 funds that were transferred to FHWA Metropolitan Planning funds: FFY 28 - \$4,254,192 + state match FFY 29 - \$4,426,062 + state match FFY 30 - 4,514,583 + state match FFY 31 - \$4,604,875 + state match | | |
| Award Adjustments, Change Orders, etc. | | | | | | | | \$27,500,000 | \$22,187,498 | \$5,312,502 | | | | | | | | |
| 2030 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | STBG-BR-Off | \$137,500,000 | \$1,600,222 | \$1,280,178 | \$320,044 | | | | | | | | |
| 2030 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | CMAQ | \$137,500,000 | \$2,971,470 | \$2,377,176 | \$594,294 | | | | | | | | |
| 2030 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | HSIP | \$137,500,000 | \$1,874,978 | \$1,687,480 | \$187,498 | | | | | | | | |
| 2030 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | NHPP | \$137,500,000 | \$17,368,600 | \$13,894,880 | \$3,473,720 | | | | | | | | |
| 2030 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | STBG | \$137,500,000 | \$1,969,306 | \$1,575,445 | \$393,861 | | | | | | | | |
| 2030 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | TAP | \$137,500,000 | \$817,025 | \$653,620 | \$163,405 | | | | | | | | |
| 2030 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | PRCT | \$137,500,000 | \$898,399 | \$718,719 | \$179,680 | | | | | | | | |
| Carbon Reduction | | | | | | | | \$23,721,393 | \$18,977,114 | \$4,744,279 | | | | | | | | |
| 2030 | S13517 | Statewide | | Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by MBTA | | CRP | \$51,504,427 | \$10,502,785 | \$8,402,228 | \$2,100,557 | | MBTA | | | | Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA. | | |
| 2030 | S13518 | Statewide | | Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by RTAs | | CRP | \$64,822,513 | \$13,218,608 | \$10,574,886 | \$2,643,722 | | | | | | Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State. | | |

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STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | | |
|--|--------------------|-----------|--------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|-------------------|--|--|
| Federal Fiscal Year 2031 | | | | | | | | \$248,559,856 | \$205,997,154 | \$42,562,702 | | | | | | | | |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$2,613,824 | \$2,091,059 | \$522,765 | | | | | | | | |
| Ferry Boat Program | | | | | | | | \$2,613,824 | \$2,091,059 | \$522,765 | | | | | | | | |
| 2031 | S13273 | Statewide | | Ferry Boat Program Placeholder (FFY 2027-2031) | | FBP | \$12,566,558 | \$2,613,824 | \$2,091,059 | \$522,765 | | | | | | | | |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$81,702,047 | \$68,323,409 | \$13,378,638 | | | | | | | | |
| Interstate Pavement | | | | | | | | \$15,217,715 | \$13,695,944 | \$1,521,772 | | | | | | | | |
| 2031 | 609099 | Statewide | Multiple | MILFORD- HOPKINTON- WESTBOROUGH- SOUTHBOROUGH- RESURFACING AND RELATED WORK ON I-495N | 3 | NHPP-I | \$15,217,715 | \$15,217,715 | \$13,695,944 | \$1,521,772 | | | | | | | | |
| Bridge Off-system | | | | | | | | \$18,784,332 | \$15,027,466 | \$3,756,866 | | | | | | | | |
| 2031 | S13276 | Statewide | | Off System Bridge Projects (Additional) | | STBG-BR-Off | \$38,784,332 | \$18,784,332 | \$15,027,466 | \$3,756,866 | | | | | | | | |
| Bridge Inspections | | | | | | | | \$33,300,000 | \$26,640,000 | \$6,660,000 | | | | | | | | |
| 2031 | S13277 | Statewide | | 2030 Bridge Inspection & Data Control | | NHPP | \$35,800,000 | \$33,300,000 | \$26,640,000 | \$6,660,000 | | | | | | | | |
| Safety Improvements | | | | | | | | \$14,400,000 | \$12,960,000 | \$1,440,000 | | | | | | | | |
| 2031 | S13439 | Statewide | | GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER | | HSIP | \$6,300,000 | \$6,300,000 | \$5,670,000 | \$630,000 | | | | | | | | |
| 2031 | S13440 | Statewide | | SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2031) | | VUS | \$4,500,000 | \$1,000,000 | \$900,000 | \$100,000 | | | | | | | | |
| 2031 | S13440 | Statewide | | SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2031) | | HSIP | \$4,500,000 | \$3,500,000 | \$3,150,000 | \$350,000 | | | | | | | | |
| 2031 | S13441 | Statewide | | VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2031 | | VUS | \$3,600,000 | \$3,600,000 | \$3,240,000 | \$360,000 | | | | | | | | |
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$25,801,083 | \$20,640,866 | \$5,160,217 | | | | | | | | |
| Accessibility Improvements | | | | | | | | \$5,804,836 | \$4,643,869 | \$1,160,967 | | | | | | | | |
| 2031 | 613719 | Statewide | | DISTRICT 5- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT) | 5 | STBG | \$2,398,297 | \$2,398,297 | \$1,918,638 | \$479,659 | | | | | | | | |
| 2031 | 613721 | Statewide | | DISTRICT 6- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT) | 6 | STBG | \$1,698,727 | \$1,698,727 | \$1,358,982 | \$339,745 | | | | | | | | |

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STIP Investments Report
Statewide Region

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | |
|--|--------------------|-----------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|--|--|
| Federal Fiscal Year 2031 | | | | | | | | \$248,559,856 | \$205,997,154 | \$42,562,702 | | | | | | | |
| 2031 | 613724 | Statewide | | DISTRICT 6- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT) | 6 | STBG | \$1,707,812 | \$1,707,812 | \$1,366,250 | \$341,562 | | | | | | | |
| Intelligent Transportation Systems | | | | | | | | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| 2031 | S12783 | Statewide | | STATEWIDE ITS Program - 2027-2031 | | NHPP | \$50,000,000 | \$10,000,000 | \$8,000,000 | \$2,000,000 | | | | | | | |
| Safe Routes to School | | | | | | | | \$9,996,247 | \$7,996,998 | \$1,999,249 | | | | | | | |
| 2031 | S13446 | Statewide | | STATEWIDE - SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENT PROJECTS (PLACEHOLDER FOR FY2031) | | TAP | \$9,996,247 | \$9,996,247 | \$7,996,998 | \$1,999,249 | | | | | | | |
| Section 2C / Federal Aid Funded State Prioritized Expansion Projects | | | | | | | | \$11,785,600 | \$9,428,480 | \$2,357,120 | | | | | | | |
| Bicycle and Pedestrian | | | | | | | | \$11,785,600 | \$9,428,480 | \$2,357,120 | | | | | | | |
| 2031 | S13458 | Statewide | | WAKEFIELD- RAIL TRAIL CONSTRUCTION NORTHERN SEGMENT | | CMAQ | \$11,785,600 | \$11,785,600 | \$9,428,480 | \$2,357,120 | | | | | | Placeholder for rail trail segment in the Lynnfield Wakefield Rail Trail alignment to be initiated | |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | | \$126,657,302 | \$105,513,339 | \$21,143,963 | | | | | | | |
| GANS Repayment | | | | | | | | \$20,000,000 | \$20,000,000 | \$0 | | | | | | | |
| 2031 | S13424 | Statewide | | GANS Repayment (2031) | | NHPP-G | \$20,000,000 | \$20,000,000 | \$20,000,000 | \$0 | | | | | | | |
| State Planning & Research | | | | | | | | \$29,354,257 | \$23,483,406 | \$5,870,851 | | | | | | | |
| 2031 | S13483 | Statewide | | State Planning & Research (SPR) 1 Work Program (FFY 2029-2032) | | PLS | \$86,671,737 | \$17,833,097 | \$14,266,478 | \$3,566,619 | | | | | | Includes FTA Section 5304 funds that were transferred to FHWA Statewide Planning funds: FY 28 - \$904,777 + match FY 29 - \$922,872 + match FY 30 - \$941,330 + match FY 31 - \$960,156 + match | |
| 2031 | S13483 | Statewide | | State Planning & Research (SPR) 1 Work Program (FFY 2029-2032) | | STBG | \$86,671,737 | \$4,482,645 | \$3,586,116 | \$896,529 | | | | | | Includes FTA Section 5304 funds that were transferred to FHWA Statewide Planning funds: FY 28 - \$904,777 + match FY 29 - \$922,872 + match FY 30 - \$941,330 + match FY 31 - \$960,156 + match | |
| 2031 | S13484 | Statewide | | State Planning & Research (SPR) 2 Work Program (FFY 2029-2032) | | PLS | \$27,336,771 | \$7,038,515 | \$5,630,812 | \$1,407,703 | | | | | | | |
| Recreational Trails | | | | | | | | \$1,468,578 | \$1,174,862 | \$293,716 | | | | | | | |

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STIP Investments Report
Statewide Region

STIP: 2027 - 2031 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | |
|--|--------------------|-----------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|--|--|
| Federal Fiscal Year 2031 | | | | | | | | \$248,559,856 | \$205,997,154 | \$42,562,702 | | | | | | | |
| 2031 | S13506 | Statewide | | RECREATIONAL TRAILS PROGRAM (FFY2031) | | REC | \$1,468,578 | \$1,468,578 | \$1,174,862 | \$293,716 | | | | | | | |
| SRTS Education | | | | | | | | \$2,439,183 | \$1,951,346 | \$487,837 | | | | | | | |
| 2031 | S13512 | Statewide | | Safe Routes to School (SRTS) Education (FFY 2031) | | TAP | \$2,439,183 | \$2,439,183 | \$1,951,346 | \$487,837 | | | | | | | |
| Metropolitan Planning | | | | | | | | \$21,699,464 | \$17,359,571 | \$4,339,893 | | | | | | | |
| 2031 | S13514 | Statewide | | Metropolitan Planning (FFY 2029-32 UPWPs) - PL & SPR | | PLM | \$84,278,184 | \$21,699,464 | \$17,359,571 | \$4,339,893 | | | | | | Includes FTA Section 5303 funds that were transferred to FHWA Metropolitan Planning funds: FFY 28 - \$4,254,192 + state match FFY 29 - \$4,426,062 + state match FFY 30 - 4,514,583 + state match FFY 31 - \$4,604,875 + state match | |
| Award Adjustments, Change Orders, etc. | | | | | | | | \$27,500,000 | \$22,187,498 | \$5,312,502 | | | | | | | |
| 2031 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | STBG-BR-Off | \$137,500,000 | \$1,600,222 | \$1,280,178 | \$320,044 | | | | | | | |
| 2031 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | CMAQ | \$137,500,000 | \$2,971,470 | \$2,377,176 | \$594,294 | | | | | | | |
| 2031 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | HSIP | \$137,500,000 | \$1,874,978 | \$1,687,480 | \$187,498 | | | | | | | |
| 2031 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | NHPP | \$137,500,000 | \$17,368,600 | \$13,894,880 | \$3,473,720 | | | | | | | |
| 2031 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | STBG | \$137,500,000 | \$1,969,306 | \$1,575,445 | \$393,861 | | | | | | | |
| 2031 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | TAP | \$137,500,000 | \$817,025 | \$653,620 | \$163,405 | | | | | | | |
| 2031 | S13515 | Statewide | | Awards, Adjustments, Change Orders, etc. (2027-2031) | | PRCT | \$137,500,000 | \$898,399 | \$718,719 | \$179,680 | | | | | | | |
| Carbon Reduction | | | | | | | | \$24,195,820 | \$19,356,656 | \$4,839,164 | | | | | | | |
| 2031 | S13517 | Statewide | | Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by MBTA | | CRP | \$51,504,427 | \$10,712,840 | \$8,570,272 | \$2,142,568 | | MBTA | | | | Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA. | |
| 2031 | S13518 | Statewide | | Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by RTAs | | CRP | \$64,822,513 | \$13,482,980 | \$10,786,384 | \$2,696,596 | | | | | | Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State. | |

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