Berkshire County Metropolitan Planning Organization

BMC Area Improvements – Pittsfield Merrill Road - Pittsfield

Ashland Street - North Adams

East Street - Pittsfield

Washington Mt. Road - Egremont Dalton Division Road - Dalton

Highway Safety Analysis Transit Bridge Berkshire MPO Bike Capacity



Improvements Transit Air Quality Safety Bike Trail

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

Notice of Nondiscrimination Rights and Protections to Beneficiaries

Federal "Title VI/Nondiscrimination" Protections

The Berkshire Regional Planning Commission (BRPC) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administrated by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within MassDOT's Title VI Programs consistent with federal interpretation and administration. Additionally, BRPC provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

State Nondiscrimination Protections

BRPC also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§ 92a, 98, 98a, prohibiting making any distinction, discrimination, or restriction in admission to or treatment in a place of public accommodation based on race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry. Likewise, MassDOT complies with the Governor's Executive Order 526, section 4 requiring all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.

Additional Information

To request additional information regarding Title VI and related federal and state nondiscrimination obligations, please contact:

Title VI Coordinator/MPO Manager

BRPC

1 Fenn Street, Suite 201

Pittsfield, MA 01201

413-442-1521

TTY: 771 or 1-800-439-2370

info@berkshireplanning.org



Complaint Filing

To file a complaint alleging a violation of Title VI or related federal nondiscrimination law, contact the Title VI Coordinator (above) within 180 days of the alleged discriminatory conduct.

To file a complaint alleging a violation of the state's Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 300 days of the alleged discriminatory conduct at:

Massachusetts Commission Against Discrimination (MCAD)
One Ashburton Place, 6th Floor
Boston, MA 02109
617-994-6000 TTY: 617-994-6196

Translations

English: If this information is needed in another language, please contact the BMPO Title VI Coordinator at 413-442-1521.

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

Chinese Simple: 果需要使用其它语言了解信息,请联系Berkshire大都会规划组织(BMPO)《民权法案》第六章协调员,电话

413-442-1521。

Chinese Traditional: 如果需要使用其他語言瞭解資訊,請聯繫Berkshire大都會規劃組織(BMPO)《民權法案》第六章協調員,

BERKSHIRE METROPOLITAN PLANNING ORGANIZATION

BERKSHIRE REGIONAL PLANNING COMMISSION

1 FENN STREET, SUITE 201, PITTSFIELD, MASSACHUSETTS 01201
TELEPHONE (413) 442-1521 · FAX (413) 442-1523
www.berkshireplanning.org

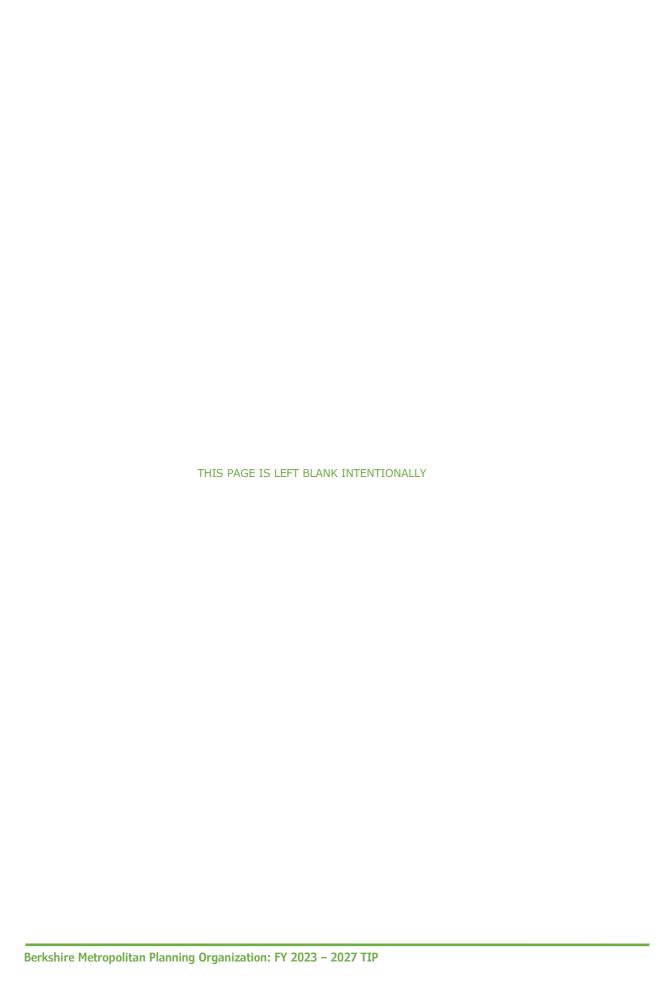
TRANSPORTATION IMPROVEMENT PROGRAM

FOR

THE BERKSHIRE REGION

OCTOBER 1, 2022 - SEPTEMBER 30, 2027

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.



BERKSHIRE METROPOLITAN PLANNING ORGANIZATION

BERKSHIRE REGIONAL PLANNING COMMISSION

1 FENN STREET, SUITE 201, PITTSFIELD, MASSACHUSETTS 01201

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www.berkshireplanning.org

MPO CERTIFICATION

Transportation Improvement Program (TIP) FFY 2023 – 2027

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 2023 - 2027, 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 2023-2027 TIP document on their behalf.

Jamey L. Tesler, Secretary and CEO
Massachusetts Department of Transportation

Chair, Berkshire MPO

May 24, 2022

i

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 Bipartisan Infrastructure Law (BIL) 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.

BIL and FAST Act Legislation

The BIL was enacted on November 15, 2021, as Infrastructure Investment and Jobs Act. As under the FAST Act, the BIL authorizes a single, combined amount for each year for all apportioned highway programs combined. The BIL 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 BIL 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. FAST Act had replaced MAP-21 which was enacted in 2012.

The BIL supports and builds on the changes made by 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 energy 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.

FAST Act was built on the changes made by MAP-21, specifically addresses all modes of transportation, and enhances many of the existing provisions and programs defined in past transportation legislation. The BIL and FAST Act legislation maintains national performance goals for federal highway programs, including:

- 1. Safety: Achieve significant reduction in traffic fatalities and serious injuries on all public roads;
- 2. Infrastructure Condition: Maintain the highway infrastructure asset system in a state of good repair;
- 3. Congestion Reduction: Achieve significant reduction in congestion on the National Highway System;
- 4. System Reliability: Improve efficiency of the surface transportation system;
- 5. Freight Movement and Economic Vitality: Improve the national freight network, strengthen the ability of rural communities to access national and international trade market, and support regional economic development;
- 6. Environmental Sustainability: Enhance performance of the transportation system while protecting and enriching the natural environment;
- 7. Reduced Project Delivery Delays: Reduce project costs, promote jobs and the economy, and expedite movement of people and goods by accelerating project completion while eliminating delays in the development and delivery process, lessening regularity burdens, and improving the work practices of the agencies.

The BIL 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 then MPOs will 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.

Safety Performance Measures (PM1):

Berkshire MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2022. 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 rolling average trend lines for all FHWA-defined safety measures. For CY 2022 targets, all five safety measures—total number of fatalities, rate of fatalities per 100 million vehicle miles traveled, total number of incapacitating injuries, rate of incapacitating injuries per 100 million VMT, and the total number of nonmotorist fatalities and injuries —were established by extending their trend lines into the 2017-2021 and 2018-2022 periods. All five of these measures are showing modest improvement at the statewide level. This year, the total number of nonmotorist fatalities and serious injuries measure also includes data from other nonmotorized users such as skaters, and users of wheelchairs as well as other mobility devices.

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, 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 Tracker 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.

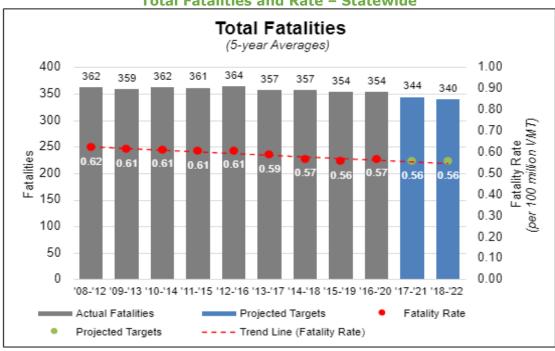
The safety measures MassDOT has established for CY 2021 statewide, and that Berkshire MPO has adopted, are as follows:

- 1) Fatalities: The target number of fatalities for years CY 2022 is 340. The long-term goal is zero fatalities in the Commonwealth.
- 2) Rate of Fatalities per 100 million VMT: The target fatality rate for years CY 2022 is 0.56.
- 3) Serious Injuries: The target number of incapacitating injuries for CY 2022 is 2504.
- 4) Rate of Incapacitating Injuries per 100 million VMT: The incapacitating injury rate target for CY 2022 is 4.11 per year.
- 5) Total Number of Injuries and Fatalities for Non-Motorized Modes: The CY 2021 target number of fatalities and incapacitating injuries for non-motorists is 471 per year.

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

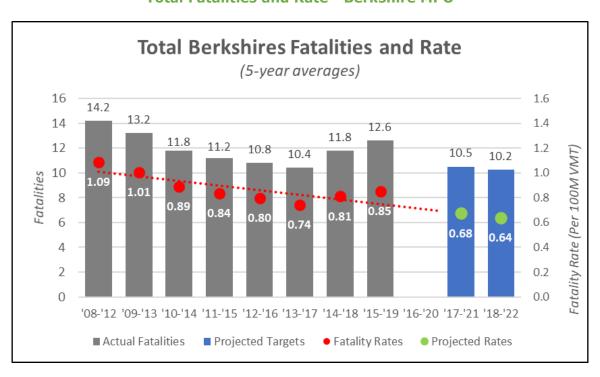
The Berkshire Region is showing improvement in traffic safety for four of the five performance measures. The five-year rolling average of fatalities in Berkshire County has moved in the wrong direction over the past two years, though the overall trend is still down. One alarming trend is the increasing number of total injuries and fatalities for non-motorized modes. In the Berkshires in 2020, while there were no deaths recorded, a new high of 14 serious injuries were recorded –

preventing the 5-year average from dropping.



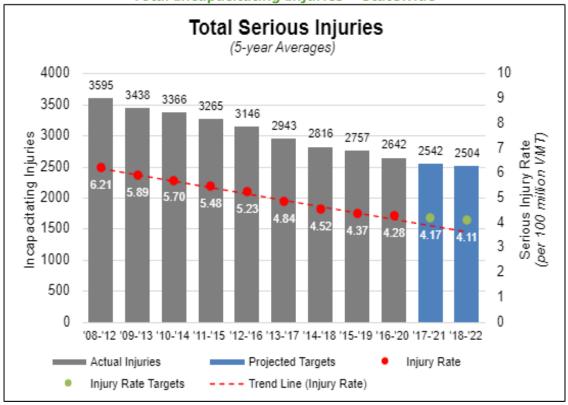
Total Fatalities and Rate - Statewide

Note: Graphs of Berkshire safety data do not include equivalent projection of trend lines or target setting. The Berkshire MPO adopted the statewide targets for all five safety performance measures.

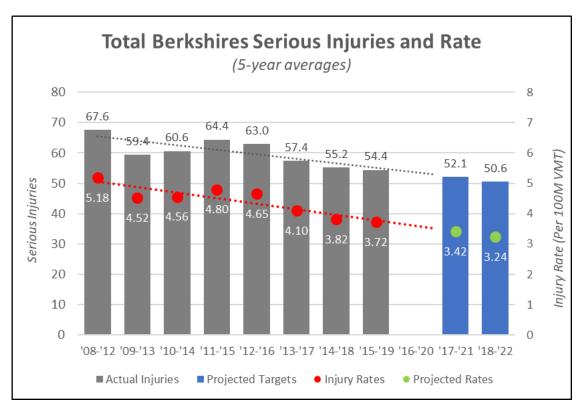


Total Fatalities and Rate - Berkshire MPO

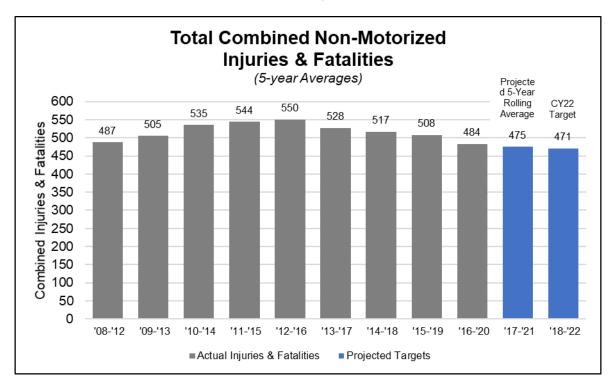
Total Incapacitating Injuries - Statewide



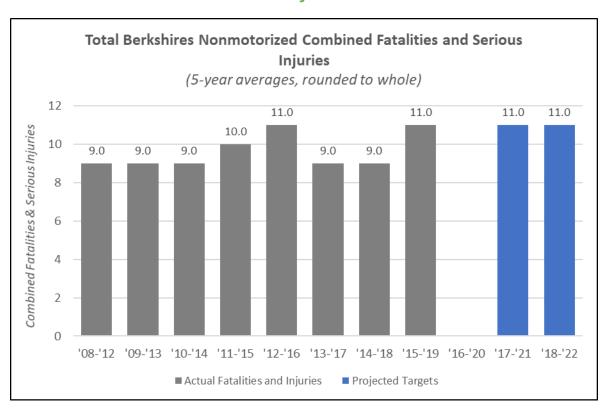
Total Incapacitating Injuries - Berkshire MPO







Total Combined Non-Motorized Injuries & Fatalities - Berkshire MPO



Bridge & Pavement Performance Measures (PM2):

Berkshire MPO has chosen to adopt the 2-year (2020) and 4-year (2022) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by May 20th, 2018, with MPOs either adopting the statewide target or establishing their own by November 2018. 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 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 based on a single year of data collection, and thus were set to remain steady under the guidance of FHWA. These measures are to be revisited at the 2-year mark (2020), once three years of data are available, for more informed target setting.

MassDOT considered updates to these targets as part of the mid-performance period assessment due to FHWA in October 2020. Although no updates were made to the targets included in the Berkshires TIP, the "baseline" data was updated, per the most recent Transportation Performance Management Form.

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.

Performance Measure	Current (2019)	2-year target (2020)	4-year target (2022)
Bridges in good condition	16.10%	15.0%	16.0%
Bridges in poor condition	12.56%	13.0%	12.0%
Interstate Pavement in good condition	70.1%	NA	70.0%
Interstate Pavement in poor condition	0.3%	NA	4.0%
Non-Interstate Pavement in good condition	32.9%	30.0%	30.0%

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

Berkshire MPO has chosen to adopt the 2-year (2020) and 4-year (2022) statewide reliability, congestion, and emissions performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by May 20th, 2018, with MPOs either adopting the statewide target or establishing their own by November 2018.

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. As this data set has but one year of consistent data, FHWA guidance has been to set conservative targets and to adjust future targets once more data becomes available. To that end, MassDOT's reliability performance targets are set to remain the same.

		Proposed 2020 Target	Proposed 2022 Target
Measure	2019 Figure	(CY2018-CY2019 Performance Period)	(CY2018-CY2021 Performance Period)
Travel Time Reliability	69.1% Interstate	68% Interstate	68% Interstate
Traver Time Reliability	82.4% Non-Interstate	80% Non-Interstate	80% Non-Interstate

Level of Travel Time Reliability

LOTTR for Berkshire Interstate =100% LOTTR for Berkshire NHS = 95.2%

Truck Travel Time Reliability

TTTR for Berkshire = 1.292
TTTR for MassDOT Statewide = 1.85

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

BRTA provides public transportation service to its 25 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 12 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.

Performance Targets & Measures:

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

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.

Transit Safety Performance Targets:

Specify performance targets based on the safety performance measure established under the National Public Transportation Safety Plan.

The targets below are based on the review of the previous five years of BRTA's safet 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 1,00	*Rates are per 1,000,000 vehicle revenue miles												

Berkshire Metropolitan Planning Organization: FY 2023 - 2027 TIP

Berkshire Metropolitan Planning Organization Membership:

In the Berkshire region, the MPO presently consists of ten members and two 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
- North Towns Representative
- North Central Towns Representative
- Southeast Towns Representative
- Southwest Towns Representative

Ex-Officio members:

- Federal Highway Administration, Division Administrator
- Federal Transit Administration, Regional Administrator

MPO Signatories

3.6	T T 1	C 1 CEC	CI : CDI CO
Mass	Jamey Tesler,	Secretary and CEO,	Chair of BMPO

DOT David Mohler, Executive Director representing Jamey Tesler

Steve Woelfel, Deputy Executive Director (alternate)

DOT Jonathan Gulliver, MassDOT Highway Administrator

Highway Francisca Heming, District 1 Highway Director, representing Administrator Gulliver

Mark Moore, Highway Division District 1 (alternate)

BRPC John Duval, Chair (Adams)

Samuel Haupt, Alternate (Peru) Vacant, Second alternate

BRTA Sheila Irvin, Chair (Pittsfield)

Robert Malnati, Administrator (alternate)

Sarah Vallieres (second alternate)

Pittsfield The Honorable Linda Tyer

Representing Pittsfield (permanent member)

Ricardo Morales (first alternate) Vacant (second alternate)

N. Adams The Honorable Jennifer A. Macksey

Representing North Adams (permanent member)

Michael Nuvallie (first alternate) Zach Fuery (second alternate)

North Andy Hogeland, Williamstown Subregion Christine Hoyt, Adams (alternate)

North John Boyle, Dalton

Central Ray Bolduc, Hinsdale (alternate)

South Kent Lew, Washington East Vacant (alternate)

South James Lovejoy, Mount Washington West Rene Wood, Sheffield (alternate)

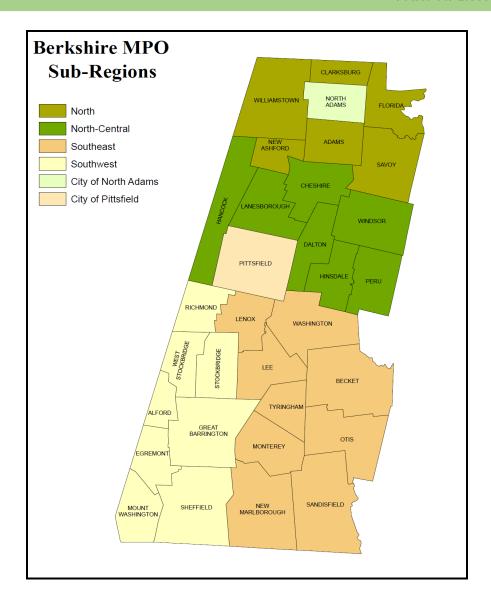
BRPC is responsible, under contracts with the Massachusetts Department of Transportation (MassDOT) for conducting the regional transportation planning process utilizing federal planning funds.

The Berkshire MPO has also established the Transportation Advisory Committee (TAC) which serves as a standing advisory committee that provides for the involvement of local government officials, transportation professionals and other representatives of transportation providers, user groups, and other relevant interests. It is the intent of the MPO to have a TAC that provides a broad-based transportation planning perspective and is fully representative of the Berkshire regional community. Table below lists the current TAC membership.

Berkshire Regional Planning Commission
Transportation Advisory Committee Membership (as of April 2022)

Municipal Members									
Town/City	Representative Name								
ADAMS	Vacant								
ALFORD	No rep appointed as of 1/13/11								
BECKET	Bill Elovirta								
CHESHIRE	No rep appointed as of 9/11/08								
CLARKSBURG	Carl McKinney								
DALTON	Joe Diver								
EGREMONT	James Noe								
FLORIDA	Vacancy 5/7/13								
GREAT BARRINGTON	Sean Van Deusen								
HANCOCK	No rep appointed as of 12/18/06								
HINSDALE	Scott Rodman								
LANESBOROUGH	Jack Hickey/Ron Tinkham								
LEE	Vacant								
LENOX	Bill Gop								
MONTEREY	Wayne Burkhart								
MOUNT WASHINGTON	John Koczera								
NEW ASHFORD	Dr. Ben Glick								
NEW MARLBOROUGH	Vacant								
NORTH ADAMS	Annie Rodgers								
OTIS	Brandi Page								
PERU	Sam Haupt								
PITTSFIELD	Ricardo Morales								
RICHMOND	Roger W. Manzolini								
SANDISFIELD	No rep appointed as of 12/18/06								
SAVOY	No rep appointed as of 12/18/06								
SHEFFIELD	Ed Pickert								
STOCKBRIDGE	Catherine Chester								
TYRINGHAM	Ed Nardi								
WASHINGTON	Tom Johnson								
WEST STOCKBRIDGE	No rep appointed as of 1/7/09								
WILLIAMSTOWN	Tim Kaiser								
WINDSOR	No rep appointed as of 1/13/11								
MASSDOT	Peter Frieri								
	T CLOS T MOTI								

Non-Municipal Members (subject to	MPO Approval)
Organization Name	Representative Name
AAA SOUTHERN NEW ENGLAND (Pittsfield)	Tom Goggins
AMERICAN RED CROSS BERKSHIRE CHAPTER	Kathleen Phillips
BAKER HILL ROAD DISTRICT	Vacant
BERKSHIRE BIKE PATH COUNCIL	Marjorie Cohan
1BERKSHIREs CHAMBER OF COMMERCE	Jonathan Butler
BERKSHIRE COMMUNITY COLLEGE	Vacant
BERKSHIRE COUNTY SCHOOL DISTRICTS SUPERINTENDENTS	William Ballen
BERKSHIRE CYCLING ASSOCIATION	Greg Herrman
BERKSHIRE MALL	Vacant
BERKSHIRE REGIONAL TRANSIT AUTHORITY	Robert Malnati
MASS ASSOC. OF CONSERVATION COMMISSIONS	Shepley Evans
MASS COLLEGE OF LIBERAL ARTS	Jim Stakenas
NORTHERN BERKSHIRES COMMUNITY COALITION	Vacant
PITTSFIELD MUNICIPAL AIRPORT	Vacant
SOUTHERN BERKSHIRE CHAMBER OF COMMERCE	Vacant
THE NATURE CONSERVANCY	No rep appointed as of 1/13/11



Format

This document is in five parts in accordance with the standard format for TIPs, which was developed jointly by the federal, state, and regional agencies.

- 1. This, the first section, presents a narrative overview of the TIP and its development.
- 2. The second section presents the listings of TIP projects in the formats required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
- 3. The third section of this document contains the federal requirements for the TIP in accordance with the mandates of BIL, FAST, its predecessors and other applicable laws and regulations. As such this section addresses federal transportation requirements such as the air quality conformity review, fiscal constraint, and other requirements.
- 4. The fourth section contains attachments: lists of the TIP projects arranged by mode and by town; transportation network map; TIP projects map, GHG monitoring and evaluation; FHWA & FTA Title VI Certifications & Assurances.
- 5. The final section is an appendix containing all comments, and corresponding responses, that were offered during the formal 21-day Public Review Period.

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. The resulting projects which are selected for implementation do support one or more of the seven National Performance Goals contained in MAP-21 [§ 1203; 23 USC 150(b)].

For the Federal Fiscal year 2023 – 2027 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 2023 – 2027 TIP Project Evaluation table on the next page shows the list of projects that were evaluated for FFY 2023 – 2027 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 EJ 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.

Berkshire MPO FFY 2023-2027 TIP Project Evaluation Results of MPO Staff Evaluation of Highway Projects, February 11th, 2022, sorted by Total Project Score

			Road Condition	Mobility	Reg. Connectivity	Goods Movement	Safety	Environment	GHG Emissions	Livability							
Project ID	Project	Town/City	Project will construct new road, or will strengthen pavement structure (not surface only) of existing road or will improve substandard 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).	rate	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 EJ populations.	Total Project Score	Project Cost	Project Design Status (MassDOT)	CMAQ Eligible	HSIP Eligible	Most Recent PASER Rating	Programmed in FFY 2023-2027 TIP
606233		PITTSFIELD	0	1	1	1	1	0	1	1	6	\$4,979,287	25%	1	1	NA	2023
604003	EAST STREET (LYMAN ST TO MERRILL RD)	PITTSFIELD	1	1	1	1	0	0	1	1	6	\$7,265,007	25%			5	2026
608737	DALTON DIVISION ROAD	DALTON	1	0	1	1	1	0	1	1	6	\$9,888,000	<25%	√		6	2027 & 2028
608768	MERRILL ROAD (ROUTE 9)	PITTSFIELD	1	0	1	1	1	0	1	1	6	\$8,152,035	25%		1	4	2024
609292	EAST STREET (LYMAN ST TO ELM ST)	PITTSFIELD	1	0	1	1	1	0	1	1	6	\$5,000,000	<25%	√	1	4	
609277	ASHLAND STREET	NORTH ADAMS	1	1	0	1	1	0	1	1	6	\$7,280,143	25%	√		5	2025
611970	ROUTE 20 (MAIN ST, PARK ST) @ WEST PARK ST	LEE	0	1	1	1	1	0	1	1	6	\$3,880,875	<25%	1		NA	2027
609465		GREAT BARRINGTON	1	0	1	0	1	0	1	1	5	\$12,700,000	<25%	√		5	
609215	SOUTH MAIN STREET (ROUTE 7)	GREAT BARRINGTON	1	0	1	0	0	0	1	1	4	\$6,931,990	<25%			6	
608547	MOUNT WASHINGTON ROAD	EGREMONT	1	0	1	1	0	1	0	0	4	\$8,434,000	25%	1		5	2026 & 2027
609256	ROUTE 7	LANESBOROUGH	1	0	1	0	0	0	1	0	3	\$3,400,000	<25%			7	
608472	ROUTE 43	WILLIAMSTOWN	1	0	0	0	0	0	1	1	3	\$10,000,000	<25%	1		5	
610716	ROUTE 7 @ ROUTE 43	WILLIAMSTOWN	0	0	0	1	1	0	1	0	3	\$3,169,087	25%	1		NA	2023
607500	ROUTE 143	HINSDALE	1	0	0	0	0	0	0	0	1	\$4,200,000	<25%			4	
609464	ROUTE 23/ 183	GREAT BARRINGTON	0	0	1	0	0	0	0	0	1	\$2,690,763	<25%			6	2022

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 26, 2022 and May 23, 2022 are summarized in the Appendix.

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 Transit Management (BTM), a division of First Transit, Inc. is the current fixed route operating company. BTM was selected over other private companies in a competitive bidding process in 2003 and replaced the previous operator since January 2004. The current Transit Management contract for fixed route and paratransit services between BRTA and First Transit is a three-year contract with an option to extend one year for each of 2 subsequent years. The BRTA contract with First Transit will end on June 30, 2024, unless opted to utilize the extensions. 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 moving a project from Year 2 to Year 1, or a 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 C 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.

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 2024 to construct a shared-use path along Merrill Road in Pittsfield.
- In FFY 2026 to construct a multi-use sidewalk along East Street in Pittsfield.

BRPC will identify other intersection improvement 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.

ARRA: AMERICAN RECOVERY AND REINVESTMENT ACT of 2009.

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 Fodoral share is 80 percent, and the State share is 30 percent.

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.

HPP: HIGH PRIORITY PROJECTS – FHWA funding designated by members of Congress for

specific projects under TEA-21 or SAFETEA-LU. The federal share is 80 percent, and the state share is 20 percent, although some earmarks have been 100 percent

federally funded.

HSIP: HIGHWAY SAFETY IMPROVEMENT PROGRAM - Projects included in this category

should demonstrate the 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: NEW GENERATION BRIDGE PROGRAM

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 - To improve the efficient movement of

freight on the National Highway Freight Network (NHFN) and support several goals.

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-TE: TRANSPORTATION ENHANCEMENTS - Landscaping, pedestrian and bicycle facilities,

scenic easements, preservation of abandoned RR ROW, mitigation, and the like. The

Federal share is 80 percent and the State share is 20 percent.

STPP: Surface Transportation Priorities Project earmark.

Sec.115: SECTION 115 of the Transportation Appropriations Act of 2004, which set aside FHWA

funding designated by members of Congress for specific projects.

Sec.117: SECTION 117 of the Transportation Appropriations Act of 2005, which set aside FHWA

funding designated by members of Congress for specific projects.

Sec.112: SECTION 112 of the Transportation Appropriations Act of 2006, which set aside FHWA

funding designated by members of Congress for specific projects.

STP-BR-Off: Off – System Bridges.

SRTS: Safe Routes to School.

SBYWY: Scenic Byways.

TAP: Transportation Alternatives Program.

TCSP: TRANSPORTATION, COMMUNICATION & SYSTEM PRESERVATION EARMARK.

TI: Transportation Improvement Project earmark.

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.

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.

CMAO PROJECTS: Projects programmed in the region that uses CMAO funding.

HSIP PROJECTS: Projects programmed in the region that uses HSIP funding.

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.

														STIP: 2023 - 2027
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	PSAC Score	Proponent	Other Information
Federal	Fiscal Year 20	23						\$38,041,536	\$30,476,656	\$7,564,880				
Section	1A / Regionally	y Prioritized P	Projects					\$8,148,374	\$6,562,127	\$1,586,247				
Intersec	tion Improvem	ents						\$8,148,374	\$6,562,127	\$1,586,247				
2023	3 606233	Berkshire Region	Pittsfield	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	1	HSIP	\$4,979,287	\$434,275	\$390,848	\$43,428	6 of 8	64.5	Pittsfield	Total Project Cost = \$4,979,287; HSIP = \$434,275; STBG = \$4,545,012
2023		Berkshire Region	Pittsfield	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	1	STBG	\$4,979,287	\$4,545,012	\$3,636,010	\$909,002	6 of 8	64.5	Pittsfield	Total Project Cost = \$4,979,287; HSIP = \$434,275; STBG = \$4,545,012
		Berkshire Region	Williamstown	WILLIAMSTOWN- INTERSECTION IMPROVEMENTS AT ROUTE 7 AND ROUTE 43	1	STBG	\$3,169,087	\$3,169,087	\$2,535,270	\$633,817	3 of 8	26.5	MassDOT	Total Project Cost = \$3,169,087
Section	2A / State Prio	ritized Reliab	ility Projects					\$28,475,260	\$22,780,208	\$5,695,052				
Bridge (On-system NHS	3						\$17,860,524	\$14,288,419	\$3,572,105				
2023		Berkshire Region	North Adams	NORTH ADAMS- BRIDGE REPLACEMENT, N-14- 016, ROUTE 2 OVER THE HOOSIC RIVER	1	NHPP	\$17,860,524	\$17,860,524	\$14,288,419	\$3,572,105			MassDOT	
Non-Inte	erstate Paveme	ent						\$6,816,392	\$5,453,114	\$1,363,278				
2023	3 608813	Berkshire Region	Lanesborough	LANESBOROUGH- RESURFACING AND RELATED WORK ON ROUTE 7	1	NHPP	\$6,816,392	\$6,816,392	\$5,453,114	\$1,363,278			MassDOT	
Bridge (Off-system							\$3,798,344	\$3,038,675	\$759,669				
2023		Berkshire Region	Williamstown	WILLIAMSTOWN- BRIDGE REPLACEMENT, W-37- 010, MAIN STREET OVER HEMLOCK BROOK	1	STBG-BR-Off	\$2,027,984	\$2,027,984	\$1,622,387	\$405,597			MassDOT	
	3 609078	Berkshire Region	New Marlborough	NEW MARLBOROUGH- BRIDGE REPLACEMENT, N 08-020, KEYES HILL ROAD OVER UMPACHENE RIVER	ŀ 1	STBG-BR-Off	\$1,770,360	\$1,770,360	\$1,416,288	\$354,072			MassDOT	
Section	2C / State Pric	ritized Expan	sion Projects					\$1,417,902	\$1,134,322	\$283,580				
Bicycle	and Pedestriar							\$1,417,902	\$1,134,322	\$283,580				
2023	3 609289	Berkshire Region	Pittsfield	PITTSFIELD- ASHUWILLTICOOK BIKE TRAIL EXTENSION, CRANE AVENUE TO MERRILL ROAD	1	CMAQ	\$1,417,902	\$1,417,902	\$1,134,322	\$283,580	4 of 8	25	Pittsfield	

													STIP: 2023 - 2027
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Pr	MPO PS roject Sco	Propopent	Other Information
Federal F	iscal Year 20	24						\$20,481,821	\$15,523,689	\$4,958,132			
Section 1	A / Regionally	y Prioritized F	Projects					\$8,478,116	\$6,825,920	\$1,652,196			
Roadway	Reconstructi	on						\$8,478,116	\$6,825,920	\$1,652,196			
2024		Berkshire Region	Pittsfield	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, INCLUDING CONSTRUCTION OF SHARED-USE PATH	1	HSIP	\$8,478,116	\$434,275	\$390,848	\$43,428 6 0	of 8 57.5	MassDOT	Total Project Score = \$8,478,116; HSIP = \$434,275 + STBG = \$8,043,841; YOE = 4%
2024		Berkshire Region	Pittsfield	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, INCLUDING CONSTRUCTION OF SHARED-USE PATH	1	STBG	\$8,478,116	\$8,043,841	\$6,435,073	\$1,608,768 6 c	of 8 57.5	MassDOT	Total Project Score = \$8,478,116; HSIP = \$434,275 + STBG = \$8,043,841; YOE = 4%
Section 1	B / Earmark o	or Discretiona	ary Grant Funded	Projects				\$1,698,523	\$1,698,523	\$0			
Bridge O	ff-system NB							\$1,698,523	\$1,698,523	\$0			
2024		Berkshire Region	Cheshire	CHESHIRE- BRIDGE REPLACEMENT, C-10-002, SAND MILL ROAD OVER DRY BROOK	1	BROFF	\$1,698,523	\$1,698,523	\$1,698,523	\$0		MassDOT	
Section 2	A / State Prio	ritized Reliab	ility Projects					\$8,749,057	\$6,999,246	\$1,749,811			
Bridge O	n-system Non	-NHS						\$1,556,125	\$0	\$1,556,125			
2024		Berkshire Region	Lee	LEE- BRIDGE REPLACEMENT, L-05-004, MEADOW STREET OVER POWDER MILL BROOK	1	NGBP	\$1,556,125	\$1,556,125	\$0	\$1,556,125		MassDOT	
Bridge O	ff-system							\$3,133,046	\$2,506,437	\$626,609			
2024		Berkshire Region	Alford	ALFORD- BRIDGE REPLACEMENT, A-06-004, WEST ROAD OVER SCRIBNER BROOK	1	STBG-BR-Off	\$1,976,728	\$1,976,728	\$1,581,382	\$395,346		MassDOT	
2024		Berkshire Region	Monterey	MONTEREY- BRIDGE REPLACEMENT, M-29-001, CURTIS ROAD OVER KONKAPOT RIVER	1	STBG-BR-Off	\$1,156,318	\$1,156,318	\$925,054	\$231,264		MassDOT	
Non-Inte	rstate Paveme	ent						\$5,616,011	\$4,492,809	\$1,123,202			
2024		Berkshire Region	Multiple	LEE- BECKET- RESURFACING AND RELATED WORK ON ROUTE 20	1	NHPP	\$5,616,011	\$5,616,011	\$4,492,809	\$1,123,202		MassDOT	
Section 3	BB / Non-Fede	eral Aid Funde	ed					\$1,556,125	\$0	\$1,556,125			
	n-system Non							\$1,556,125	\$0	\$1,556,125			
2024		Berkshire Region	Lee	LEE- BRIDGE REPLACEMENT, L-05-004, MEADOW STREET OVER POWDER MILL BROOK	1	NGBP	\$1,556,125	\$1,556,125	\$0	\$1,556,125		MassDOT	

														STIP: 2023 - 2027
	MassDOT					Funding		Total		Non-Federal	MPO	PSAC		
Year	Project ID	MPO	Municipality	MassDOT Project Description	District	Source	Adjusted TFPC	Programmed Funds	Federal Funds	Funds	Project Score	Coore	Proponent	Other Information
	iscal Year 20							\$62,592,678	\$18,668,232	\$43,924,446				
		y Prioritized F	Projects					\$7,862,554 \$7,862,554	\$6,290,043 \$6,290,043	\$1,572,511 \$1,572,511				
	Reconstruct 609277	Berkshire	North Adams	NORTH ADAMS- RECONSTRUCTION OF ASHLAND STREET	1	STBG	\$7,862,554	\$7,862,554	\$6,290,043	\$1,572,511		48	North Adams	Total Project Cost = \$7,862,554; YOE = 8%
Section 2	PA / State Prio	Region pritized Reliab	ility Projects	ASHLAND STREET				\$15,472,736	\$12,378,189	\$3,094,547			Adams	
	n-system No							\$25,502,942	\$0	\$25,502,942				
2025	607677	Berkshire Region	Lee	LEE- BRIDGE REPLACEMENT, L-05-013, MILL STREET OVER WASHINGTON MOUNTAIN BROOK		NGBP	\$1,343,952	\$1,343,952	\$0	\$1,343,952			MassDOT	
2025	612162	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC	1	NGBP	\$5,748,999	\$5,748,999	\$0	\$5,748,999			MassDOT	
2025	612168	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC	1	NGBP	\$2,775,052	\$2,775,052	\$0	\$2,775,052			MassDOT	
2025	612183	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G- 11-002, DIVISION STREET OVER HOUSATONIC RIVER	1	NGBP	\$15,634,939	\$15,634,939	\$0	\$15,634,939			MassDOT	
Bridge O	ff-system							\$15,472,736	\$12,378,189	\$3,094,547				
2025	608859	Berkshire Region	Tyringham	TYRINGHAM- SUPERSTRUCTURE REPLACEMENT, T-10-003, JERUSALEM ROAD OVER HOP BROOK	1	STBG-BR-Off	\$2,711,826	\$2,711,826	\$2,169,461	\$542,365			MassDOT	
2025	609076	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G- 11-006, COTTAGE STREET OVER HOUSATONIC RIVER	1	STBG-BR-Off	\$4,536,012	\$4,536,012	\$3,628,810	\$907,202			MassDOT	
2025	609428	Berkshire Region	Lanesborough	LANESBOROUGH- BRIDGE REPLACEMENT, L-03- 010, BRIDGE STREET OVER TOWN BROOK	1	STBG-BR-Off	\$2,823,084	\$2,823,084	\$2,258,467	\$564,617			MassDOT	
2025	610777	Berkshire Region	Adams	ADAMS- BRIDGE PRESERVATION, A-04-038, QUALITY STREET OVER HOOSIC RIVER	1	STBG-BR-Off	\$5,401,814	\$5,401,814	\$4,321,451	\$1,080,363			MassDOT	
Bridge O	n-system NH	S						\$13,754,446	\$0	\$13,754,446				
2025	609430	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G- 11-014, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER	1	NGBP	\$11,684,995	\$11,684,995	\$0	\$11,684,995			MassDOT	
	612177	Berkshire Region	Lanesborough	LANESBOROUGH- BRIDGE REPLACEMENT, L-03- 015, US 7 WILLMSTOWN ROAD OVER WATER BRODIE MOUNTAIN BROOK	1	NGBP	\$2,069,451	\$2,069,451	\$0	\$2,069,451			MassDOT	
		eral Aid Funde	ed					\$39,257,388	\$0	\$39,257,388				
	n-system Nor 607677	n-NHS Berkshire	Lee	LEE- BRIDGE REPLACEMENT, L-05-013, MILL	1	NGBP	\$1,343,952	\$25,502,942 \$1,343,952	\$0 \$0	\$25,502,942 \$1,343,952			MassDOT	
2025	00/0//	Region	Lee	STREET OVER WASHINGTON MOUNTAIN BROOK		NGBF	\$1,343,932	\$1,343,932	φ0	\$1,343,932			WidsSDOT	
2025	612162	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC	1	NGBP	\$5,748,999	\$5,748,999	\$0	\$5,748,999			MassDOT	
2025	612168	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC	1	NGBP	\$2,775,052	\$2,775,052	\$0	\$2,775,052			MassDOT	
2025	612183	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G- 11-002, DIVISION STREET OVER HOUSATONIC RIVER	1	NGBP	\$15,634,939	\$15,634,939	\$0	\$15,634,939			MassDOT	
Bridge O	n-system NH	S						\$13,754,446	\$0	\$13,754,446				
2025	609430	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G- 11-014, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER		NGBP	\$11,684,995	\$11,684,995	\$0	\$11,684,995			MassDOT	
2025	612177	Berkshire Region	Lanesborough	LANESBOROUGH- BRIDGE REPLACEMENT, L-03- 015, US 7 WILLMSTOWN ROAD OVER WATER BRODIE MOUNTAIN BROOK	1	NGBP	\$2,069,451	\$2,069,451	\$0	\$2,069,451			MassDOT	

														STIP: 2023 - 2027
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	PSAC Score	Proponent	Other Information
Federal	Federal Fiscal Year 2026								\$11,668,250	\$11,210,968				
Section 1A / Regionally Prioritized Projects									\$8,303,412	\$2,075,853				
Roadway Reconstruction								\$10,379,265	\$8,303,412	\$2,075,853				
2026		Berkshire Region	Pittsfield	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9)	1	STBG	\$8,136,808	\$8,136,808	\$6,509,446	\$1,627,362	6 of 8	52	MassDOT	Total Project Score = 8,136,807; YOE = 12%
2026		Berkshire Region	Egremont	EGREMONT- RECONSTRUCTION OF MOUNT WASHINGTON ROAD	1	STBG	\$9,460,201	\$2,242,457	\$1,793,966	\$448,491	4 of 8		Egremont	AC 1 of 2; Total Project Cost = \$9,446,080; YOE = 12%
Section	2A / State Price	ritized Reliab	ility Projects					\$4,206,048	\$3,364,838	\$841,210				
Bridge (Off-system							\$4,206,048	\$3,364,838	\$841,210				
2026		Berkshire Region	Sheffield	SHEFFIELD- BRIDGE REPLACEMENT, S-10-015, KELSEY ROAD OVER SCHENOB BROOK	1	STBG-BR-Off	\$1,743,168	\$1,743,168	\$1,394,534	\$348,634			MassDOT	
2026		Berkshire Region	Becket	BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN BROOK	1	STBG-BR-Off	\$2,462,880	\$2,462,880	\$1,970,304	\$492,576			MassDOT	
Bridge (Bridge On-system NHS									\$8,293,905				
2026		Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P-10-032, SOUTH STREET OVER HOUSATONIC RIVER	1	NGBP	\$8,293,905	\$8,293,905	\$0	\$8,293,905			MassDOT	
Section	Section 3B / Non-Federal Aid Funded									\$8,293,905				
Bridge (Bridge On-system NHS								\$0	\$8,293,905				
2026		Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P-10-032, SOUTH STREET OVER HOUSATONIC RIVER	1	NGBP	\$8,293,905	\$8,293,905	\$0	\$8,293,905			MassDOT	

														STIP: 2023 - 2027
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	PSAC Score	Proponent	Other Information
	Federal Fiscal Year 2027								\$26,225,614	\$8,626,046				
	1A / Regionally		Projects					\$10,939,263	\$8,751,410	\$2,187,853				
	y Reconstruction							\$10,939,263	\$8,751,410	\$2,187,853				
2027		Berkshire Region	Egremont	EGREMONT- RECONSTRUCTION OF MOUNT WASHINGTON ROAD	1	STBG	\$9,460,201	\$7,203,622	\$5,762,898	\$1,440,724	4 of 8		Egremont	AC 1 of 2; Total Project Cost = \$9,446,080; YOE = 12%
2027		Berkshire Region	Dalton	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	1	STBG	\$11,470,080	\$3,735,641	\$2,988,513	\$747,128	6 of 8	43.3	Dalton	AC 1 of 2; Total Project Cost = \$11,470,080; YOE = 16%
Section	1B / Earmark o	or Discretiona	ry Grant Funded	Projects				\$640,000	\$512,000	\$128,000				
Bicycle a	and Pedestrian							\$640,000	\$512,000	\$128,000				
2027		Berkshire Region	Multiple	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	1	HPP	\$9,535,200	\$640,000	\$512,000	\$128,000			Adams	Total TFC \$9,535,200; \$640,000 earmark (Demo ID MA 173)
Section:	ŽA / State Prio	ritized Reliab	ility Projects					\$0	\$0	\$0				
Bridge C	On-system Non	-NHS						\$2,069,643	\$0	\$2,069,643				
2027		Berkshire Region	Sheffield	SHEFFIELD- SUPERSTRUCTURE REPLACEMENT, S-10-024, COUNTY ROAD OVER IRONWORKS BROOK	1	NGBP	\$2,069,643	\$2,069,643	\$0	\$2,069,643			MassDOT	
Section:	2B / State Prio	ritized Moder	nization Projects					\$4,501,815	\$3,601,452	\$900,363				
Intersect	tion Improveme	ents						\$4,501,815	\$3,601,452	\$900,363				
		Region	Lee	LEE- INTERSECTION IMPROVEMENTS AT PARK STREET AND MAIN STREET (ROUTE 20)	1	NHPP	\$4,501,815	\$4,501,815	\$3,601,452	\$900,363			MassDOT	
Section:	2C / State Prio	ritized Expan	sion Projects					\$16,700,939	\$13,360,751	\$3,340,188				
Bicycle a	and Pedestrian							\$16,700,939	\$13,360,751	\$3,340,188				
2027		Berkshire Region	Multiple	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	1	CMAQ	\$9,535,200	\$8,895,200	\$7,116,160	\$1,779,040			Adams	Total TFC \$9,535,200; \$640,000 earmark (Demo ID MA 173)
		Berkshire Region	Lee	LEE- BIKEWAY CONSTRUCTION, FROM STOCKBRIDGE T.L. TO WEST PARK STREET (PHASE 1)	1	CMAQ	\$7,165,739	\$7,165,739 \$2.069.643	\$5,732,591	\$1,433,148		28	Lee	
Section	Section 3B / Non-Federal Aid Funded								\$0	\$2,069,643				
Bridge On-system Non-NHS								\$2,069,643	\$0	\$2,069,643				
2027		Berkshire Region	Sheffield	SHEFFIELD- SUPERSTRUCTURE REPLACEMENT, S-10-024, COUNTY ROAD OVER IRONWORKS BROOK	1	NGBP	\$2,069,643	\$2,069,643	\$0	\$2,069,643			MassDOT	

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.

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\$
EAST STREET	IMPROVEMENT/ WIDENING	PITTSFIELD	609292	UNDET	6	5,000,000
ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	GREAT BARRINGTON	609465	UNDET	5	12,700,000
ROUTE 7/ SOUTH MAIN STREE	RECONSTRUCTION	GREAT BARRINGTON	609215	UNDET	4	6,931,990
ROUTE 43	RESURFACING	WILLIAMSTOWN	608472	UNDET	3	2,812,500
ROUTE 7	RESURFACING & SIDEWALK CONSTRUCTION	LANESBOROUGH	609256	UNDET	3	3,400,000
ROUTE 143	RECONSTRUCTION, REHABILITATION	HINSDALE	607500	UNDET	1	4,200,000
ROUTE 57	RESURFACING	SANDISFIELD	XXX17C	UNDET		5,000,000
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
ROUTE 57	REHABILITATION, CAPACITY IMPROVEMENT	NEW MARLBOROUGH	XXX08B	UNDET		8,000,000
					Total for UNDETERMINED	54,144,490
				Т	otal for HIGHWAYS (11 projects) \$	54,144,490

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.

NOTES ON TABLE: Section 4 - TRANSIT

FTA PROGRAM: Transit funding program

FEDERAL FUNDS: Percent of cost covered by federal funding

FFY 2023 Berkshire Region TIP - Transit

												S	STIP: 2023 - 2027
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 F	iscal Year 2023						\$615,729	\$492,583	\$123,146				
Berkshire	Regional Transp	ortation Authority					\$615,729	\$492,583	\$123,146			•	
2023	RTD0010566		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	\$200,000	\$160,000	\$160,000				30.09.03	
2023	RTD0010566		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$200,000	\$40,000		\$40,000			30.09.03	
2023	RTD0011250		RTA Facility & Vehicle Maintenance	BRTA - ENGINEERING/Building Assessment	5307	\$50,000	\$40,000	\$40,000				11.41.03	
2023	RTD0011250		RTA Facility & Vehicle Maintenance	BRTA - ENGINEERING/Building Assessment	RTACAP	\$50,000	\$10,000		\$10,000			11.41.03	
2023	RTD0011251		RTA Facility & Vehicle Maintenance	BRTA - REHAB/ ITC Stairwell	5307	\$50,000	\$40,000	\$40,000				11.44.03	
2023	RTD0011251		RTA Facility & Vehicle Maintenance	BRTA - REHAB/ ITC Stairwell	RTACAP	\$50,000	\$10,000		\$10,000			11.44.03	
2023	RTD0010567		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (3) Fixed Route Mini Buses	5307	\$315,729	\$252,583	\$252,583				11.12.04	
2023	RTD0010567		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (3) Fixed Route Mini Buses	RTACAP	\$315,729	\$63,146		\$63,146			11.12.04	

FFY 2024 Berkshire Region TIP - Transit

												S	STIP: 2023 - 2027
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 F	iscal Year 2024						\$1,029,521	\$823,616	\$205,905				
Berkshire	Regional Transp	ortation Authority					\$1,029,521	\$823,616	\$205,905				
2024	RTD0010569		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	\$200,000	\$160,000	\$160,000				11.7A.00	
2024	RTD0010569		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$200,000	\$40,000		\$40,000			11.7A.00	
2024	RTD0010568		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (2) FIXED ROUTE	5339	\$220,508	\$176,406	\$176,406				11.12.04	
2024	RTD0010568		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (2) FIXED ROUTE	RTACAP	\$220,508	\$44,102		\$44,102			11.12.04	
2024	RTD0011279		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT 35-FT BUS (1)	5339	\$498,759	\$399,007	\$399,007				11.12.02	
2024	RTD0011279		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT 35-FT BUS (1)	RTACAP	\$498,759	\$99,752		\$99,752			11.12.02	
2024	RTD0011280		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (1)	5307	\$110,254	\$88,203	\$88,203				11.12.04	
2024	RTD0011280		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (1)	RTACAP	\$110,254	\$22,051		\$22,051			11.12.04	

FFY 2025 Berkshire Region TIP - Transit

												S	STIP: 2023 - 2027
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 F	Fiscal Year 2025						\$921,617	\$737,294	\$184,323				
Berkshire	e Regional Transp	oortation Authority					\$921,617	\$737,294	\$184,323				
2025	RTD0010571		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	\$200,000	\$160,000	\$160,000				11.7A.00	
2025	RTD0010571		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$200,000	\$40,000		\$40,000			11.7A.00	
2025	RTD0010570		RTA Fleet Upgrades	BRTA - ACQUIRE - MISC SUPPORT EQUIPMENT- Purchase (2) Electric Chargers	5307	\$100,000	\$80,000	\$80,000				11.42.03	
2025	RTD0010570		RTA Fleet Upgrades	BRTA - ACQUIRE - MISC SUPPORT EQUIPMENT- Purchase (2) Electric Chargers	RTACAP	\$100,000	\$20,000		\$20,000			11.42.03	
2025	RTD0011281		RTA Fleet Upgrades	BRTA - BUY replacement- Support Vehicles-electric	5307	\$100,000	\$80,000	\$80,000				11.42.11	
2025	RTD0011281		RTA Fleet Upgrades	BRTA - BUY replacement- Support Vehicles-electric	RTACAP	\$100,000	\$20,000		\$20,000			11.42.11	
2025	RTD0011282		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT 35-FT BUS	5307	\$521,617	\$417,294	\$417,294				11.12.02	
2025	RTD0011282		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT 35-FT BUS	RTACAP	\$521,617	\$104,323		\$104,323			11.12.02	

FFY 2026 Berkshire Region TIP - Transit

												S	STIP: 2023 - 2027
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 F	iscal Year 2026						\$967,571	\$774,057	\$193,514				
Berkshire	Regional Transp	ortation Authority					\$967,571	\$774,057	\$193,514				
2026	RTD0010573		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	\$200,000	\$160,000	\$160,000				11.7A.00	
2026	RTD0010573		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$200,000	\$40,000		\$40,000			11.7A.00	
2026	RTD0011283		RTA Facility & Vehicle Maintenance	BRTA - HVAC	5307	\$388,910	\$311,128	\$311,128				11.42.03	
2026	RTD0011283		RTA Facility & Vehicle Maintenance	BRTA - HVAC	RTACAP	\$388,910	\$77,782		\$77,782			11.42.03	
2026	RTD0011284		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE-Mechanic Lifts	5307	\$378,661	\$302,929	\$302,929				11.7A.00	
2026	RTD0011284		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE-Mechanic Lifts	RTACAP	\$378,661	\$75,732		\$75,732			11.7A.00	

FFY 2027 Berkshire Region TIP - Transit

												S	STIP: 2023 - 2027
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 F	iscal Year 2027						\$1,372,773	\$1,098,218	\$274,555				
Berkshire	Regional Transpo	ortation Authority					\$1,372,773	\$1,098,218	\$274,555				
2027	RTD0011285		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	\$200,000	\$160,000	\$160,000				11.7A.00	
2027	RTD0011285		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$200,000	\$40,000		\$40,000			11.7A.00	
2027	RTD0011286		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE-ITC concrete	5307	\$150,000	\$120,000	\$120,000				11.7A.00	
2027	RTD0011286		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE-ITC concrete	RTACAP	\$150,000	\$30,000		\$30,000			11.7A.00	
2027	RTD0011287		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (2)	5307	\$250,578	\$200,462	\$200,462				11.12.04	
2027	RTD0011287		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (2)	RTACAP	\$250,578	\$50,116		\$50,116			11.12.04	
2027	RTD0011288		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT 35-FT BUS	5339	\$521,617	\$417,294	\$417,294				11.12.02	
2027	RTD0011288		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT 35-FT BUS	RTACAP	\$521,617	\$104,323		\$104,323			11.12.02	
2027	RTD0011289		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (2)	5339	\$250,578	\$200,462	\$200,462				11.12.04	
2027	RTD0011289		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (2)	RTACAP	\$250,578	\$50,116		\$50,116			11.12.04	

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

2024	\$2,800,000	New parking area, new buses & ADA fleet Purchase 2 trolleys and 2 expansion fleet; hybrid Purchase 9 expansion vans; hybrid
2025	\$1,500,000	Satellite facility North County Electric Charging in North County Purchase 3 expansion FR vans; hybrid
2026	\$573,200 \$416,250	Buy vans for service expansion Buy 35-ft bus for expansion
2027		Satellite facility South County Electric Charging for South County

Total \$12,479,900

Transportation Improvement Program

Part C: FINANCIAL SUMMARIES AND CERTIFICATIONS

1. FEDERAL FUNDING FINANCIAL SUMMARIJES

- 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 2019 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

				FEDERA	L HIGHW	AY & BRII	DGE FUNDI	NG CATE	GORIES				
Federal Fiscal	Federal Regional Targets	Fede	eral Regior	al Projects	s Programr	med		Other I	Federal Pro	jects Progr	rammed		All Federal Projects Programed
Year	Highway (STBG \$, CMAQ \$, HSIP \$, TAP \$)	Highway STBG \$	CMAQ \$	HSIP \$	TAP\$	Total \$	Bridge NHPP \$	Bridge Off \$	Bridge STBG \$	Bridge NGBP	Highway Other \$	Total \$	Total \$
2023	10.683	7.714	0.000	0.434	0.000	8.148	17.861	3.798	0.000	0.000	8.234	29.893	38.042
2024	10.823	8.044	0.000	0.434	0.000	8.478	0.000	4.832	0.000	1.556	5.616	12.004	20.482
2025	10.640	7.863	0.000	0.000	0.000	7.863	0.000	15.473	0.000	39.257	0.000	54.730	62.593
2026	10.379	10.379	0.000	0.000	0.000	10.379	0.000	4.206	0.000	8.294	0.000	12.500	22.879
2027	10.939	10.939	0.000	0.000	0.000	10.939	0.000	0.000	0.000	2.070	21.203	23.272	34.212
Total	53.464	44.939	0.000	0.869	0.000	45.808	17.861	28.309	0.000	51.177	35.053	132.399	178.207

Notes: Figures shown are in millions of dollars, represent total project costs; Highway Other = NHPP, HPP, Statewide-TE, Statewide-CMAQ, Statewide-HSIP, Statewide-STBG, & SRTS; Bridge projects are programmed statewide against a target of \$153,754,391 per year; there is no regional target for bridges.

TF	RANSIT WI	TH FEDER	AL FUNDING	
Federal	Avai	lable	Progran	nmed
Fiscal Year	Federal \$	Total \$	Federal \$	Total \$
2023	0.493	0.616	0.493	0.616
2024	0.824	1.030	0.824	1.030
2025	0.737	0.922	0.737	0.922
2026	0.774	0.968	0.774	0.968
2027	1.098	1.373	1.098	1.373
Total	3.926	4.907	3.926	4.907

Note: Millions of Dollars

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.

TOTAL FEDERAL PROJECTS PROGRAMMED (\$millions):

FEDERAL FISCAL YEAR	STBG	CMAQ	HSIP	TAP	BRIDGE NHPP	BRIDGE OFF	BRIDGE STBG	BRIDGE NGBP	HIGHWAY EARMARK	HIGHWAY OTHER	TRANSIT EARMARK	TRANSIT	TOTAL
2023	7.714	0.000	0.434	0.000	17.861	3.798	0.000	0.000	0.000	8.234	0.000	0.616	38.657
2024	8.044	0.000	0.434	0.000	0.000	4.832	0.000	1.556	0.000	5.616	0.000	1.030	21.511
2025	7.863	0.000	0.000	0.000	0.000	15.473	0.000	39.257	0.000	0.000	0.000	0.922	63.514
2026	10.379	0.000	0.000	0.000	0.000	4.206	0.000	8.294	0.000	0.000	0.000	0.968	23.847
2027	10.939	0.000	0.000	0.000	0.000	0.000	0.000	2.070	0.640	20.563	0.000	1.373	35.584
Total	44.939	0.000	0.869	0.000	17.861	28.309	0.000	51.177	0.640	34.413	0.000	4.907	183.114

Note: Highway Other = NHPP, Statewide-TE, Statewide-CMAQ, Statewide-HSIP, Statewide-STBG, & SRTS

Please Note: 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.

SUMMARY OF FEDERAL FUNDING CATEGORIES (\$millions):

Funding Category	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Bridge NHPP	17.861	0.000	0.000	0.000	0.000	17.861
Bridge Off	3.798	4.832	15.473	4.206	0.000	28.309
Bridge STBG	0.000	0.000	0.000	0.000	0.000	0.000
Bridge NGBP	0.000	1.556	39.257	8.294	2.070	51.177
CMAQ	0.000	0.000	0.000	0.000	0.000	0.000
HSIP	0.434	0.434	0.000	0.000	0.000	0.869
TAP	0.000	0.000	0.000	0.000	0.000	0.000
NHPP	6.816	5.616	0.000	0.000	4.502	16.934
STBG	7.714	8.044	7.863	10.379	10.939	44.939
TE	0.000	0.000	0.000	0.000	0.000	0.000
Statewide -TE	0.000	0.000	0.000	0.000	0.000	0.000
Statewide -CMAQ	1.418	0.000	0.000	0.000	16.061	17.479
Statewide -HSIP	0.000	0.000	0.000	0.000	0.000	0.000
Satewide -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	0.000	0.000	0.000	0.000	0.640	0.640
S.112	0.000	0.000	0.000	0.000	0.000	0.000
S.115	0.000	0.000	0.000	0.000	0.000	0.000
S.117	0.000	0.000	0.000	0.000	0.000	0.000
TCSP	0.000	0.000	0.000	0.000	0.000	0.000
SBYWY	0.000	0.000	0.000	0.000	0.000	0.000
TAP -SRTS	0.000	0.000	0.000	0.000	0.000	0.000
FHWA TOTAL	38.042	20.482	62.593	22.879	34.212	178.207
FTA-Program						
5307	0.616	0.310	0.922	0.968	0.601	3.416
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	0.000	0.719	0.000	0.000	0.772	1.491
Other Federal	0.000	0.000	0.000	0.000	0.000	0.000
Other Non Federal	0.000	0.000	0.000	0.000	0.000	0.000
FTA TOTAL	0.616	1.030	0.922	0.968	1.373	4.907
GRAND TOTAL	38.657	21.511	63.514	23.847	35.584	183.114

2. FEDERAL REGIONAL TARGETS

FFY 2023-2027 STIP 2023 - 2027 Regional Target Budgets

	2022 Current Obligation Authority (federal aid only)	2022 Proposed Obligation Authority (90%)^	2023 Current Obligation Authority (federal aid only)	2023 Proposed Obligation Authority (90%)	2024 Current Obligation Authority (federal aid only)	2024 Proposed Obligation Authority (90%)	2025 Current Obligation Authority (federal aid only)	2025 Proposed Obligation Authority (90%)	2026 Current Obligation Authority (federal aid only)	2026 Proposed Obligation Authority (90%)
Apportionment	\$678,743,257	\$804,613,425	\$692,898,168	\$820,706,716	\$707,348,274	\$837,121,872	\$722,099,730	\$853,865,331	\$737,158,822	\$870,943,658
Balance Obligation Authority	\$617,656,364	\$724,152,083	\$630,537,333	\$738,636,044	\$643,686,929	\$753,409,685	\$657,110,754	\$768,478,798	\$670,814,528	\$783,849,292
Planned Redistribution Request	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000
Total Estimated Funding Available	\$667,656,364	\$774,152,083	\$680,537,333	\$788,636,044	\$693,686,929	\$803,409,685	\$707,110,754	\$818,478,798	\$720,814,528	\$833,849,292
ABP GANS Repayment	-\$86,470,000	-\$86,740,000	-\$89,510,000	-\$89,510,000	-\$93,985,000	-\$93,985,000	-\$122,185,000	-\$122,185,000	-\$133,620,000	-\$133,620,000
Total Non-earmarked Funding Available	\$581,186,364	\$687,412,083	\$591,027,333	\$699,126,044	\$599,701,929	\$709,424,685	\$584,925,754	\$696,293,798	\$587,194,528	\$700,229,292
Funding for Regional Priorities**	\$198,629,796	\$234,934,145	\$202,968,036	\$240,090,826	\$205,628,284	\$243,573,204	\$200,827,858	\$237,969,614	\$195,612,737	\$233,268,128
Highway Division Programs ***	\$318,254,576	\$376,423,217	\$339,110,872	\$392,976,320	\$339,110,872	\$392,976,320	\$335,108,710	\$387,887,431		
			Delta (FA)	\$108,098,711		\$109,722,756		\$111,368,044		\$113,034,764
			Delta (Total)	\$135,123,389		\$137,153,445		\$139,210,055		\$141,293,455

	2027 Proposed Obligation Authority (90%)*
Balance Obligation Authority	\$799,527,245
Planned Redistribution Request	\$50,000,000
Total Estimated Funding Available	\$849,527,245
ABP GANS Repayment	-\$133,620,000

Regional Total Non-earmarked Funding Available MPO \$715,907,245 Total Funding \$8,751,410 \$10,939,263 3,5596% Berkshire Region 42.9671% Boston Region \$105,636,228 \$132,045,285 4.5851% Cape Cod \$11,272,640 \$14,090,801 8.6901% Central Mass \$21,364,937 \$26,706,171 2.5397% Franklin Region \$6,243,948 \$7,804,935 0.3100% Martha's Vineyard \$762,147 \$952,683 4.4296% Merrimack Valley \$10,890,338 \$13,612,922 4.4596% Montachusett \$10,964,094 \$13,705,117 0.2200% Nantucket \$540,878 \$676,098 3.9096% Northern Middlesex \$9,611,898 \$12,014,873 4.5595% Old Colony \$11,209,702 \$14,012,127 10.8100% Pioneer Valley \$26,576,791 \$33,220,988 8.9601% Southeastern Mass \$22.028.742 \$27,535,928 **Funding for Regional Priorities** \$245,853,752 \$307,317,191 Highway Division Programs \$405,426,076 \$506,782,595

*Base Obligation Authority based on 2.0% growth rate from actual FFY 2022 Apportionment and average of FAST Act Obligation Authority (90%) through FFY 2021.

^{**}MPO TIP Targets will be held harmless from changes in proposed Obligation Authority

***MassDOT Highway Division Programs are being revised based on new ABP Gans
schedule and proposed Obligation Authority.



Federal Fiscal Year 2023		\$820,706,716						
	Current Obligation Authority (federal aid only)	Proposed Obligation Authority (90%*, BIL)	Matching Funds	Proposed Matching Funds	FFY 2023 (Current Targets (federal aid + match)	FFY 2023 - BIL (Proposed) (Fed Aid + Match)	FFY 2023 Programmed (Current)	Programmed vs. FFY 2023 Proposed Targets
Balance Obligation Authority	\$630,537,333	\$738,636,044	\$108,098,711					
Planned Redistribution Request	\$50,000,000	\$50,000,000						
Total Non-earmarked Funding Available	\$680,537,333	\$788,636,044	\$226,845,778		\$907,383,111	\$942,228,761		
Planning/Adjustments/Pass-throughs	\$138,458,425	\$155,568,899	\$11,802,279	\$15,579,052	\$150,260,704	\$171,147,950	\$148,410,760	
ABP GANS Repayment	\$89,510,000	\$89,510,000	\$0	, -	\$89,510,000	\$89,510,000	\$89,510,000	
Award Adjustments, Change Orders, etc.	\$12,383,176	\$27,019,379	\$2,938,744	\$6,412,171	\$15,321,920	\$33,431,550	\$15,321,920	\$ 18,109,630
Metropolitan Planning	\$10,008,876	\$10,886,010	\$2,502,219	\$2,721,503	\$12,511,095	\$13,607,513	\$12,511,095	\$ 1,096,418
State Planning & Research	\$20,431,055	\$22,955,893	\$5,107,764	\$5,738,973	\$25,538,819	\$28,694,866	\$25,538,819	\$ 3,156,047
Recreational Trails	\$1,186,729	\$1,186,729	\$296,682	\$296,682	\$1,483,411	\$1,483,411	\$1,483,411	\$ 0
Railroad Grade Crossings	\$2,000,000	\$2,371,999	\$222,222	\$0	\$2,222,222	\$2,371,999	\$2,222,222	\$ 149,777
SRTS Education	\$1,458,634	\$1,638,890	\$364,659	\$409,722	\$1,823,293	\$2,048,612	\$1,823,293	\$ 225,319
Transit Grant Program	\$1,479,955	\$0	\$369,989	\$0	\$1,849,944	\$0	\$0	\$ -
Flex to FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Regional Priorities								
Regional Share (%) MPO	\$202,968,036	\$240,090,826	\$50,742,009	\$60,022,706	\$253,710,045	\$300,113,532	\$245,657,642	
3.5596 Berkshire Region	\$7,224,850		\$1,806,213	\$2,136,568	\$9,031,063	\$10,682,841	\$6,768,098	
42.9671 Boston Region	\$87,209,479	\$103,160,065	\$21,802,370	\$25,790,016	\$109,011,849	\$128,950,081	\$108,908,329	\$ 20,041,752
4.5851 Cape Cod	\$9,306,287	\$11,008,404	\$2,326,572	\$2,752,101	\$11,632,859	\$13,760,506	\$11,209,113	\$ 2,551,393
8.6901 Central Mass	\$17,638,125	\$20,864,133	\$4,409,531	\$5,216,033	\$22,047,657	\$26,080,166	\$22,015,408	\$ 4,064,758
2.5397 Franklin Region	\$5,154,779	\$6,097,587	\$1,288,695	\$1,524,397	\$6,443,474	\$7,621,983	\$6,443,474	\$ 1,178,509
0.3100 Martha's Vineyard	\$629,201	\$744,282	\$157,300	\$186,070	\$786,501	\$930,352	\$0	\$ 930,352
4.4296 Merrimack Valley	\$8,990,672	\$10,635,063	\$2,247,668	\$2,658,766	\$11,238,340	\$13,293,829	\$11,238,340	\$ 2,055,489
4.4596 Montachusett	\$9,051,563	\$10,707,090	\$2,262,891	\$2,676,773	\$11,314,453	\$13,383,863	\$10,961,234	\$ 2,422,629
0.2200 Nantucket	\$446,530	\$528,200	\$111,632	\$132,050	\$558,162	\$660,250	\$0	\$ 660,250
3.9096 Northern Middlesex	\$7,935,238	\$9,386,591	\$1,983,810	\$2,346,648	\$9,919,048	\$11,733,239	\$9,524,030	\$ 2,209,209
4.5595 Old Colony	\$9,254,328	\$10,946,941	\$2,313,582	\$2,736,735	\$11,567,910	\$13,683,676	\$11,567,910	\$ 2,115,766
10.8100 Pioneer Valley	\$21,940,845	\$25,953,818	\$5,485,211	\$6,488,455	\$27,426,056	\$32,442,273	\$27,208,514	\$ 5,233,759
8.9601 Southeastern Mass	\$18,186,139	\$21,512,378	\$4,546,535	\$5,378,095	\$22,732,674	\$26,890,473	\$19,813,192	\$ 7,077,281
Highway**	\$339,110,872	\$392,976,320	\$77,990,959	\$77,990,959	\$417,101,831	\$470,967,279	\$415,292,003	\$ 55,675,276
Grand Total (Formula Programs Only)	\$680,537,333	\$788,636,044	\$140,535,247	\$153,592,717	\$821,072,580	\$942,228,761	\$809,360,405	\$ 132,868,356
Difference from Funds Available	\$0		\$86,310,531		\$86,310,531			

^{*}FFY 2023-2027 Development STIP assumes 90% obligation limitation based on average of previous 5 years.

^{**}Highway Program sizes subject to change following 2022 TIP Readiness Days Review



Federal Fiscal Year 2024		\$837,121,872						
	Current Obligation Authority (federal aid only)	Proposed Obligation Authority (90%, BIL)	Matching Funds	Proposed Matching Funds	FFY 2024(Current Targets (federal aid + match)	FFY 2024 - BIL (Proposed) (Fed Aid + Match)	FFY 2024 Programmed (Current)	Programmed vs. FFY 2024 Proposed Targets
Balance Obligation Authority	\$643,686,929	\$753,409,685						
Planned Redistribution Request	\$50,000,000	\$50,000,000						
Total Non-earmarked Funding Available	\$693,686,929	\$803,409,685	\$231,228,976	\$154,932,461	\$924,915,905	\$958,342,146		
Planning/Adjustments/Pass-throughs	\$142,974,186	\$160,491,599	\$11,812,469	\$15,688,335	\$154,786,655	\$176,179,933	\$154,786,655	\$ 21,393,27
ABP GANS Repayment	\$93,985,000	\$93,985,000	\$0	\$0	\$93,985,000	\$93,985,000	\$93,985,000	\$
Award Adjustments, Change Orders, etc.	\$12,383,176	\$27,227,636	\$2,938,744	\$6,461,594	\$15,321,920	\$33,689,230	\$15,321,920	\$ 18,367,31
Metropolitan Planning	\$10,008,876	\$11,103,730	\$2,502,219	\$2,775,933	\$12,511,095	\$13,879,663	\$12,511,095	\$ 1,368,56
State Planning & Research	\$20,431,055	\$22,934,299	\$5,107,764	\$5,733,575	\$25,538,819	\$28,667,873	\$25,538,819	\$ 3,129,05
Recreational Trails	\$1,186,729	\$1,186,729	\$296,682	\$296,682	\$1,483,411	\$1,483,411	\$1,483,411	\$
Railroad Grade Crossings	\$2,000,000	\$2,371,999	\$222,222	\$0	\$2,222,222	\$2,371,999	\$2,222,222	\$ 149,77
SRTS Education	\$1,498,596	\$1,682,206	\$374,649	\$420,552	\$1,873,245	\$2,102,758	\$1,873,245	\$ 229,51
Transit Grant Program	\$1,480,754	\$0	\$370,189	\$0	\$1,850,943	\$0	\$1,850,943	\$ (1,850,943
Flex to FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
Regional Priorities								
Regional Share (%) MPO	\$205,628,284	\$243,250,477	\$51,407,071	\$60,812,619	\$257,035,353	\$304,063,096	\$245,196,969	\$ 58,866,12
3.5596 Berkshire Region	\$7,319,544	\$8,658,744	\$1,829,886	\$2,164,686	\$9,149,430	\$10,823,430	\$8,804,198	\$ 2,019,23
42.9671 Boston Region	\$88,352,510	\$104,517,676	\$22,088,128	\$26,129,419	\$110,440,638	\$130,647,095	\$110,440,638	\$ 20,206,45
4.5851 Cape Cod	\$9,428,262	\$11,153,278	\$2,357,066	\$2,788,319	\$11,785,328	\$13,941,597	\$11,785,328	\$ 2,156,26
8.6901 Central Mass	\$17,869,303	\$21,138,710	\$4,467,326	\$5,284,677	\$22,336,629	\$26,423,387	\$22,093,208	\$ 4,330,17
2.5397 Franklin Region	\$5,222,342	\$6,177,832	\$1,305,586	\$1,544,458	\$6,527,928	\$7,722,290	\$4,591,249	\$ 3,131,04
0.3100 Martha's Vineyard	\$637,448	\$754,076	\$159,362	\$188,519	\$796,810	\$942,596	\$796,810	\$ 145,78
4.4296 Merrimack Valley	\$9,108,510	\$10,775,023	\$2,277,128	\$2,693,756	\$11,385,638	\$13,468,779	\$11,385,638	\$ 2,083,14
4.4596 Montachusett	\$9,170,199	\$10,847,998	\$2,292,550	\$2,712,000	\$11,462,749	\$13,559,998	\$11,400,000	\$ 2,159,99
0.2200 Nantucket	\$452,382	\$535,151	\$113,096	\$133,788	\$565,478	\$668,939	\$0	\$ 668,93
3.9096 Northern Middlesex	\$8,039,243	\$9,510,121	\$2,009,811	\$2,377,530	\$10,049,054	\$11,887,651	\$9,249,040	\$ 2,638,61
4.5595 Old Colony	\$9,375,622	\$11,091,006	\$2,343,906	\$2,772,751	\$11,719,528	\$13,863,757	\$7,037,491	\$ 6,826,26
10.8100 Pioneer Valley	\$22,228,417	\$26,295,377	\$5,557,104	\$6,573,844	\$27,785,521	\$32,869,221	\$27,202,550	\$ 5,666,67
8.9601 Southeastern Mass	\$18,424,500	\$21,795,486	\$4,606,125	\$5,448,872	\$23,030,625	\$27,244,358	\$20,410,819	\$ 6,833,53
Highway	\$345,084,459	\$399,667,609	\$79,364,803	\$78,431,507	\$424,449,262	\$478,099,116	\$413,784,289	\$ 64,314,82
Grand Total	\$693,686,929	\$803,409,685	\$142,584,342	\$154,932,461	\$836,271,269	\$958,342,146	\$813,767,913	\$ 144,574,23

^{*}FFY 2023-2027 Development STIP assumes 90% obligation limitation based on average of previous 5 years.

^{**}Highway Program sizes subject to change following 2022 TIP Readiness Days Review



Federal Fiscal Year 2025		\$853,865,331						
	Current Obligation Authority (federal aid only)	Proposed Obligation Authority (90%, BIL)	Matching Funds	Proposed Matching Funds	FFY 2025 (Current Targets (federal aid + match)	FFY 2025 - BIL (Proposed) (Fed Aid + Match)	FFY 2025 Programmed (Current)	Programmed vs. FFY 2025 Proposed Targets
Balance Obligation Authority	\$657,110,754	\$768,478,798						
Planned Redistribution Request	\$50,000,000	\$50,000,000						
Total Non-earmarked Funding Available	\$707,110,754		\$139,089,947		\$846,200,701	\$927,806,755		
Planning/Adjustments/Pass-throughs	\$171,174,185	\$191,473,179	\$11,812,468	\$16,348,766	\$182,986,653	\$207,821,945	\$176,447,834	\$ 31,374,111
ABP GANS Repayment	\$122,185,000	\$122,185,000	\$0	\$0	\$122,185,000	\$122,185,000	\$122,185,000	\$ -
Award Adjustments, Change Orders, etc.	\$12,383,176	\$29,984,445	\$2,938,744	\$7,115,833	\$15,321,920	\$37,100,278	\$15,321,920	\$ 21,778,358
Metropolitan Planning	\$10,008,876	\$11,325,805	\$2,502,219	\$2,831,451	\$12,511,095	\$14,157,257	\$12,511,095	\$ 1,646,162
State Planning & Research	\$20,431,055	\$22,853,908	\$5,107,764	\$5,713,477	\$25,538,819	\$28,567,385	\$19,000,000	\$ 9,567,385
Recreational Trails	\$1,186,729	\$1,186,729	\$296,682	\$296,682	\$1,483,411	\$1,483,411	\$1,483,411	\$ 0
Railroad Grade Crossings	\$2,000,000	\$2,371,999	\$222,222	\$0	\$2,222,222	\$2,371,999	\$2,222,222	\$ 149,777
SRTS Education	\$1,399,349	\$1,565,293	\$349,837	\$391,323	\$1,749,186	\$1,956,617	\$1,749,186	\$ 207,431
Transit Grant Program	\$1,580,000	\$0	\$395,000	\$0	\$1,975,000	\$0	\$1,975,000	\$ (1,975,000)
Flex to FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Regional Priorities								
Regional Share (%) MPO	\$200,827,858	\$239,118,188	\$50,206,964	\$59,779,547	\$251,034,822	\$298,897,735	\$238,296,199	\$ 60,601,536
3.5596 Berkshire Region	\$7,148,668	\$8,511,651	\$1,787,167	\$2,127,913	\$8,935,835	\$10,639,564	\$8,153,760	\$ 2,485,804
42.9671 Boston Region	\$86,289,907	\$102,742,151	\$21,572,477	\$25,685,538	\$107,862,384	\$128,427,689	\$107,862,383	\$ 20,565,306
4.5851 Cape Cod	\$9,208,158	\$10,963,808	\$2,302,040	\$2,740,952	\$11,510,198	\$13,704,760	\$10,411,714	\$ 3,293,046
8.6901 Central Mass	\$17,452,142	\$20,779,610	\$4,363,036	\$5,194,902	\$21,815,178	\$25,974,512	\$18,679,131	\$ 7,295,381
2.5397 Franklin Region	\$5,100,425	\$6,072,885	\$1,275,106	\$1,518,221	\$6,375,531	\$7,591,106	\$6,375,531	\$ 1,215,575
0.3100 Martha's Vineyard	\$622,566	\$741,266	\$155,642	\$185,317	\$778,208	\$926,583	\$334,267	\$ 592,316
4.4296 Merrimack Valley	\$8,895,871	\$10,591,979	\$2,223,968	\$2,647,995	\$11,119,839	\$13,239,974	\$11,119,839	\$ 2,120,135
4.4596 Montachusett	\$8,956,119	\$10,663,715	\$2,239,030	\$2,665,929	\$11,195,149	\$13,329,643	\$11,183,187	\$ 2,146,456
0.2200 Nantucket	\$441,821	\$526,060	\$110,455	\$131,515	\$552,276	\$657,575	\$0	\$ 657,575
3.9096 Northern Middlesex	\$7,851,566	\$9,348,565	\$1,962,892	\$2,337,141	\$9,814,458	\$11,685,706	\$8,676,332	\$ 3,009,374
4.5595 Old Colony	\$9,156,746	\$10,902,594	\$2,289,187	\$2,725,648	\$11,445,933	\$13,628,242	\$10,458,468	\$ 3,169,774
10.8100 Pioneer Valley	\$21,709,491	\$25,848,676	\$5,427,373	\$6,462,169	\$27,136,864	\$32,310,845	\$23,991,612	\$ 8,319,233
8.9601 Southeastern Mass	\$17,994,377	\$21,425,229	\$4,498,594	\$5,356,307	\$22,492,971	\$26,781,536	\$21,049,975	\$ 5,731,561
Highway	\$335,108,710	\$387,887,431	\$77,070,514	\$33,199,644	\$412,179,224	\$421,087,075	\$412,451,446	\$ 8,635,629
Grand Total	\$707,110,753	\$818,478,798	\$139,089,947	\$109,327,957	\$846,200,699	\$927,806,755	\$827,195,479	\$ 100,611,276

^{*}FFY 2023-2027 Development STIP assumes 90% obligation limitation based on average of previous 5 years.

^{**}Highway Program sizes subject to change following 2022 TIP Readiness Days Review



Federal Fiscal Year 2026	\$737,158,821.98	\$870,943,658						
	Current Obligation Authority (federal aid only)	Proposed Obligation Authority (90%, BIL)	Matching Funds	Proposed Matching Funds	FFY 2026 (Current Targets (federal aid + match)	FFY 2026 - BIL (Proposed) (Fed Aid + Match)	FFY 2026 Programmed (Current)	Programmed vs. FFY 2026 Proposed Targets
Balance Obligation Authority	\$670,814,528	\$783,849,292						
Planned Redistribution Request	\$50,000,000	\$50,000,000						
Total Non-earmarked Funding Available	\$720,814,528	\$833,849,292	\$139,460,228	\$108,584,873	\$860,274,756	\$942,434,165		
Planning/Adjustments/Pass-throughs	\$182,609,185	\$204,264,787	\$11,802,279	\$17,068,197	\$194,411,464	\$221,332,984	\$187,882,794	\$ 33,450,190
ABP GANS Repayment	\$133,620,000	\$133,620,000	\$0	\$0	\$132,620,000	\$133,620,000	\$133,620,000	\$
Award Adjustments, Change Orders, etc.	\$12,383,176	\$31,114,469	\$2,938,744	\$7,778,617	\$15,321,920	\$38,893,087	\$15,321,920	\$ 23,571,167
Metropolitan Planning	\$10,008,876	\$11,552,321	\$2,502,219	\$2,888,080	\$12,511,095	\$14,440,401	\$12,511,095	\$ 1,929,306
State Planning & Research	\$20,431,055	\$22,853,971	\$5,107,764	\$5,713,493	\$25,538,819	\$28,567,464	\$19,000,000	\$ 9,567,464
Recreational Trails	\$1,186,729	\$1,186,729	\$296,682	\$296,682	\$1,483,411	\$1,483,411	\$1,483,411	\$ 0
Railroad Grade Crossings	\$2,000,000	\$2,371,999	\$222,222	\$0	\$2,222,222	\$2,371,999	\$2,222,222	\$ 149,777
SRTS Education	\$1,399,349	\$1,565,298	\$364,659	\$391,324	\$1,823,293	\$1,956,622	\$1,749,146	\$ 207,476
Transit Grant Program	\$1,580,000	\$0	\$369,989	\$0	\$1,849,944	\$0	\$1,975,000	\$ (1,975,000)
Flex to FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Regional Priorities								
Regional Share (%) MPO	\$195,612,737	\$233,268,128	\$48,903,185	\$58,317,032	\$244,515,922	\$291,585,161	\$210,364,252	\$ 81,220,909
3.5596 Berkshire Region	\$6,963,031	\$8,303,412	\$1,740,758		\$8,703,789	\$10,379,265	\$8,703,788	\$ 1,675,477
42.9671 Boston Region	\$84,049,120	\$100,228,550	\$21,012,280	\$25,057,138	\$105,061,400	\$125,285,688	\$84,712,046	\$ 40,573,642
4.5851 Cape Cod	\$8,969,040	\$10,695,577	\$2,242,260	\$2,673,894	\$11,211,300	\$13,369,471	\$11,211,300	\$ 2,158,171
8.6901 Central Mass	\$16,998,942	\$20,271,234	\$4,249,736	\$5,067,808	\$21,248,678	\$25,339,042	\$17,989,196	\$ 7,349,846
2.5397 Franklin Region	\$4,967,977	\$5,924,311	\$1,241,994	\$1,481,078	\$6,209,971	\$7,405,388	\$3,619,452	\$ 3,785,936
0.3100 Martha's Vineyard	\$606,399		\$151,600	\$180,783	\$757,999	\$903,914		\$ 903,914
4.4296 Merrimack Valley	\$8,664,862	\$10,332,845	\$2,166,216	\$2,583,211	\$10,831,078	\$12,916,056	\$10,831,078	\$ 2,084,978
4.4596 Montachusett	\$8,723,546	\$10,402,825	\$2,180,887	\$2,600,706	\$10,904,433	\$13,003,532	\$10,863,274	\$ 2,140,258
0.2200 Nantucket	\$430,348	\$513,190	\$107,587	\$128,297	\$537,935	\$641,487	\$0	\$ 641,487
3.9096 Northern Middlesex	\$7,647,676	\$9,119,851	\$1,911,919	\$2,279,963	\$9,559,595	\$11,399,813	\$9,559,595	\$ 1,840,218
4.5595 Old Colony	\$8,918,963	\$10,635,860	\$2,229,741	\$2,658,965	\$11,148,704	\$13,294,825	\$11,148,703	\$ 2,146,122
10.8100 Pioneer Valley	\$21,145,737	\$25,216,285	\$5,286,434	\$6,304,071	\$26,432,171	\$31,520,356	\$22,487,591	\$ 9,032,765
8.9601 Southeastern Mass	\$17,527,097	\$20,901,058	\$4,381,774	\$5,225,264	\$21,908,871	\$26,126,322	\$19,238,229	\$ 6,888,093
Highway	\$342,592,606	\$396,316,377	\$78,754,765	\$33,199,644	\$421,347,371	\$429,516,020	\$419,335,424	\$ 10,180,596
Grand Total	\$720,814,528	\$833,849,292	\$139,460,228	\$108,584,873	\$860,274,757	\$942,434,165	\$817,582,470	\$ 124,851,695

^{*}FFY 2023-2027 Development STIP assumes 90% obligation limitation based on average of previous 5 years.

^{**}Highway Program sizes subject to change following 2022 TIP Readiness Days Review



Federal Fiscal Year 202	27		\$888,363,605						
		Assumed Obligation Authority (federal aid only)^	OA - BIL (Fed Aid only)*	Matching Funds	Matching Funds - BIL	FFY 2027 (Proposed) (Fed Aid + Match)	FFY 2027 - BIL (Proposed) (Fed Aid + Match)	FFY 2027 Programmed (Current)	ogrammed vs. 2027 Proposed Targets
	Balance Obligation Authority	\$684,230,819	\$799,527,245						
	Planned Redistribution Request	\$50,000,000	\$50,000,000						
	Total Non-earmarked Funding Available	\$734,230,819	\$849,527,245	\$139,460,228	\$178,383,812	\$873,691,047	\$1,027,911,056		
Planning/Adjustments	s/Pass-throughs	\$185,261,368	\$198,247,416	\$11,802,279	\$15,563,854	\$197,063,647	\$213,811,271	\$0	\$ 213,811,271
ABP GANS Repayment	t	\$136,292,400	\$133,620,000	\$0	\$0	\$132,620,000	\$133,620,000		\$ 133,620,000
Award Adjustments, Ch	nange Orders, etc.	\$12,630,840	\$24,773,827	\$2,938,744	\$6,193,457	\$15,321,920	\$30,967,284		\$ 30,967,284
Metropolitan Planning		\$10,209,054	\$11,552,321	\$2,502,219	\$2,888,080	\$12,511,095	\$14,440,401		\$ 14,440,401
State Planning & Resea	arch	\$20,839,676	\$23,315,205	\$5,107,764	\$5,828,801	\$25,538,819	\$29,144,006		\$ 29,144,006
Recreational Trails		\$1,210,464	\$1,186,729	\$296,682	\$296,682	\$1,483,411	\$1,483,411		\$ 1,483,411
Railroad Grade Crossin	ngs	\$2,040,000	\$2,371,999	\$222,222	\$0	\$2,222,222	\$2,371,999		\$ 2,371,999
SRTS Education		\$1,427,336	\$1,427,336	\$364,659	\$356,834	\$1,823,293	\$1,784,170		\$ 1,784,170
Transit Grant Program		\$1,611,600	\$0	\$369,989	\$0	\$1,849,944	\$0		\$
Flex to FTA		\$0	\$0	\$0	\$0	\$0	\$0		\$
Regional Priorities									
Regional Share (%)	MPO	\$199,524,992	\$245,853,752	\$48,903,185	\$61,463,438	\$248,428,177	\$307,317,191	\$0	\$ 307,317,191
3.5596	Berkshire Region	\$7,102,292	\$8,751,410	\$1,740,758	\$2,187,853	\$9,031,063	\$10,939,263		\$ 10,939,263
42.9671	Boston Region	\$85,730,102	\$105,636,228	\$21,012,280	\$26,409,057	\$109,011,849	\$132,045,285		\$ 132,045,285
4.5851	Cape Cod	\$9,148,421	\$11,272,640	\$2,242,260	\$2,818,160	\$11,632,859	\$14,090,801		\$ 14,090,801
8.6901	Central Mass	\$17,338,921	\$21,364,937	\$4,249,736	\$5,341,234	\$22,047,657	\$26,706,171		\$ 26,706,171
2.5397	Franklin Region	\$5,067,337	\$6,243,948	\$1,241,994	\$1,560,987	\$6,443,474	\$7,804,935		\$ 7,804,935
0.3100	Martha's Vineyard	\$618,527	\$762,147	\$151,600	\$190,537	\$786,501	\$952,683		\$ 952,683
4.4296	Merrimack Valley	\$8,838,159	\$10,890,338	\$2,166,216	\$2,722,584	\$11,238,340	\$13,612,922		\$ 13,612,922
4.4596	Montachusett	\$8,898,017	\$10,964,094	\$2,180,887	\$2,741,023	\$11,314,453	\$13,705,117		\$ 13,705,117
0.2200	Nantucket	\$438,955	\$540,878	\$107,587	\$135,220	\$558,162	\$676,098		\$ 676,098
3.9096	Northern Middlesex	\$7,800,630	\$9,611,898	\$1,911,919	\$2,402,975	\$9,919,048	\$12,014,873		\$ 12,014,873
4.5595	Old Colony	\$9,097,342	\$11,209,702	\$2,229,741	\$2,802,425	\$11,567,910	\$14,012,127		\$ 14,012,127
10.8100	Pioneer Valley	\$21,568,652	\$26,576,791	\$5,286,434	\$6,644,198	\$27,426,056	\$33,220,988		\$ 33,220,988
8.9601	Southeastern Mass	\$17,877,639	\$22,028,742	\$4,381,774	\$5,507,186	\$22,732,674	\$27,535,928		\$ 27,535,928
Highway		\$349,444,458	\$405,426,076	\$78,754,765	\$101,356,519	\$428,199,223	\$506,782,595	\$0	\$ 506,782,595
	Grand Total	\$734,230,819	\$849,527,245	\$139,460,228	\$178,383,812	\$873,691,047	\$1,027,911,056	\$0	\$ 1,027,911,056

[^]FFY 2027 Totals are based on increasing program based on Current FY 2026 Program inflated 2%

^{*}FFY 2023-2027 Development STIP assumes 90% obligation limitation based on average of previous 5 years.

^{**}Highway Program sizes subject to change following 2022 TIP Readiness Days Review

3. STATUS OF FUNDS

SUMMARY OF TEA 21 HIGH PRIORITY FUNDS AVAILABLE IN 2022 NOTE: All figures are Federal Funds only (excluding State Match)								
Region	City/Town	Description	Total Allocated (1999 - 2007)	Obligated Amount to date (2022)	Balance Available in 2022 ¹			
BRPC	PITTSFIELD MA20	ENVIRONMENTAL STUDIES, P.E., AND DESIGN OF NORTH-SOUTH CONNECTOR IN PITTSFIELD TO IMPROVE ACCESS TO I-90	\$1,537,649	\$1,537,649	\$0			

¹ Final Obligation made in FFY 2022 for Project 606233 to fund Final Design Contract.

SUMMARY OF SAFETEA-LU HPP FUNDS AVAILABLE IN 2022 (Federal Funds only)

City/Town	Description	Amount Accrued 2005-2009 (Fed. funds only)	Programmed Amounts 2015-2027	
			2015 (Construction – Project 608071)	\$2,693,900
Region (MA 173)	Berkshire County Bike Paths, Design and Construction	\$4,005,900	2019 (Active Design Contract #97887 for	\$800,000
			2027 (Future Construction - 606890)	\$512,000

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 yet to be advertised can be found on the following tables.

FHWA Projects Advertised from 10/01/21 to 04/30/22 in the BRPC Region

Locale	Description	Advertised Amount	ID No.	Fund
Otis	Bridge Replacement (O-05- 007) Tannery Rd. over W. Branch of the Farmington River	\$1,877,831	608856	Surface Transportation Block Grant OFF-SYSTEM BRIDGE
Pittsfield	Bridge Replacement (P-10- 055) East New Lenox Road over Sackett Brook	\$3,206,220	608860	Surface Transportation Block Grant OFF-SYSTEM BRIDGE
Williamstown	Systematic Bridge Maintenance (W-37-013) Route 7 (Moody Bridge) over Hoosic River & PAN-AM RR	\$6,412,714	609162	National Highway Preservation Program (NHPP)

FHWA Funded Projects anticipated to be advertised (05/01/22 to 09/30/22)

Locale	Description	Current TIP Programming*	ID No.	Fund
Egremont	Reconstruction & Related Work on Route 23/41, Creamery Rd. to North Undermountain Rd.	\$7,801,141	608767	Surface Transportation Block Grant and
Florida North Adams	Resurfacing and Related Work on Route 2	\$6,801,018	609103	National Highway Preservation Program (NHPP)
Great Barrington	Resurfacing and Related Work on Routes 23/183	\$2,690,763	609464	Surface Transportation Block Grant
Lanesborough	Pavement Preservation and Related Work on Route 7	\$5,118,813	612593	National Highway Preservation Program (NHPP)
North Adams	Brayton Elementary School Improvements (Safe Routes to School)	\$842,352	610546	Transportation Alternatives Program
Pittsfield	Superstructure Replacement (P-10-002) Holmes Road over Housatonic Railroad	\$3,470,391	611955	Surface Transportation Block Grant

^{*} TIP programming includes State/Local match.

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Transit

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

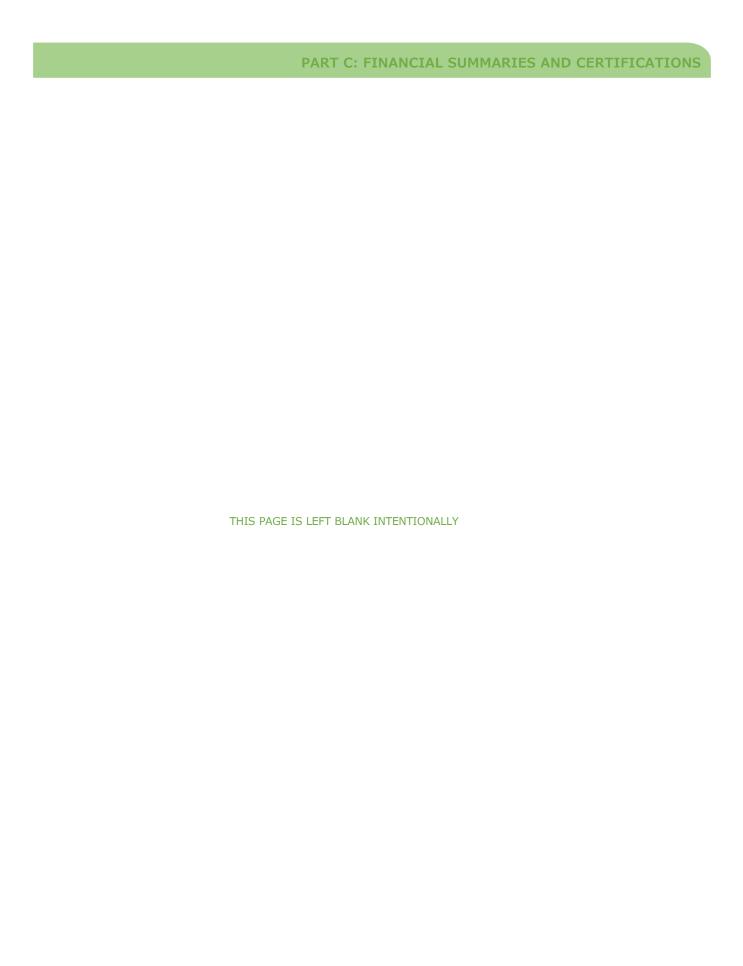
Section 5307 Capital and Operating Assistance \$ 185,611
Section 5307 Operating- CARES \$1,557,900
Section 5339 Capital \$ 375,376
Section 5311 Operating - Rural Areas \$ 306,681
Section 5311 Operating - Rural Areas CARES \$ 702,449

Total Federal Transit Dollars \$3,128,017

STATUS OF FFY 2022 TRANSIT PROJECTS (FEDERAL FUNDS) Funds are as of 4/12/2022

Federal Funds Direct to Recipient from FTA

Section	Description	Federal Funds	Approval Status	Grant #	Comments
5339	Capital	66,610	approved	MA-2020-003	Available 56,130
5307	Operating-CARES	5,678,543	approved	MA-2020-022	Available 4,000,859
5307	Operating	1,719,104	approved	MA-2020-043	Available 1,719,104
5307	Capital	300,000	approved	MA-2020-043	Available 63,879
5339	Capital	616,071	Approved	MA-2021-009	Available 247,935
5339	Capital	333,732	Approved	MA-2021-016	Available 140,595
5307	Operating-ARPA	369,240	Approved	MA-2022-004	Available 369,240
5307	Operating	1,624,683	Final Concurrence		
5307	Capital	396,185	Final Concurrence		



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 1101 (b) of the Fast Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
- 6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- 7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
- 8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
- 9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
- 10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
- 11. Anti-lobbying restrictions found in 49 USC 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.

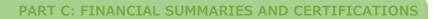
Jamey L. Tesler, Secretary and Chief Executive Officer

May 24, 2022

Date

Massachusetts Department of Transportation

Chair, Berkshire MPO



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Air Quality Conformity Determination Berkshire MPO FFY 2023-2027 Transportation Improvement Program

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the Berkshire MPO Region. 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 the 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.

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one- hour standard, effective June 15, 2005. Scientific information had 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 15, 2019. This conformity determination continues to be valid for the Berkshire Region FFY 2023-2027 Transportation Improvement Program, and Massachusetts' FFY 2023-2027 STIP, as each is developed from the conforming 2020-2040 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 Berkshire Region FFY 2023-2027 Transportation Improvement Program and 2020-2040 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 JApril 27, 2022. 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 <u>The Conduct of Air Quality Planning and Coordination for Transportation Conformity</u> (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. The Berkshire MPO's Public Participation Plan was formally adopted in 2016. The Public Participation Plan ensures that the public will have access to the TIP and all supporting documentation, provides for public notification of the availability of the TIP 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 and related certification documents.

The public comment period for this conformity determination commenced on April 26, 2022. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period will close on May 18, 2022, and subsequently, the Berkshire MPO will endorse this air quality conformity determination on May 24, 2022. These procedures comply with the associated federal requirements.

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 Berkshire MPO 2023-2027 Transportation Improvement Program and 2020-2040 Regional Transportation Plan are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the Berkshire MPO 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 2023-2027 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan 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 Berkshire MPO's FFY 2023-2027 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan 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 - 41.66% State - 39.20% Local -11.78% Fares - 6.14% Other - 1.22% Total -100.00

BRTA Operations and Maintenance Summary

State Fiscal Year 2022

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.

Operating Revenue	Previous	Current	Yr. Two	Yr. Three
	2021	2022	2023	2024
Farebox	512,561	533,275	613,266	705,256
Section 5307	90,230	0	2,161,384	2,783,284
Section 5307- CARES Act	1,557,900	2,835,295	776,614	0
Section 5311	306,681	306,681	306,681	309,748
Section 5311-CARES Act	702,449	148,909	0	0
Section 5310	10,795	0	0	0
MAP	35,275			
ARPA & CRRSA	0	478,835	0	0
Fully Funded *	8,104,503	43,829		
RTACAP as Expense	25,043		0	0
Section 5339	9,943	0	0	0
Advertising	40,000	40,000	40,000	41,200
Interest Income	2,705	1,200	1,320	1,360
Rental Income	55,119	40,719	40,719	40,719
State Contract Assistance including discretionary grant from MassDOT**	3,204,048	3,213,903	3,417,483	4,016,064
Local Assessment	999,065	1,024,043	1,049,644	1,075,885
Other: (Define)	48,928	24,100	24,100	24,823
TOTAL	15,669,970	8,690,789	9,169,692	9,676,063

BRTA Operations and Maintenance Summary

State Fiscal Year 2022

Operating Expenses ***	Previous	Current	Yr. Two	Yr. Three	
	2021	2022	2023	2024	
TOTAL (See Description Below)	15,665,216	8,690,788	9,169,692	9,676,063	

Footnotes:

- * Fully funded refers to contract work often to Human Service 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.
 - 2. While federal, state and local sources of funding are limited, they are presently adequate to support existing levels of service provided by the BRTA through 2022.
 - 3. Current assets offset current liabilities; and cash flow, supported through revenue anticipation notes, is sufficient to provide cash-on-hand and/or receivables are available to fund operations for one year.

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 weekdays and on Saturdays.
- 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, 2024, unless opted to utilize the extensions.

Expenditures for ADA and Non-ADA transportation services (contract plus administrative costs) account for 12.01% of BRTA's budgeted operational expense for FY21 (July 1, 2020 – June 30, 2021).

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

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

"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

SE			
RIORITY YR	FUND	COST	ID#
23	NHPP	17,860,524	605843
23	BR OFF	1,770,360	609078
23	BR OFF	2,027,984	609072
Total for YR Y1 21,658,868			
24	BR OFF	1,698,523	608857
24	NGBP	1,556,125	607597
24	BR OFF	1,156,318	609074
24	BR OFF	1,976,728	609070
Total for YR Y2		6,387,694	
25	BR OFF	2,711,826	608859
25	BR OFF	2,823,084	609428
25	BR OFF	5,401,814	610777
25	BR OFF	4,536,012	609076
25	NGBP	2,069,451	612177
25	NGBP	11,684,995	609430
25	NGBP	15,634,939	612183
25	NGBP	2,775,052	612168
25	NGBP	5,748,999	612162
25	NGBP	1,343,952	607677
Total for YR Y3		54,730,124	
26	NGBP	8,293,905	612498
26	BR OFF	1,743,168	609068
26	BR OFF	2,462,880	609069
Total for YR Y4		12,499,953	
27	NGBP	2,069,643	611942
Total for YR Y5		2,069,643	
-	Total for YR Y5		Total for YR Y5 2,069,643

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
HIGHWAYS	PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	6	23	STBG	4.545.012	60623
HIGHWAYS	PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	6	23	HSIP	434.275	6062331
HIGHWAYS	PITTSFIELD	ASHUWILLTICOOK BIKE TRAIL	EXTENSION	CITY	4	23	S-CMAQ	1,417,902	60928
HIGHWAYS	WILLIAMSTOWN	ROUTE 7 & ROUTE 43	INTERSECTION IMPROVEMENTS	MassDOT	3	23	STBG	3,169,087	61071
HIGHWAYS	LANESBOROUGH	ROUTE 7	RESURFACING & RELATED WORK	MassDOT	<u> </u>	23	NHPP	6.816.392	60881
HIGHWATS	LANESBOROUGH	ROUTE	RESURI ACING & RELATED WORK	IVIA33DOT	Total for YR Y1		16,382,668		00001
HIGHWAYS	PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	6	24	HSIP	434,275	608768
HIGHWAYS	PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	6	24	STBG	8,043,841	60876
HIGHWAYS	LEE - BECKET	ROUTE 20	RESURFACING AND RELATED WORK	MassDOT	0	24	NHPP	5,616,011	61072
HIGHWATO	ELL - BLONET	NOOTE 20	REGORI AGING AND RELATED WORK	IVIGS5DOT	Total for YR Y2		14,094,127		01072
HIGHWAYS	NORTH ADAMS	ASHLAND STREET	RECONSTRUCTION	CITY	6	25	STBG	7.862.554	60927
	TOTAL	, in the street		5.1.1	Total for YR Y3		7,862,554		00027
HIGHWAYS	PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	MassDOT	6	26	STBG	8,136,808	60400
HIGHWAYS	EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	4	26	STBG	2,242,457	60854
					Total for YR Y4		10,379,265		
HIGHWAYS	DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	6	27	STBG	3,735,641	60873
HIGHWAYS	LEE	ROUTE 20	INTERSECTION IMPROVEMENTS	MassDOT	5	27	NHPP	4,501,815	61197
HIGHWAYS	ADAMS - NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	TOWN	4	27	S-CMAQ	8,895,200	60689
HIGHWAYS	EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	4	27	STBG	7,203,622	608547
HIGHWAYS	LEE	BIKEWAY (PHASE 1)	CONSTRUCTION	TOWN	4	27	S-CMAQ	7,165,739	60757
HIGHWAYS	ADAMS - NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	TOWN	4	27	HPP	640,000	606890
					Total for YR Y5		32,142,017		
HIGHWAYS	PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	6	?	UNDET	5,000,000	60929
HIGHWAYS	GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	5	?	UNDET	12,700,000	60946
HIGHWAYS	GREAT BARRINGTON	ROUTE 7/ SOUTH MAIN STREE	RECONSTRUCTION	TOWN	4	?	UNDET	6,931,990	60921
HIGHWAYS	WILLIAMSTOWN	ROUTE 43	RESURFACING	MassDOT	3	?	UNDET	2,812,500	60847
HIGHWAYS	LANESBOROUGH	ROUTE 7	RESURFACING & SIDEWALK CONSTRUCTION	TOWN	3	?	UNDET	3,400,000	60925
HIGHWAYS	HINSDALE	ROUTE 143	RECONSTRUCTION, REHABILITATION	TOWN	1	?	UNDET	4,200,000	60750
HIGHWAYS	LANESBOROUGH	SUMMER STREET	REHABILITATION	TOWN		?	UNDET	1,600,000	XXX14
HIGHWAYS	PITTSFIELD	HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	TOWN		?	UNDET		XXX17
HIGHWAYS	NEW MARLBOROUGH	ROUTE 57	REHABILITATION, CAPACITY IMPROVEMENT	TOWN		?	UNDET	8,000,000	XXX08
HIGHWAYS	SANDISFIELD	ROUTE 57	RESURFACING	TOWN		?	UNDET	5,000,000	XXX17
HIGHWAYS	GREAT BARRINGTON	HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	TOWN		?	UNDET	4,500,000	XXX16
					Total for Y	R Y?	5	4,144,490	

		•	Mode - TI						
IODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
TRANSIT	BRTA	TRANSIT	REHAB/ ITC STAIRWELL	BRTA		23	5307	50,000	RTA23
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		23	5307	200,000	RTA23
TRANSIT	BRTA	TRANSIT	ENGINEERING/ BUILDING ASSESSMENT	BRTA		23	5307	50,000	RTA23
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (3) FIXED ROUTE MINI BU	BRTA		23	5307	315,729	RTA23
					Total for YR Y1		615,729		
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (2) FIXED ROUTE	BRTA		24	5339	220,508	RTA24
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		24	5307	200,000	RTA24
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (1)	BRTA		24	5307	110,254	RTA24
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35-FT BUS (1)	BRTA		24	5339	498,759	RTA24
					Total for Yi	R Y2		1,029,521	
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT SUPPORT VEHICLE ELECTRIC	BRTA		25	5307	100,000	RTA250
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35-FT BUS (4) FIXED ROUTE	BRTA		25	5307	521,617	RTA25
TRANSIT	BRTA	TRANSIT	ACQUIRE - MISC SUPPORT EQUIPMENT - PURCHASE (2) E	BRTA		25	5307	100,000	RTA25
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		25	5307	200,000	RTA25
					Total for Yi	R Y3		921,617	
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		26	5307	200,000	RTA26
TRANSIT	BRTA	TRANSIT	HVAC	BRTA		26	5307	388,910	RTA26
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE - MECHANIC LIFTS	BRTA		26	5307	378,661	RTA26
					Total for Yi	R Y4		967,571	
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE - ITC CONCRETE	BRTA		27	5307	150,000	RTA27
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (2)	BRTA		27	5339	250,578	RTA27
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35 FT BUS	BRTA		27	5339	521,617	RTA27
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (2)	BRTA		27	5307	250,578	RTA27
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		27	5307	200,000	RTA27
					Total for Yi	R Y5		1,372,773	
TRANSIT	BRTA	TRANSIT	SATELLITE FACILITY NORTH COUNTY	BRTA		?	UNDET	1,150,000	RTA17
TRANSIT	BRTA	TRANSIT	ELECTRIC CHARGING IN NORTH COUNTY	BRTA		?	UNDET	1,500,000	RTA25
TRANSIT	BRTA	TRANSIT	BUY 35 FT BUS FOR EXPANSION	BRTA		?	UNDET	416,250	RTA1
TRANSIT	BRTA	TRANSIT	NEW PARKING AREA NEW BUSES & ADA FLEET & PARATR	BRTA		?	UNDET	1,740,000	RTA15
TRANSIT	BRTA	TRANSIT	PURCHASE 9 EXPANSION VANS HYBIRD	BRTA		?	UNDET	1,234,200	RTA19
TRANSIT	BRTA	TRANSIT	SATELLITE FACILITY SOUTH COUNTY	BRTA		?	UNDET	1,150,000	RTA18
TRANSIT	BRTA	TRANSIT	BUY VANS FOR SERVICE EXPANSION	BRTA		?	UNDET	573,200	RTA19
TRANSIT	BRTA	TRANSIT	PURCHASE 3 EXPANSION VANS HYBRID	BRTA		?	UNDET	416,250	RTA18
TRANSIT	BRTA	TRANSIT	PURCHASE 2 TROLLEYS AND 2 EXPANSION FLEET HYBRID			?	UNDET	2,800,000	RTA16
TRANSIT	BRTA	TRANSIT	ELECTRIC CHARGING IN SOUTH COUNTY	BRTA		?	UNDET	1,500,000	RTA27
					Total for YF	V2		2,479,900	

Attachment 2

2. PROJECTS BY LOCATION

NOTES ON TABLE:

LOCATION: City or Town for highway projects

BRPC: TIP by LOCATION

LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORIT	Y FUND	cost	PROJECT LIMITS/ BRIDGE OVER	ID#
ADAMS	QUALITY STREET	BRIDGE PRESERVATION	TOWN	25		BR OFF	5,401,814	OVER HOOSIC RIVER	610777
ADAMS - NORTH ADAMS ADAMS - NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION EXTENSION CONSTRUCTION	TOWN	27 27	4	S-CMAQ HPP	-,,	LIME ST TO HODGES CROSS RD LIME ST TO HODGES CROSS RD	606890 606890A
ALFORD	WEST ROAD	BRIDGE REPLACEMENT	MassDOT	24		BR OFF	1,976,728	OVER SCRIBNER BROOK	609070
BECKET	QUARRY ROAD	BRIDGE REPLACEMENT	MassDOT	26		BR OFF	2,462,880	OVER CUSHMAN BROOK	609069
CHESHIRE	SAND MILL RD	BRIDGE REPLACEMENT	MassDOT	24		BR OFF	1,698,523	OVER DRY BROOK	608857
DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	27	6	STBG	3,735,641	SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT	608737
EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	26	4	STBG	2,242,457	MT WASHINGTON TL TO N. UNDERMOUNTAIN RD	608547
EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	27	4	STBG	7,203,622	MT WASHINGTON TL TO N. UNDERMOUNTAIN RD	608547B
GREAT BARRINGTON	COTTAGE STREET	BRIDGE REPLACEMENT	MassDOT	25		BR OFF	4,536,012	OVER HOUSATONIC RIVER	609076
GREAT BARRINGTON	DIVISION STREET	BRIDGE REPLACEMENT	MassDOT	25		NGBP	15,634,939	OVER HOUSATONIC RIVER	612183
GREAT BARRINGTON	STATE ROAD (ROUTES 7/23)	BRIDGE REPLACEMENT	MassDOT	25		NGBP	11,684,995	OVER HOUSATONIC RIVER	609430
GREAT BARRINGTON	ROUTE 7/ SOUTH MAIN STREET	RECONSTRUCTION	TOWN	?	4	UNDET	6,931,990		609215
GREAT BARRINGTON	HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	TOWN	?		UNDET	4,500,000	HOUSATONIC RR/RIVER BIKE PATH CORRIDOR BE	XXX16D
GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	?	5	UNDET	12,700,000	FROM BELCHER SQUARE N 1.4 MILES ON ROUTE 7	609465
HINSDALE	ROUTE 143	RECONSTRUCTION, REHABILITATION	TOWN	?	1	UNDET	4,200,000		607500
LANESBOROUGH	ROUTE 7	RESURFACING & RELATED WORK	MassDOT	23		NHPP	6,816,392		608813
LANESBOROUGH	WILLIAMSTOWN ROAD	BRIDGE REPLACEMENT	MassDOT	25		NGBP	2,069,451	OVER WATER BRODIE MOUNTAIN BROOK	612177

PART D: ATTACHMENTS

LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORI [*]	TY FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
LANESBOROUGH	BRIDGE STREET	BRIDGE REPLACEMENT	MassDOT	25		BR OFF	2,823,084	OVER TOWN BROOK	609428
LANESBOROUGH	SUMMER STREET	REHABILITATION	TOWN	?		UNDET	1,600,000	ROUTE 7 TO ROUTE 8	XXX14B
LANESBOROUGH	ROUTE 7	RESURFACING & SIDEWALK CONSTRUCTION	TOWN	?	3	UNDET	3,400,000		609256
LEE	MEADOW ST	BRIDGE REPLACEMENT	MassDOT	24		NGBP	1,556,125	OVER POWDER MILL RD	607597
LEE	MILL STREET	BRIDGE REPLACEMENT	MassDOT	25		NGBP	1,343,952	OVER WASHINGTON MOUNTAIN BROOK	607677
LEE	ROUTE 20	INTERSECTION IMPROVEMENTS	MassDOT	27	5	NHPP	4,501,815	MAIN ST/ PARK ST AT W PARK ST	611970
LEE	BIKEWAY (PHASE 1)	CONSTRUCTION	TOWN	27	4	S-CMAQ	7,165,739	STOCKBRIDGE T.L. TO WEST PARK STREET	607570
LEE - BECKET	ROUTE 20	RESURFACING AND RELATED WORK	MassDOT	24		NHPP	5,616,011	LEE - BECKET	610728
MONTEREY	CURTIS ROAD	BRIDGE REPLACEMENT	MassDOT	24		BR OFF	1,156,318	OVER KONKAPOT RIVER	609074
NEW MARLBOROUGH	KEYES HILL ROAD	BRIDGE REPLACEMENT	MassDOT	23		BR OFF	1,770,360	OVER UMPACHENE RIVER	609078
NEW MARLBOROUGH	ROUTE 57	REHABILITATION, CAPACITY IMPROVEMENT	TOWN	?		UNDET	8,000,000	FROM SAN/ NMB TL TO ROUTE 183	XXX08B
NORTH ADAMS	ROUTE 2	BRIDGE REPLACEMENT	MassDOT	23		NHPP	17,860,524	OVER THE HOOSIC RIVER	605843
NORTH ADAMS	ASHLAND STREET	RECONSTRUCTION	CITY	25	6	STBG	7,862,554		609277
PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	23	6	HSIP	434,275		606233B
PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	23	6	STBG	4,545,012		606233
PITTSFIELD	ASHUWILLTICOOK BIKE TRAIL	EXTENSION	CITY	23	4	S-CMAQ	1,417,902	CRANE AVENUE TO MERRILL ROAD	609289
PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	24	6	STBG	8,043,841	JUNCTION RD TO EAST STREET	608768
PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	24	6	HSIP	434,275	JUNCTION RD TO EAST STREET	608768A
PITTSFIELD	PONTOOSUC AVE	BRIDGE REPLACEMENT	MassDOT	25		NGBP	2,775,052	OVER WEST BRANCH HOUSATONIC RIVER	612168
PITTSFIELD	WAHCONAH STREET	BRIDGE REPLACEMENT	MassDOT	25		NGBP	5,748,999	OVER WEST BRANCH HOUSATONIC RIVER	612162
PITTSFIELD	SOUTH STREET	BRIDGE REPLACEMENT	MassDOT	26		NGBP	8,293,905	OVER HOUSATONIC RIVER	612498
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	MassDOT	26	6	STBG	8,136,808	LYMAN ST TO MERRILL RD	604003
PITTSFIELD	HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	TOWN	?		UNDET		CSX OVERPASS ON HUBBARD AVE	XXX17A
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	?	6	UNDET	5,000,000	LYMANN ST TO WHIPPLE ST	609292

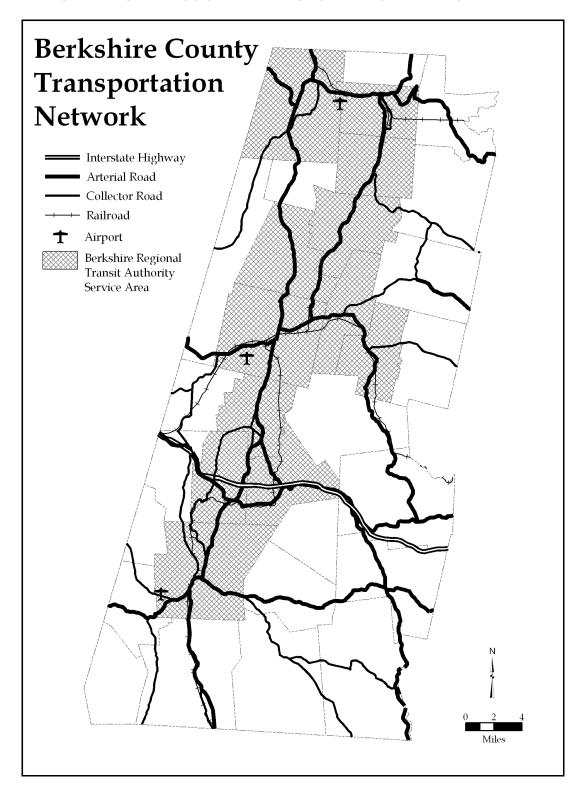
LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	Y FUND	cost	PROJECT LIMITS/ BRIDGE OVER	ID#
SANDISFIELD	ROUTE 57	RESURFACING	TOWN	?		UNDET	5,000,000	NEW MARLBOROUGH TL TO TOLLAND TL	XXX17C
SHEFFIELD	KELSEY ROAD	BRIDGE REPLACEMENT	MassDOT	26		BR OFF	1,743,168	OVER SCHENOB BROOK	609068
SHEFFIELD	COUNTY ROAD	SUPERSTRUCTURE REPLACEMENT	MassDOT	27		NGBP	2,069,643	OVER IRONWORKS BROOK	611942
TYRINGHAM	JERUSALEM RD	BRIDGE REPLACEMENT	MassDOT	25		BR OFF	2,711,826	OVER HOP BROOK	608859
WILLIAMSTOWN	WEST MAIN STREET	BRIDGE REPLACEMENT	MassDOT	23		BR OFF	2,027,984	OVER HEMLOCK BROOK	609072
WILLIAMSTOWN	ROUTE 7 & ROUTE 43	INTERSECTION IMPROVEMENTS	MassDOT	23	3	STBG	3,169,087		610716
WILLIAMSTOWN	ROUTE 43	RESURFACING	MassDOT	?	3	UNDET	2,812,500		608472

Total Projects = 49

Grand Total Cost = \$

232,351,403

Attachment 3
3. BERKSHIRE COUNTY TRANSPORTATION NETWORK MAP



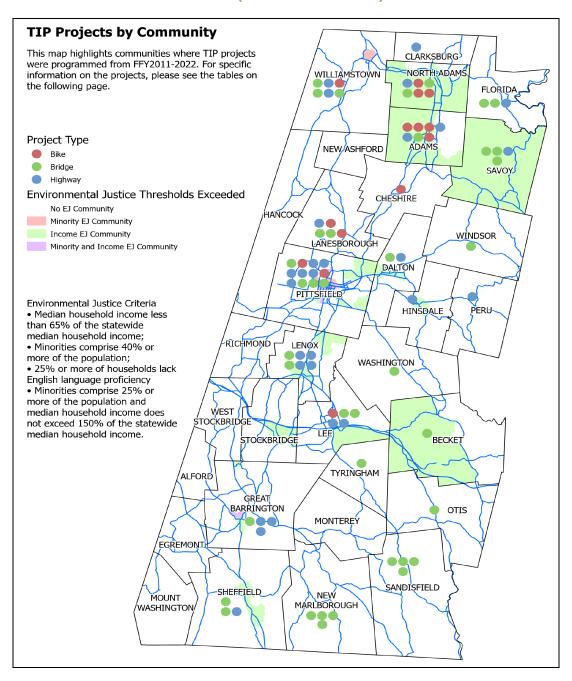
The map below shows a geographical distribution of all highway and bridge projects programed in FFY 2023-2027 TIP in the Berkshire MPO region. Location of TIP projects are superimposed on the Environmental Justice (EJ) map of Berkshire County. The EJ thresholds used for the assessment are: Median household income 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 median household income does not exceed 150% of the statewide median household income. This assessment identifies projects that may potentially impact 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 travel to and within the urbanized area of Berkshire County.

4. BMPO FFY 2023 - 2027 TIP PROJECTS MAP Berkshire TIP CLARKSBURG 2023-2027 WILLIAMSTOWN FLORIDA by Year NORTH ADAMS Highway Bridges **ADAMS** NEW **2023** 2023 **ASHFORD** SAVOY 2024 2024 CHESHIRE 2025 2025 2026 2026 , HANCOCI 2027 WINDSOR LANESBOROUGH Intersections Bike/Pedestrian Trails DALTON 2023 2023 PITTSFIELD 2027 2027 PERLI HINSDALE Environmental Justice Thresholds Exceeded RICHMOND[No EJ Community LENOX Minority EJ Community WASHINGTON Income EJ Community Minority and Income EJ Community WEST [LEE Environmental Justice Criteria TOCKBRIDGE STOCKBRIDGE • Median household income less BECKET than 65% of the statewide median household income: TYRINGHAM • Minorities comprise 40% or more of the population; ALFORD • 25% or more of households lack **GREAT** BARRINGTON English language proficiency OTIS • Minorities comprise 25% or MONTEREY more of the population and EGREMON¹ median household income does not exceed 150% of the statewide median household income. NEW SANDISFIELD MARLBOROUGH MOUNT SHEFFIELD , WASHINGTON

Attachment 4

The map below shows a geographical distribution of TIP past projects programmed from FFY 2011 – 2022 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 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
5. BERKSHIRE MPO PAST (FFY 2011 – 2022) TIP PROJECTS MAP



The following tables lists TIP projects programmed from FFY 2011 - 2022 in the Berkshire MPO region.

Highway Projects (FFY 2011 - 2022)

Project ID	Community	Project Description	FFY	GHG Analysis	Benefits/ Burdens at EJ Population
602937	Lenox	Route 183/ West St Rehabilitation, Repavement, Drainage Improvements; Main St to Stockbridge TL.	2011	Qualitative Decrease in Emissions	Benefits an EJ Population
601078	Pittsfield	Route 7/20, South St Rehabilitation; Berkshire Life to West Housatonic St	2011 & 2012	Qualitative Decrease in Emissions	Benefits an EJ Population
605793	Pittsfield	North St & Lower Wahconah St Intersection Safety Improvements	2011	Qualitative Decrease in Emissions	Benefits an EJ Population
602182	Great Barrington	Reconstruction of Main Street (Route 7)	2013	Qualitative Decrease in Emissions	Benefits an EJ Population
601320	Lee	Reconstruction of Tyringham Rd	2013, 2014 & 2015	Qualitative - No Assumed Impact/Negligible Impact on Emissions	Benefits an EJ Population
604553	Adams	Roundabout Construction at Route 8 & Friend St	2014	Quantified Decrease in Emissions (210,	Benefits an EJ 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 EJ Population
602280	Dalton	Housatonic Street, Reconstruction; Route 8 & 9 to Route 8	2015, 2016 & 2017	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure: (-5032 Kg/Yr)	Benefits an EJ Population
605887	Sheffield – Great Barrington	Route 7, Resurfacing and related work	2015	Qualitative Decrease in Emissions	Benefits an EJ Population
606544	Lenox - Pittsfield	Route 7, Resurfacing and related work	2015	Qualitative Decrease in Emissions	Benefits an EJ Population
607900	Pittsfield	Traffic Signal and Intersection Improvements at Center St and	2016	Quantified Decrease in	Benefits an EJ

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		West Housatonic St		Emissions from Traffic Operational Improvement: (-34,012 Kg/Yr)	Population
605799	Williamstown	Route 43, Reconstruction and related work	2017	Qualitative Decrease in Emissions	Benefits an EJ Population
608167	Clarksburg	Route 8, Resurfacing and related work	2017	Qualitative Decrease in Emissions	Benefits an EJ Population
607429	North Adams	Intersection improvements at route 2 & Phelps Avenue	2018	Qualitative Decrease in Emissions	Benefits an EJ Population
606462	Lenox	Reconstruction and Minor Widening on Walker Street	2018 & 2019	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure: (-6202 Kg/Yr)	Not an EJ Area
607760	Pittsfield	Intersections & traffic Signal Improvements at Nine locations along Routs 8 & 9	2019	Qualitative Decrease in Emissions	Benefits an EJ Population
608812	Florida, Savoy	Resurfacing and related work on Route 2	2019	Qualitative Decrease in Emissions	Not an EJ Area
607328	Adams	Pavement Rehabilitation and related work on Route 8	2020	Qualitative Decrease in Emissions	Benefits an EJ Population
607756	Great Barrington	Intersection and Signal Improvements on Route 7 at Maple Ave (Route 23/41)	2020	Qualitative Decrease in Emissions	Benefits an EJ Population
609104	Lee	Resurfacing and related work on Route 20	2020	Qualitative Decrease in Emissions	Benefits an EJ Population
608486	Williamstown	Resurfacing and related work on Route 43	2020	Qualitative Decrease in Emissions	Benefits an EJ Population
606406	Hinsdale Peru	Reconstruction of Skyline Trail (Middlefield Road)	2021	Qualitative Decrease in Emissions	Benefits an EJ Population
608485	Lanesborough Pittsfield	Resurfacing and Related Work on Route 8 (MM 44.43 to MM 47.77	2021	Qualitative Decrease in Emissions	Benefits an EJ Population
609105	Windsor	Pavement Preservation and Related Work on Route 9	2021	Qualitative Decrease in Emissions	Benefits an EJ Population

Bridge Projects (FFY 2011 - 2022)

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

Bike/ Pedestrian Trail Projects (FFY 2011 – 2022)

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

Attachment 6

6. GREENHOUSE GAS MONITORING AND EVALUATION

2023-2027

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 2023 – 2027 Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change, 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 2020 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 2040 RTPs and 2023 -2027 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 2020 no-build and build conditions, and for 2040 no-build and build conditions.
- All the MPOs included these GHG emission projections in their RTPs, along with a discussion of climate change 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 vehiclemiles 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

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

Improvement

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 2023 - 2027 TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2023 – 2027 TIP. First and second table below summarizes the calculated quantitative impacts of the completed highway and transit projects since 2015 to track progress towards reductions.

Bei	Berkshire Region Completed Highway Projects GHG									
MassDOT Project ID ▼	MassDOT Project Description▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description	Fiscal Year of Contract Award (2015 and forward)			
,	DALTON- RECONSTRUCTION OF HOUSATONIC			,	Quantified Decrease in Emissions from					
602280	STREET, FROM ROUTE 8 & 9 TO ROUTE 8	11,181,141	Quantified	-5,032	Bicycle and Pedestrian Infrastructure		2015			
	PITTSFIELD- TRAFFIC SIGNAL AND INTERSECTION									
	IMPROVEMENTS AT CENTER STREET AND WEST				Quantified Decrease in Emissions from					
607900	HOUSATONIC STREET (ROUTE 20)	2,372,226	Quantified	-34,012	Traffic Operational Improvement		2016			
	LENOX- RECONSTRUCTION & MINOR WIDENING				Quantified Decrease in Emissions from					
606462	ON WALKER STREET	8,521,062	Quantified	-6,202	Bicycle and Pedestrian Infrastructure		2018			
	LANESBOROUGH- PITTSFIELD ASHUWILLTICOOK				Quantified Decrease in Emissions from					
606891	RAIL TRAIL EXTENSION TO CRANE AVENUE	2,704,236	Quantified	-19,278	Bicycle and Pedestrian Infrastructure		2020			
	WILLIAMSTOWN- MOHAWK				Quantified Decrease in Emissions from					
607254	BICYCLE/PEDESTRIAN TRAIL CONSTRUCTION	5,585,900	Quantified	-4,369	Bicycle and Pedestrian Infrastructure		2020			

	Berkshire Region Completed Transit Projects GHG									
FTA Activity Line Item ▼	Transit Agency ▼	Project Description ▼	Total Cost ▼	GHG Analysis Type ▼		GHG Impact Description ▼	Additional Description ▼	Fiscal Year Programmed (2015 and forward)		
					1	Quantified Decrease in Emissions				
RTD0002943	BRTA	Buy Replacement Van (5)	350,000	Quantified	-28,354	from Bus Replacement		2015		
			`			Quantified Decrease in Emissions				
RTD0007502	BRTA	Buy 2 replacement 35 Ft Buses	825,902	Quantified	-52,256	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		

2023 Berkshire Region Highway Project GHG Tracking

					STIP: 2023 - 2027 (D)
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal	Year 2023				
Berkshire Regi	on				
605843	NORTH ADAMS- BRIDGE REPLACEMENT, N-14-016, ROUTE 2 OVER THE HOOSIC RIVER		No assumed impact/negligible impact on emissions	0	
606233	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	Qualitative	Qualitative Decrease in Emissions	0	
608813	LANESBOROUGH- RESURFACING AND RELATED WORK ON ROUTE 7	Qualitative	Qualitative Decrease in Emissions	0	
609072	WILLIAMSTOWN- BRIDGE REPLACEMENT, W-37-010, MAIN STREET OVER HEMLOCK BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609078	NEW MARLBOROUGH- BRIDGE REPLACEMENT, N-08 -020, KEYES HILL ROAD OVER UMPACHENE RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
609289	PITTSFIELD- ASHUWILLTICOOK BIKE TRAIL EXTENSION, CRANE AVENUE TO MERRILL ROAD	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	-1,087,675	
610716	WILLIAMSTOWN- INTERSECTION IMPROVEMENTS AT ROUTE 7 AND ROUTE 43	Qualitative	Qualitative Decrease in Emissions	0	
Berkshire Regi	on		Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-1,087,675	
			Total GHG Difference (kg/year)	-1,087,675	
2023			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-1,087,675	
			Total GHG Difference (kg/year)	-1,087,675	

2024 Berkshire Region Highway Project GHG Tracking

					STIP: 2023 - 2027 (D
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal	Year 2024				
Berkshire Reg	ion				
607597	LEE- BRIDGE REPLACEMENT, L-05-004, MEADOW STREET OVER POWDER MILL BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
608768	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, INCLUDING CONSTRUCTION OF SHARED-USE PATH	Qualitative	Qualitative Decrease in Emissions	0	
608857	CHESHIRE- BRIDGE REPLACEMENT, C-10-002, SAND MILL ROAD OVER DRY BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609070	ALFORD- BRIDGE REPLACEMENT, A-06-004, WEST ROAD OVER SCRIBNER 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	
610728	LEE- BECKET- RESURFACING AND RELATED WORK ON ROUTE 20	Qualitative	Qualitative Decrease in Emissions	0	
Berkshire Reg	ion		Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2024			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)		
			Total GHG Difference (kg/year)		

2025 Berkshire Region Highway Project GHG Tracking

Project ID Type		STIP: 2023 - 2027 (D)								
Berkshire Region 10777 LEF. BRIDGE REPLACEMENT, L-05-013, MILL STREET OVER WASHINGTON MOUNTAIN BROOK Qualitative mpact on emissions 0 108859 TYRINGHAM. SUPERSTRUCTURE REPLACEMENT, T-10-003, JERUSALEM ROAD OVER HOP BROOK Qualitative mpact on emissions 0 109076 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-006, COTTAGE STREET OVER HOUSATONIC RIVER Moassumed impact/negligible mpact on emissions 0 109277 NORTH ADAMS- RECONSTRUCTION OF ASHLAND Qualitative mpact on emissions 0 109288 LANESBOROUGH- BRIDGE REPLACEMENT, L-03-010, RRIDGE STREET OVER TOWN BROOK Moassumed impact/negligible mpact on emissions 0 109428 LANESBOROUGH- BRIDGE REPLACEMENT, L-03-010, RRIDGE STREET OVER TOWN BROOK Moassumed impact/negligible mpact on emissions 0 109429 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-0040, HOUSATONIC RIVER Qualitative No assumed impact/negligible mpact on emissions 0 1009420 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-0040, HOUSATONIC RIVER Qualitative No assumed impact/negligible mpact on emissions 0 1009420 GREAT BARRINGTON- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH Qualitative Moassumed impact/negligible mpact on emissions 0 1012162 PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH Qualitative Moassumed impact/negligible mpact on emissions 0 1012177 LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLMSTOWN ROAD OVER WATER BRODIE Qualitative No assumed impact/negligible mpact on emissions 0 1012177 LANESBOROUGH- BRIDGE REPLACEMENT, G-11-0040, PONTOOSUC AVE OVER WATER BRODIE Qualitative Moassumed impact/negligible mpact on emissions 0 1012178 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-0040, PONTOOSUC AVE OVER WATER BRODIE Qualitative Moassumed impact/negligible mpact on emissions 0 1012179 LANESBOROUGH- BRIDGE REPLACEMENT, G-11-0040, PONTOOSUC AVE OVER WATER BRODIE Qualitative Moassumed impact/negligible mpact on e		MassDOT Project Description		GHG Impact Description		Additional Information				
LEE-BRIDGE REPLACEMENT, L-05-013, MILL STREET OVER WASHINGTON MOUNTAIN BROOK	Federal Fiscal	Year 2025								
OVER WASHINGTON MOUNTAIN BROOK TYRINGHAM- SUPERSTRUCTURE REPLACEMENT, T- 10-003, JERUSALEM ROAD OVER HOP BROOK GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11- 006, COTTAGE STREET OVER HOUSATONIC RIVER JOBEL AND STREET OVER TOWN BRIDGE REPLACEMENT, L-03-010, BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK GREAT BARRINGTON- BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK GREAT BARRINGTON- BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11- HOUSATONIC RIVER ADAMS- BRIDGE PRESERVATION, A-04-038, QUALITY STREET OVER HOOSIC RIVER GIATOR ADAMS- BRIDGE REPLACEMENT, P-10-039, WAHCONAL STREET OVER WEST BRANCH HOUSATONIC HOUSATONIC HOUSATONIC HOUSATONIC HOUSATONIC LANESBOROUGH- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLMSTOWN ROAD OVER WASTE BRANCH HOUSATONIC LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLMSTOWN ROAD OVER WATER BRODIE MOUNTAIN BROOK BERNSHING TON AND ASSUMED Impact on emissions OUBLITATION ASSUMED IMPACT/negligible IMPACT/NEGLIGIBLE OUBLITATION ASSUMED IMPACT/NEGLIGIBLE OUBLITATION ASSU	Berkshire Reg	ion								
10-003, JERUSALEM ROAD OVER HOP BROOK 609076 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11- 006, COTTAGE STREET OVER HOUSATONIC RIVER 609277 STREET 609277 NORTH ADAMS- RECONSTRUCTION OF ASHLAND STREET 609428 LANESBOROUGH- BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK 609430 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11- 014, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER 610777 ADAMS- BRIDGE RESERVATION, A-04-038, QUALITY STREET OVER HOOSIC RIVER 612162 PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WHICHONAL STREET OVER WEST BRANCH HOUSATONIC 612168 PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC 612177 LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, MO assumed impact/negligible impact on emissions 0 wassumed impact/negligible impact on emissions 10 wassumed impact/negligible impact on emissions 10 wassumed impact/negligible impact on emissions 11 wassumed impact/negligible impact on emissions 12 wassumed impact/negligible impact on emissions 13 wassumed impact/negligible impact on emissions 14 wassumed impact/negligible impact on emissions 15 wassumed impact/negligible impact on emissions 16 wassumed impact/negligible impact on emissions 16 wassumed impact/negligible impact on emissions 17 wassumed impact/negligible impact on emissions 18 wassumed impact/negligible impact on emissions 19 wassumed impact/negligib	607677		Qualitative		0					
006, COTTAGE STREET OVER HOUSATONIC RIVER 009277 NORTH ADAMS - RECONSTRUCTION OF ASHLAND STREET 009428 LANESBOROUGH - BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK 014, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER 01777 ADAMS - BRIDGE PRESERVATION, A-04-038, QUALITY STREET OVER HOOSIC RIVER 018 PITTSFIELD - BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC 019 PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC 019 PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC 010 PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC 010 PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC 010 PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC 0110 PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC 0111 PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC 011 PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC 0101 PONTOO	608859		Qualitative		0					
STREET 609428 LANESBOROUGH- BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK 609430 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11- 014, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER 610777 ADAMS- BRIDGE PRESERVATION, A-04-038, QUALITY STREET OVER HOOSIC RIVER 612162 PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC 612168 PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC 612177 LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLMSTOWN ROAD OVER WATER BRODIE MOUNTAIN BROOK 612183 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11- 002, DIVISION STREET OVER HOUSATONIC RUREN MOUNTAIN BROOK 612183 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11- 002, DIVISION STREET OVER HOUSATONIC RUREN MOUNTAIN BROOK 612183 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11- 002, DIVISION STREET OVER HOUSATONIC RUREN MOUNTAIN BROOK 612184 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11- 002, DIVISION STREET OVER HOUSATONIC RIVER Total GHG Increase (kg/year) 0 70tal GHG Reduction (kg/year) 0 70tal GHG Reduction (kg/year) 0 Total GHG Reduction (kg/year) 0	609076				0					
BRIDGE STREET OVER TOWN BROOK GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11- O14, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER ADAMS- BRIDGE PRESERVATION, A-04-038, QUALITY STREET OVER HOOSIC RIVER DITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WHCONAH STREET OVER WEST BRANCH HOUSATONIC PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC DIAMSBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLMSTOWN ROAD OVER WATER BRODIE MOUNTAIN BROOK BILLIANS GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11- 002, DIVISION STREET OVER HOUSATONIC RIVER DIAMSBOROUGH- BRIDGE REPLACEMENT, G-11- 002, DIVISION STREET OVER HOUSATONIC RIVER Total GHG Reduction (kg/year)	609277		Qualitative	Qualitative Decrease in Emissions	0					
0	609428				0					
STREET OVER HOOSIC RIVER Outlitative impact on emissions Ou	609430	014, STATE ROAD (ROUTES 7/23) OVER THE			0					
612162 WAHCONAH STREET OVER WEST BRANCH HOUSATONIC PITTSFIELD - BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC 612168 PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC LANESBOROUGH - BRIDGE REPLACEMENT, L-03-015, US 7 WILLMSTOWN ROAD OVER WATER BRODIE MOUNTAIN BROOK 612183 GREAT BARRINGTON - BRIDGE REPLACEMENT, G-11-002, DIVISION STREET OVER HOUSATONIC RIVER Berkshire Region Coulitative Inpact/negligible impact on emissions No assumed impact/negligible impact on emissions No assumed impact/negligible impact on emissions No assumed impact/negligible impact on emissions Total GREAT BARRINGTON - BRIDGE REPLACEMENT, G-11-02, DIVISION STREET OVER HOUSATONIC RIVER Berkshire Region Total GHG Increase (kg/year) Total GHG Reduction (kg/year)	610777		Qualitative		0					
612168 PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLMSTOWN ROAD OVER WATER BRODIE MOUNTAIN BROOK 612183 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-002, DIVISION STREET OVER HOUSATONIC RIVER Berkshire Region Cualitative impact on emissions Qualitative Qualitative impact on emissions No assumed impact/negligible impact on emissions Outpact on emissions No assumed impact/negligible impact on emissions Total GHG Increase (kg/year) Total GHG Reduction (kg/year) Outpact on emissions Total GHG Increase (kg/year) Total GHG Reduction (kg/year) Total GHG Reduction (kg/year) Outpact on emissions Outpact on emissions Total GHG Increase (kg/year) Total GHG Reduction (kg/year) Outpact on emissions	612162	WAHCONAH STREET OVER WEST BRANCH	Qualitative		0					
612177 US 7 WILLMSTOWN ROAD OVER WATER BRODIE MOUNTAIN BROOK 612183 GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-002, DIVISION STREET OVER HOUSATONIC RIVER Berkshire Region Total GHG Increase (kg/year) 2025 Total GHG Reduction (kg/year)	612168	PONTOOSUC AVE OVER WEST BRANCH	Qualitative		0					
Berkshire Region Total GHG Increase (kg/year) 0 2025 Total GHG Reduction (kg/year) 0	612177	US 7 WILLMSTOWN ROAD OVER WATER BRODIE	Qualitative		0					
Total GHG Reduction (kg/year) 0 2025 Total GHG Increase (kg/year) 0 Total GHG Reduction (kg/year) 0	612183		Qualitative		0					
2025 Total GHG Increase (kg/year) 0 Total GHG Reduction (kg/year) 0	Berkshire Reg	ion		Total GHG Increase (kg/year)	0					
Total GHG Reduction (kg/year) 0				Total GHG Reduction (kg/year)	0					
	2025			Total GHG Increase (kg/year)	0					
				Total GHG Reduction (kg/year)	0					
Total GHG Difference (kg/year) 0				Total GHG Difference (kg/year)	0					

2026 Berkshire Region Highway Project GHG Tracking

	STIP: 2023 - 2027 (
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information			
Federal Fiscal `	Year 2026							
Berkshire Region	on							
604003	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9)	Qualitative	Qualitative Decrease in Emissions	0				
608547	EGREMONT- RECONSTRUCTION OF MOUNT WASHINGTON ROAD	Qualitative	Qualitative Decrease in Emissions	0				
609068	SHEFFIELD- BRIDGE REPLACEMENT, S-10-015, KELSEY ROAD OVER SCHENOB BROOK	Qualitative	No assumed impact/negligible impact on emissions	0				
609069	BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN BROOK	Qualitative	No assumed impact/negligible impact on emissions	0				
612498	PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P- 10-032, SOUTH STREET OVER HOUSATONIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	NGB-funded, not against OA			
Berkshire Region	on		Total GHG Increase (kg/year)	0				
			Total GHG Reduction (kg/year)	0				
			Total GHG Difference (kg/year)	0				
2026			Total GHG Increase (kg/year)	0				
			Total GHG Reduction (kg/year)	0				
			Total GHG Difference (kg/year)	0				

2027 Berkshire Region Highway Project GHG Tracking

					STIP: 2023 - 2027
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal	Year 2027				
Berkshire Reg	ion				
606890	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	-23,423	
607570	LEE- BIKEWAY CONSTRUCTION, FROM STOCKBRIDGE T.L. TO WEST PARK STREET (PHASE 1)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	-18,003	
608547	EGREMONT- RECONSTRUCTION OF MOUNT WASHINGTON ROAD	Qualitative	Qualitative Decrease in Emissions	0	
608737	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	Qualitative	Qualitative Decrease in Emissions	0	
611942	SHEFFIELD- SUPERSTRUCTURE REPLACEMENT, S- 10-024, COUNTY ROAD OVER IRONWORKS BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
611970	LEE- INTERSECTION IMPROVEMENTS AT PARK STREET AND MAIN STREET (ROUTE 20)	Qualitative	Qualitative Decrease in Emissions	0	
Berkshire Reg	ion		Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-41,426	
			Total GHG Difference (kg/year)	-41,426	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-41,426	
			Total GHG Difference (kg/year)	-41,426	
2023 - 2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-1,129,101	
			Total GHG Difference (kg/year)	-1,129,101	

2023 Berkshire Region Transit Project GHG Tracking

2023	Berkshire	Berkshire Region Transportation Improvement							
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programme d Funds ▼	GHG Analysis Type ▼	GHG CO₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information	Fiscal Year of Contract Award (2015 and forward) ▼	
RTD0010566	Preventive Maintenance	\$200,000	Qualitative		No assumed impact/negligible impact on emissions	\$200,000			
RTD0010567	BUY REPLACEMENT <30 FT BUS (3) Fixed Route Mini Buses	\$315,729	Qualitative		Qualitative Decrease in Emissions	\$315,729	Information not yet available to quantify		
RTD0011250	ENGINEERING/Building Assessment	\$50,000	Qualitative		No assumed impact/negligible impact on emissions	\$50,000			
RTD0011251	REHAB/ ITC Stairwell	\$50,000	Qualitative		No assumed impact/negligible impact on emissions	\$50,000			

2024 Berkshire Region Transit Project GHG Tracking

2024	Berkshire Region Transportation Improvement							
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO₂ Impact (kg/yr)▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0010568	BUY REPLACEMENT <30 FT BUS (2) FIXED ROUTE	\$220,508	Qualitative		Qualitative Decrease in Emissions	\$220,508	Information not yet available to guantify	
RTD0010569	PREVENTIVE MAINTENANCE	\$200,000	Qualitative		No assumed impact/negligible impact on emissions	\$200,000		
RTD0011279	BUY REPLACEMENT 35-FT BUS (1)	\$498,759	Qualitative		Qualitative Decrease in Emissions	\$498,759	available to	
RTD0011280	BUY REPLACEMENT <30 FT BUS (1)	\$110,254	Qualitative		Qualitative Decrease in Emissions	\$110,254	not yet available to	

2025 Berkshire Region Transit Project GHG Tracking

2025	Berkshire	Berkshire Region Transportation Improvement							
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼		GHG CO₂ Impact (kg/yr) ▼	GHG Impact Description ▼		Additional Information ▼	Fiscal Year of Contract Award (2015 and forward)▼	
RTD0010570	ACQUIRE - MISC SUPPORT EQUIPMENT- Purchase (2) Electric Chargers	\$100,000	Qualitative		No assumed impact/negligible impact on emissions	\$100,000			
RTD0010571	PREVENTIVE MAINTENANCE	\$200,000	Qualitative		No assumed impact/negligible impact on emissions	\$200,000			
RTD0011281	BUY replacement- Support Vehicles-electric	\$100,000	Qualitative		No assumed impact/negligible impact on emissions	\$100,000			
RTD0011282	BUY REPLACEMENT 35-FT BUS	\$521,617	Qualitative		Qualitative Decrease in Emissions		yet available to		

2026 Berkshire Region Transit Project GHG Tracking

2026	Berkshire Region Transportation Improvement							
	MassDOT/FTA Project Description ▼	"	GHG Analysis Type ▼	GHG CO₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0010573	PREVENTIVE MAINTENANCE	\$200,000	Qualitative		No assumed impact/negligible impact on emissions	\$200,000		
RTD0011283	HVAC	\$388,910	Qualitative		No assumed impact/negligible impact on emissions	\$388,910		
RTD0011284	PREVENTIVE MAINTENANCE- Mechanic Lifts	\$378,661	Qualitative		No assumed impact/negligible impact on emissions	\$378,661		

2027 Berkshire Region Transit Project GHG Tracking

2027	Berkshire I	Berkshire Region Transportation Improvement							
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼	
RTD0011285	PREVENTIVE MAINTENANCE	\$200,000	Qualitative		No assumed impact/negligible impact on emissions	\$200,000			
RTD0011286	PREVENTIVE MAINTENANCE-ITC concrete	\$150,000	Qualitative		No assumed impact/negligible impact on emissions	\$150,000			
RTD0011287	BUY REPLACEMENT <30 FT BUS (2)	\$250,578	Qualitative		Qualitative Decrease in Emissions		available to		
RTD0011288	BUY REPLACEMENT 35-FT BUS	\$521,617	Qualitative		Qualitative Decrease in Emissions	\$521,617	iniormation not yet available to		
RTD0011289	BUY REPLACEMENT <30 FT BUS (2)	\$250,578	Qualitative		Qualitative Decrease in Emissions		information not yet available to		

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 2023 – 2027 Transportation Improvement Program and Air Quality Conformity Determination for the Berkshire Region MPO is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

- 1. 310 CMR 60.05(5)(a)1.: Evaluate and report the aggregate transportation GHG emissions impacts of 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.

Jamey L. Tesler, Secretary and CEO

Massachusetts Department of Transportation

Chair, Berkshire MPO

May 24, 2022

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Attachment 7

7. FHWA & FTA TITLE VI CERTIFICATIONS & ASSURANCES

TITLE VI/NONDISCRIMINATION AGREEMENT AND RECIPIENT ASSURANCES

The State of Massachusetts, acting through its Department of Transportation (hereinafter referred to as the "Recipient"), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (USDOT), Federal Highway Administration, it is subject to and must 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 ofrace, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324et 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);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. §6101 et seq.), (prohibits discrimination on the basis of age);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.), (prohibits discrimination on the basis of disability);
- 49 C.F.R. Part 21 (entitled Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 49 C.F.R. Part 27 (entitled Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance);
- 49 C.F.R. Part 28 (entitled Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department Of Transportation);
- 49 C.F.R. Part 37 (entitled Transportation Services For Individuals With Disabilities (ADA));
- 23 C.F.R. Part 200(FHWA's Title VI/Nondiscrimination Regulation);
- 28 C.F.R. Part 35 (entitled Discrimination On The Basis Of Disability In State And Local Government Services);
- 28 C.F.R. Part 50.3 (DOJ Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory cites are hereinafter referred to as the "Acts." The preceding regulatory cites are hereinafter referred to as the "Regulations."

Although not applicable to Recipients directly, there are certain Executive Orders and relevant guidance that direct action by Federal agencies regarding their federally assisted programs and activities to which compliance is required by Recipients to ensure Federal agencies carry out their responsibilities. Executive Order 12898, 3 C.F.R. 859 (1995), entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations", emphasizes that Federal agencies should utilize existing laws to achieve Environmental Justice, in particular Title VI, to ensure nondiscrimination against minority populations. Recipients should be aware that certain Title VI matters raise Environmental Justice concerns and FHWA intends that all Recipients evaluate and revise existing procedures (as appropriate) to address and

implement Environmental Justice considerations. See the following FHWA website for more information and facts about Environmental Justice:

http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm.

Additionally, Executive Order 13166, 3 C.F.R. 289 (2001) on Limited-English-Proficiency, according to the U.S. Department of Justice in its Policy Guidance Document dated August 16, 2000 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the "application of Title VI's prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency." When receiving Federal funds Recipients are expected to conduct a four-factor analysis to prevent discrimination based on National Origin. (See also U.S. DOT's "Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons," dated December 14, 2005, (70 Fed. Reg. at 74087 to 74100); the Guidance is a useful resource when performing a Four-Factor Analysis).

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, policy, memoranda, and/or guidance, Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that

"No person in the United States shall, on the grounds of race, color, national origin, sex, age, or disability, 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 the USDOT, including the Federal Highway Administration.

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

Additionally, the Recipient may not discriminate in the selection and retention of contractors, including without limitation, retaining contractors whose services are for, or incidental to, construction, planning, research, highway safety, engineering, property management, realty, fee contracts, and other commitments with persons for services and expenses incidental to the acquisition of rights-of-way.

Federal-aid contractors may not discriminate in their selection and retention of first-tier subcontractors and first-tier subcontractors may not discriminate in their selection and retention of second-tier subcontractors, who participate in Federal-aid highway construction, acquisition of rights-of-way, and related projects, including those who supply materials and lease equipment.

The Recipient may not discriminate against eligible persons in making relocation payments and in providing relocation advisory assistance where highway rights-of-way acquisitions necessitate relocation(s).

The Recipient may not discriminate by preventing Title VI/Nondiscrimination populations from accessing and utilizing facilities and services provided for public accommodations (i.e., eating, sleeping, rest, recreation, and vehicle servicing) constructed on, over, or under the rights-of-way of federally assisted highways.

The Recipient, its sub-recipients, contractors, subcontractors, and other persons subject to this Agreement may not discriminate in their employment practices in connection with highway construction projects or other projects assisted by the Federal Highway Administration.

The Recipient shall develop and implement a Public Participation Plan in a manner that ensures the identification of Title VI/Nondiscrimination population(s), affords the population(s) opportunities to comment, and provides an atmosphere where all comments are promptly addressed with regard to the location and design of highway construction projects. Additionally, the Recipient shall not locate, design, or construct a highway in such a manner as to deny access to, and use thereof, to any persons on the basis of race, color, national origin, sex, age, or disability.

More specifically and without limiting the above general Assurance, the Recipient agrees with and gives, the following Assurance with respect to its federally-assisted highway program, as follows:

- The Recipient agrees that each "program" and each "facility" as defined in §§21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Acts and the Regulations;
- 2. The Recipient shall insert the following notification in all solicitations for bids and Requests For Proposals for work or material subject to the Acts and the Regulations made in connection with all Federal Highway Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The Massachusetts Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4), other Nondiscrimination requirements (The Federal-Aid Highway Act of 1973, The Age Discrimination Act of 1975, Section 504 of the Rehabilitation Act of 1973, and Americans with Disabilities Act of 1990), and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement will be awarded without discrimination on the ground of race, color, national origin, sex, age, or disability.":

- The Recipient shall insert the clauses of "Appendix A" of this Assurance in every contract or agreement subject to the Acts and the Regulations;
 - 4. The Recipient shall 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 or improvements thereon or interest therein to a Recipient;
 - The Recipient shall insert the following language in all Federal-Aid Agreements entered into with the FHWA:

"The State of Massachusetts, acting through its Department of Transportation (Recipient)

HEREBY AGREES THAT, as a condition to receiving Federal financial assistance from the

United States Department Of Transportation, Federal Highway Administration, it is subject to

and shall comply with Title VI of the Civil Rights Act of 1964 and additional Nondiscrimination

requirements as detailed in the FHWA Assurances for Title VI and Other Nondiscrimination

Statutes and Regulations document."

- That where the Recipient receives Federal financial assistance to construct a facility, or
 part of a facility, the Assurance shall extend to the entire facility and facilities operated in
 connection therewith;
- 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 shall extend to
 rights to space on, over or under such property;
- 8. That the Recipient shall "include the appropriate 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:
 - For the subsequent transfer of real property acquired or improved under the applicable Project or Program; and
 - b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable Project or Program.
- 9. 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:
 - 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.
- 10. The Recipient shall 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, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance; and
- 11. 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.

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 Federal Highway Program and is binding on it, other recipients, subrecipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Federal Highway Programs. The person or persons whose signature appears below are authorized to sign this assurance on behalf of the Recipient.

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

(Secretary/CEO)

4 Jun 14

TITLE VI/NONDISCRIMINATION AGREEMENT AND SUB-RECIPIENT ASSURANCES

The Berkshire Metropolitan Planning Organization [Grantee] (hereinafter referred to as the "Sub-Recipient"), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (USDOT), Federal Highway Administration, from the Massachusetts Department of Transportation (Recipient), it is subject to and must comply with the Statutory/Regulatory Authorities and requirements 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 Federal Highway 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 **Federal Highway Programs**. The persons whose signature appears below is authorized to sign this assurance on behalf of the Sub-Recipient.

Berkshire Metropolitan Planning Organization

Richard A. Davey

MassDOT Secretary and CEO Berkshire MPO Chairman

DATED

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:

- Compliance with Regulations: The contractor shall comply with the Acts and the
 Regulations relative to Nondiscrimination in federally-assisted programs of the U.S.
 Department of Transportation, Federal Highway Administration, as they may be amended
 from time to time, which are herein incorporated by reference and made a part of this
 contract.
- 2. Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, national origin, sex, age, or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers a program set forth in Appendix B of 49 CFR Part 21.
 - 3. Solicitations for Subcontracts, 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 shall 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, sex, age, or disability.
 - 4. Information and Reports: The contractor shall provide all information and reports required by the Acts, the Regulations and directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration (FHWA) to be pertinent to ascertain compliance with such Acts, Regulations, orders, 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 shall so certify to the Recipient or the FHWA, as appropriate, and shall set forth what efforts it has made to obtain the information.
 - 5. Sanctions for Noncompliance: In the event of the contractor's noncompliance with the Nondiscrimination provisions of this contract, the Recipient shall impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

- Withholding of payments to the contractor under the contract until the contractor complies; and/or
- · Cancellation, termination, or suspension of the contract, in whole or in part.
- 6. Incorporation of Provisions: The contractor shall include the provisions of paragraphs 1 through 6 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 shall take such action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Recipient to enter into such litigation to protect the interests of the Recipient and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

CLAUSES FOR DEEDS TRANSFERING UNITED STATES PROPERTY APPENDIX B

The following clauses shall 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 Department of Transportation, as authorized by law, and upon the condition that the (Name of Recipient) will accept title to the lands and maintain the project constructed thereon, in accordance with (Name of Appropriate Legislative Authority), the Regulations for the Administration of Federal Highway Programs and the policies and procedures prescribed by the Federal Highway Administration of the Department of Transportation and, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation 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 (Name of Recipient) all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

TO HAVE AND TO HOLD said lands and interests therein unto (Name of Recipient) 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 (Name of Recipient), its successors and assigns.

The (Name of Recipient), 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 shall on the grounds of race, color, or national origin, 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 (Name of Recipient) shall 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, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended, and (3) that in the event of breach of any of the abovementioned nondiscrimination conditions, the Department shall have a right to re-enter said lands and facilities on said land, and that above described land and facilities shall thereon revert to and

vest in and become the absolute property of the Department of Transportation 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 and related Nondiscrimination laws.

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE FEDERAL HIGHWAY PROGRAMS

APPENDIX C

The following clauses shall be included in deeds, licenses, leases, permits, or similar instruments entered into by the (Name of Recipient) pursuant to the provisions of Assurance 8(a):

- A. The (grantee, lessee, permitee, 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. 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 program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permitee, etc.) shall maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) set forth in the Title VI/Nondiscrimination Assurance agreement
 - No person on the grounds of race, color, national origin, sex, age, or disability shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, (Name of Recipient) shall have the right to terminate the lease, license, permit, etc. and to 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.
- C. With respect to a deed, in the event of breach of any of the above nondiscrimination covenants, the (Name of Recipient) shall have the right to re-enter the lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the (Name of Recipient) and its assigns.

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE FEDERAL HIGHWAY PROGRAM

APPENDIX D

The following clauses shall be included in deeds, licenses, permits, or similar instruments entered into by (Name of Recipient) pursuant to the provisions of Assurance 8(b):

- A. The (grantee, licensee, permitee, 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, sex, age, or disability shall be excluded from participation in, denied the benefits of, or be otherwise 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, sex, age, or disability shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permitee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in the Title VI/Nondiscrimination Assurance agreement.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, (Name of Recipient) shall have the right to terminate the (license, permit, etc., as appropriate) and to 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.*
- C. With respect to deeds, in the event of breach of any of the above nondiscrimination covenants, (Name of Recipient) shall have the right to re-enter said land and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of (Name of Recipient) and its assigns.*

^{*}Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI and related Nondiscrimination laws.

FTA FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2014 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE (Required of all Applicants for FTA funding and all FTA Grantees with an active Capital or Formula Project)

AFFIRMATION OF APPLICANT

Name of the Applicant: Berkshire Metropolitan Planning Organization

Name and Relationship of the Authorized Representative:Richard A. Davey, Chairman
BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all Federal statutes and regulations, and follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2014, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.
FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Project for which it seeks now, or may later seek FTA funding during Federal Fiscal Year 2014.
The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 et seq., and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute
other statements made by me on behalf of the Applicant are true and accurate.
Signature Date: 24 Jun 14
Name Clinton Beach for Richard A. Davey, Chair Authorized Representative of Applicant
AFFIRMATION OF APPLICANT'S ATTORNEY
For (Name of Applicant):
As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority und State, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.
I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA Project or Projects.
Signature Date:
Name
Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active Capital or Formula Project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

FTA FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant:	Berkshire Metropolitan Planning Organization	
The Applicant agrees to comply	with applicable provisions of Groups 01 - 24.	

OR

The Applicant agrees to comply with applicable provisions of the Groups it has selected:

The second second	
Group	Description
01.	Required Certifications and Assurances for Each Applicant.
02.	Lobbying.
03.	Procurement and Procurement Systems.
04.	Private Section Protections.
05.	Rolling Stock Reviews and Bus Testing.
06.	Demand Responsive Service.
07.	Intelligent Transportation Systems.
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.
10.	Alcohol and Controlled Substances Testing.
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity) and Capital Investment Program in Effect before MAP-21.
12.	State of Good Repair Program.
13.	Fixed Guideway Modernization Grant Program.
14.	Bus and Bus Facilities Formula Grants Program and Bus and Bus Related Equipment and Facilities Grant Program (Discretionary).
15,	Urbanized Area Formula Grants Programs, Passenger Ferry Grants Program, and Job Access and Reverse Commute (JARC) Program.
16.	Seniors/Elderly/Individuals with Disabilities Programs and New Freedom Program.
17.	Rural/Other Than Urbanized Areas/Appalachian Development/Over-the-Road Bus Accessibility Programs.
18.	Public Transportation on Indian Reservations Programs (also known as the Tribal Transit Programs).
19.	Low or No Emission/Clean Fuels Grant Programs.
20.	Paul S. Sarbanes Transit in Parks Program.
21.	State Safety Oversight Program.
22.	Public Transportation Emergency Relief Program.
23.	Expedited Project Delivery Pilot Program.
24.	Infrastructure Finance Programs.



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Transportation Improvement Program APPENDIX

- 1. PUBLIC NOTICE
- 2. PUBLIC COMMENTS
- 3. MassDOT STIP Amendment/ Adjustment Procedures

1. PUBLIC NOTICE

Thursday, April 28, 2022

BerkshireEagle.com | The Berkshire Eagle | **SPORTS**

ON THE AIR

Schedule subject to change COLLEGE BASEBALL

Alabama at South Carolina: 7 p.m., Texas A&M at Vanderbilt: 8 p.m.,

COLLEGE LACROSSE (MEN'S) Lafayette at Virginia: 6 p.m., ACCN
COLLEGE LACROSSE
(WOMEN'S)

Johns Hopkins at Penn St.: 6 p.m., BTN Rutgers at Ohio St.: 8 p.m., BTN

COLLEGE SOFTBALL

Oklahoma St. at Florida St.: 7 p.m.,

DP World Tour: The Catalunya Championship, First Round, PGA Catalunya Resort — Stadium Course, Girona, Spalin: 8 a.m., GOLF PGA Tour: The Mexico Open, First Round, Vidanta Vallarta, Vallarta, Mexico: 3:30 p.m., GOLF Mexico: 3:30 p.m., GOLF LPGA Tour: The Palos Verdes Championship, First Round, Palos Verdes Golf Club, Palos Verdes Estates, Calif.: 6:30 p.m., GOLF

HORSE RACING NYRA: America's Day at the Races:

EAST DIVISION

IIHF HOCKEY (MEN'S)

U-18 World Championship: Finland vs. Canada, Quarterfinal, Land-shut, Germany: 8:30 a.m., NHLN U-18 World Championship: U.S. vs. Latvia, Quarterfinal, Landshut,

PFL 2 Main Card: Featherweights & Heavyweights, Arlington, Texas:

MLB BASEBALL

Regional Coverage: Colorado at Philadelphia OR Seattle at Tampa Bay: 1 p.m., MLBN Boston at Toronto: 3 p.m., NESN

Regional Coverage: Chicago Cubs at Atlanta OR Arizona at St. Louis (7:30 p.m.): 7 p.m., MLBN NBA BASKETBALL

Eastern Conference First Round: Philadelphia at Toronto, Game 6:

r p.in., NBATV
Western Conference First Round:
Phoenix at New Orleans, Game 6:
7:30 p.m., TNT
Western Conference First Round:
Dallas at Utah, Game 6: 10 p.m.,
TNT

NEL FOOTBALL

The 2022 NFL Draft: Round 1, Las Vegas: 8 p.m., ABC, ESPN and NFLN NHL HOCKEY

Buffalo at Boston: 7 p.m., NESN Calgary at Minnesota: 8 p.m., NHLN RUGBY (MEN'S) NRL: Cronulla-Sutherland at Bris-

SOCCER (MEN'S) Premier League: Chelsea at Man-chester United: 2:45 p.m., USA SOCCER (WOMEN'S)

CONCACAF U-17 Championship Group Stage: Canada vs. Jamaica, Group A, San Cristóbal, Dominican Republic: 6:50 p.m., FS2 TENNIS

Munich-ATP, Estoril-ATP, Madrid-WTA Early Rounds: 5 a.m., TENNIS

DAILY CALENDAR

High School Track and Field Lenox and Hoosac Valley at Monu-ment Mountain: 4:30 p.m.

High School Softball Lee at Gateway: 4:30 p.m. Frontier at Wahconah: 4 p.m. Southwick at Hoosac Valley: 4:30 p.m.

Turners Falls at Taconic: 5 p.m. Central at Mount Everett: 4 p.m. Ludlow at McCann Tech: 4 p.m. Ware at Drury: 4 p.m. Greenfield at Mount Greylock: 4:15 p.m.

High School Baseball

McCann Tech at Hoosac Valley: 4 p.m. Lenox at Lee: 4 p.m. Mount Everett at Drury: 4 p.m. Mount Greylock at Ware: 4:30 p.m. Taconic at East Longmeadow:

4:30 p.m. High School Lacrosse

McCann Tech boys at Springfield Central: 7 p.m. Pittsfield boys at Monson: 4 p.m. Hoosac Valley vs. Lenox boys, at BCC: 5 p.m.

BCC: 5 p.m. High School Tennis Monument Mountain girls at Mount Greylock: 4:30 p.m.

SCOREBOARD

MLB Glance

EAST DIVISION				
	W	L	Pct	GE
New York	12	6	.667	
Toronto	12	7	.632	1/3
Tampa Bay	10	8	.556	2
Boston	8	11	.421	41/
Baltimore	6	12	.333	6
CENTRAL DIVIS	ION			
	W	L	Pct	GE
Minnesota	10	8	.556	_
Chicago	7	10	.412	21/
Cleveland	7	10	.412	21/
Kansas City	6	10	.375	3
Detroit	6	11	.353	31/
WEST DIVISION	l			
	W	L	Pct	GE
Los Angeles	11	7	.611	
Seattle	11	7	.611	
Oakland	9	9	.500	2
Houston	8	9	.471	21/3
Texas	6	11	.353	41/3

	W	L	Pct	GB
New York	14	6	.700	
Miami	8	8	.500	4
Phila.	9	10	.474	41/2
Atlanta	8	10	.444	5
Washington	6	13	.316	71/2
CENTRAL DIVISION	DN			
	w	L	Pct	GB
Milwaukee	12	7	.632	
St. Louis	10	7	.588	1
Pittsburgh	8	10	.444	31/2
Chicago	7	10	.412	4
Cincinnati	3	15	.167	81/2
WEST DIVISION				
	w	L	Pct	GB
San Francisco	13	5	.722	
Los Angeles	12	6	.667	1
San Diego	12	7	.632	11/2
Colorado	10	8	.556	3
Arizona	8	11	.421	51/2
Τι	iesday's	Games		
Spattle 8 Tampa F	Ray 4			

Seattle 8, Tampa Bay 4 N.Y. Yankees 12, Baltimore 8 Kansas City 6, Chicago White Sox 0 Minnesota 5, Detroit 4 Toronto 6, Boston 5, 10 innings Houston 5, Texas 1 L.A. Angels 4, Cleveland 1 San Francisco 8, Oakland 2 Atlanta 3, Chicago Cubs 1

San Diego 9, Cincinnati 6 Milwaukee 12, Pittsburgh 8 Phila. 10, Colorado 3 Miami 5, Washington 2 N.Y. Mets 3, St. Louis 0 Arizona 5, L.A. Dodgers 3

Wednesday's Games

Chicago White Sox 7, Kansas City 3 Tampa Bay 3, Seattle 2 N.Y. Yankees 5, Baltimore 2 Minnesota 5, Detroit 0 Boston 7, Toronto 1

St. Louis 10, N.Y. Met 5

Arizona 3, L.A. Dodgers 1

Milwaukee 3, Pittsburgh 1

Phila. 7, Colorado 3

San Diego 8, Cinclinata 15

Milmai At Washington, late
Chicago Cubs at Atlanta, late
Houston at Texas, late
Cleveland at L.A. Angles, late
Oakland at San Francisco, late

Thursday's Games

Milwaukee (Peretta 0-1) at Pittsburgh (Quintana 0-1), 12:35 p.m.
San Diego (Martinez 0-2) at Cinclinati (Mahle 1-2) Boston 7, Toronto 1

San Diego (Martinez 0-2) at Cincinnati (Mahle 1-2), 12:35 p.m. Colorado (Senzatela 1-1) at Phila. (Wheeler 0-3), Miami (Rogers 0-3) at Washington (Corbin 0-3), 1:05 p.m. Baltimore (Zimmermann 1-0) at N.Y. Yankees (Taillon 1-1), 1:05 p.m.

Lacrosse

FROM PAGE 3

Chicopee called time out on the goal with 3:48 left, but Eberwein won the face-off and Anna Naef fed Norah Esko on a strong cut the net for the 7-2 lead. Eberwein made it a six-goal halftime lead on a free position with a minute left.

"Our cutting is really important, A couple of us are good drivers, so the cuts help get our stronger stick-han-dlers open. The girls are getting a lot better, they're starting to really get it and it's paying off," said Claire Naef, who, with Eberwein, are the lone se-niors on Wahconah. "We're growing a

"It's exciting. I'm looking forward to seeing the growth from such a young and new team. Those girls who have never played before scoring goals and

stopping other teams."

Esko and Dakota Casella added two more goals in the first five minutes of the second half, and Wahconah pretty much put the game out of reach.

Renderer had a pretty light work day for Wahconah, but despite the dropping temperatures, stayed warm enough to flash her stick in the middle of the second half. She made three of her four saves in a 90-second spurt that included turning away a free position try and seeing two other freebies sail wide of her net.

Chicopee Comp	2	0	_	2
Wahconah	8	4	-	12
Goals - CC: Woorz	m 2: W: C	Naof 4	Ehonwoin 2	٨

Goals — CC: Wegrzyn 2; W: C. Naef 4, Eberwein 2, A. Naef 2, Esko 2, Trager, Casella. Assists — CC: Terrazas; W: Eberwein, Massaro, A. Naef. Saves — CC: Ingram 22; W: Renderer 4.

Mike Walsh can be reached at mwalsh@ berkshireeagle.com or 413-496-6240. On Twitter: @WalshWrites89.

Berkshire County Classified

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

Public Notices

Berkshire Metropolitan Planning Organization
PUBLIC REVIEW AND COMMENT
The Berkshire MPO is seeking public comment on the following:

public comment on the following:

2022-2026 Transportation
Improvement Program (TIP)
Amendment-An amendment (3rd
amendment) has been proposed to
the TIP for the following projects: 1)
609464 — Gt. Barrington,
resurfacing Route 23/163; add new
project, \$2,690,763 2) 611955 Pittsfield, Superstructure
replacement, Holmes Road over
Housatonic River, increase cost to
\$3,470,391 3) 608813 —
Lanesborough, resurfacing of Route

Public Notices

7, move project to FFY 2023, \$-4,344,611 and 4) 612593 — Lanesborough, pavement preservation on Route 7, add new project, \$5,118,813. 2023-2027 Tr

preservation in notice in the project, \$5,118,813.

2023-2027 Transportation improvement Program (TIP) - The TIP is a prioritized, multi-year program for the implementation of federally funded transportation projects in Berkshire County. Highway, bridge, transportation enhancement and transit improvement projects must be listed in the TIP to be eligible for federal funding.

Copies of the TIP and amendments can be obtained by:

Public Notices

Phone: Berkshire Planning Commission (BRPC), 413-442-1521, ext. 20; 2. BRPC web site: www.berkshirepl

2. BRPC web site: www.berkshirepl anning.org:
3. Walk-in: BRPC, 1 Fenn Street, Suite 201, Pittsfield MA 01201.
Comments are due by 5:00 PM on May 18, 2022 and should be addressed to the Berkshire M etropolitan Planning Organization/BRPC, 1 Fenn Street, Suite 201, Pittsfield MA 01201 or via email to info@berkshireplanning.org The Berkshire MPO is will consider approval of this amendment on May 24, 2022. The MPO meetings are held virtually, see website for meeting access.

Public Notices

This notice complies with the Berkshire Region MPO's Public Participation Plan and satisfies the Berkshire Regional Transit Authority's public participation process for the development of its Program of Projects.

The Berkshire Eagle

Ad# 65110

Commonwealth of Massachusetts
The Trial Court
Probate and Family Court
INFORMAL PROBATE
PUBLICATION NOTICE
Docket No. BE22P0283EA
Estate of: Adele Lebourgeois

Public Notices

a/k/a Adele Alsop

Date of Death: September 4, 2021

Berkshire Probate & Family Court 44 Bank Row Pittsfield, MA 01201 (413) 442-6941

To all persons interested in the To all persons interested in the above captioned estate, by Petition of Petitioner Basil Alsop Eisenman, of Moab, Utah, has been informally appointed as the Personal Representative of the estate to serve without surety on the bond.

The estate is being administered under informal procedure by the Personal Representative under the

Public Notices

Court, but interested parties are entitled to notice regarding the administration from the Personal Representative and can petition the Court in any matter relating to the estate, including distribution of assets and expenses of administration. Interested parties are entitled to petition the Court to institute formal proceedings and to obtain orders terminating or restricting the powers of Personal Representatives appointed under informal procedure. A copy of the Petition and Will, if any, can be obtained from the Petitioner.

Michael J. Considine 49 Main Street Lee, MA 01238

2. PUBLIC COMMENTS

Draft Berkshire MPO 2023-2027 TIP

Reovan, Andrew (FHWA) < Andrew.Reovan@dot.gov>

Wed 5/11/2022 4:02 PM

To: Clete Kus < Ckus@berkshireplanning.org>; Anuja Koirala < akoirala@berkshireplanning.org>

Cc: Klem, Christopher J (DOT) <christopher.j.klem@state.ma.us>;Ostrander, Cassandra (FHWA) <cassandra.ostrander@dot.gov>;Sirmin, Leah (FTA) <leah.sirmin@dot.gov>

Hi Clete and Anuja,

Thank you for sharing the FFY 2023-2027 TIP. FHWA, in consultation with FTA, conducted a review of the document and had a few small comments for your consideration in the final draft. Below is a table summarizing our comments, with references to PDF pages (based on document versions available on the website, linked before each table). Due to the file size, I am not sending the highlighted PDF, but let me know if that would be helpful.

We greatly appreciate the work the MPO and BRPC have done to prepare this valuable document and to conduct the transportation planning process in the region. We look forward to receiving the final versions!

Best,

Andrew Reovan (he/him/his)

Community Planner | Massachusetts Division Federal Highway Administration | U.S. Department of Transportation 617.494.2419 | andrew.reovan@dot.gov

Comments on BRMPO TIP:

 $(Reference\ document: \underline{https://berkshireplanning.org/wp-content/uploads/2022/04/Draft-Berkshire-MPO-FFY-2023-2027-TIP-Document-2.pdf)}$

PDF Page/Section	Comment
General	General recommendation for accessibility & readability: Consider numbering tables & figures (Table 1, etc.).
	The analysis of Berkshire region performance to statewide performance is great, thank you for including this!
16	Performance Measures & Targets Table: Please verify with MassDOT, I believe there may have been changes at the mid-period to one of the pavement measures?
18 & following	PTASP target table: It possible to insert these images as readable text? For screen reader usage/accessibility.
42	Federal Funding Financial Summary: Is it possible to list the "Federal Programmed" amount in the table shown, broken out by regional target projects and statewide projects? It is hard to compare the Total available in regional targets to the amount programmed, since there seems to be overlap.



		MF	O Liaison TIP Review Checklist	
ID		Desires Home	Completeness	Defenses
ID A 4	,	Review Item	Comments	Reference
11		* Table of Contents is accurate and internally-linked.		✓ for use in column B
12		Document has no broken links.		X for use in column B
		MPO self certification statement is included.		
۱4		GHG certification is included.		
\5		* Air Quality Conformity statement is included.		
	✓	Document has no text or image placeholders.		
Α7	✓	* Charts, tables, and maps are legible and properly annotated.	Please consider numbering tables and figures to help with general accessibility.	
A8	√	* Document passes an accessible check.	I performed an Accessibility Check using Adobe Acrobat's Accessibility tool and found a few minor issues. Please consider running this test and making the necessary adjustments to help improve accessibility.	
A9	1	* Document is available in relevant languages per the MPO's Title VI Plan.		
410	×	* List of MPO members is current.	I am having trouble locating the MPO members list online, and cannot confirm the list with previous meeting minutes as these have not been updated since May 25, 2021. Please consider making the MPO members list readily accessible online.	
11	×	Signatory sheet is included and accurate.	Same as above	
.12	×	* Acronyms and partner agency lists are up to date.	Please include an acronyms list and link to the TOC.	
413	✓	Dates listed w/in TIP reflect FFY 2023–2027.		
			Narrative	
ID		Review Item	Comments	Reference
В1	✓	* TIP outlines MPO institutional organization.		
B2	✓	* TIP links back to national planning factors.		
ВЗ	✓	* TIP references the RTP and the UPWP.		
B4	✓	* TIP narrative is concise and reader-friendly.		
B5	✓	* TIP discusses evaluation scoring.		
B6	1	* TIP includes project scoring table.		
В7	✓	* TIP describes public participation process.		
B8	1	* TIP includes procedures for adjustments and amendments, including any deviations from MassDOT guidelines.		
B9	1	TIP describes funding sources accurately.	If possible, please consider adding new funding sources in BIL, including PROTECT and Carbon Reduction.	https://www.fhwa.dot.gov/specialfunding/

				Performance Measurement	
ID			Review Item	Comments	Reference
C1			TIP includes discussion of target-setting process.		
C2	1	*	TIP references relevant Transit Asset Management (TAM) Plans and includes all TAM Plan targets.		https://www.transit.dot.gov/TAM/TAMPlans
C3	1	*	TIP references relevant Public Transportation Agency Safety Plans (PTASPs) and includes all PTASP targets	Please consider editing the PTASP target table to be more readable.	https://www.transit.dot.gov/PTASP
C4	* TIP includes current adopted performance targets. Please verify performance measure table on page 8 with the 'State Biennieal Performance Report for Performance Period 2018-2021, 2020 Mid Performance Period Progress Report.'		PM1, PM2, PM3, TAM, and any regionally-derived targets		
C5	✓	*	TIP discusses relationship between performance targets and project selection.		
C6	✓		Discussion on performance measures compares regional data to statewide data where available.		
				Project Listing	
ID			Review Item	Comments	Reference
D1 D2			Financial projections align with MassDOT guidance. TIP template is formatted correctly.	Please refer to FHWA comments.	
D3	✓	*	Projects use MassDOT ProjectInfo TFPCs.		
D4	1	*	Out year expenditures have the appropriate inflation assumptions.	Please run a new STIP Investment report for the final TIP document as some project costs have changed.	2024: 4%; 2025: 8%; 2026: 12%; 2027: 16%
D5		*	Projects use MassDOT ProjectInfo description.		
D6	✓	*	Additional comment field contains all necessary info.		Total cost, AC, Year-of-expenditure, TEC scores
D7	1	*	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.		
D10	1	*	Transit TIP is formatted properly.	For final document, please export STIP Investment Report for Transit from eSTIP for updated Transit TIP list, and include Additional Information	Should be unchanged from GrantsPlus
				Impact Analysis	
ID			Review Item	Comments	Reference
E1		*	TIP includes GHG certification.		
E2		*	GHG analysis is available for all (and only) funded projects.		
E3	′		All projects are appropriately labeled as qualitative or quantitative.		
E4	✓	*	Transit projects have been analyzed for GHG.		
E5	1	*	Past and current TIP projects have been analyzed for geographic equity, including a relevant table of programming by municipality.		
E6	1	*	Past and current TIP projects have been analyzed for social equity.		
E7	✓	*	Social equity analysis considers Title VI / language access.		
E8	1	*	Social equity analysis considers EJ populations, including both federal and state definitions.		
E9	1	*	Equity analysis includes a narrative to accompany any figures.		

^{*} 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 is 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 milemarkers, 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.

Operating & Maintenance Expenditures 2022 - 2026 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.



		Operating and Maintenance Expenditures as of March 2022				
		Statewide and District Contracts plus Expenditures within MPO boundaries				
Program Group/Sub Group	Est Si	FY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending
Part 1: Non-Federal Aid						
Section I - Non Federal Aid Maintenance Projects - State Bondfunds 01 - ADA Retrofits						
Sidewalk Construction and Repairs	\$	78,719 \$	114,000	\$ 52,000 \$	- \$	_
02 - Bicycles and pedestrians program	Ψ	70,719	114,000	Ψ 32,000 μ	- \$	_
Bikeway/Bike Path Construction	\$	- \$	-	\$ - \$	- \$	-
03 - Bridge	•			•		
Bridge Maintenance	\$	47,360,434 \$	22,008,112	\$ 7,019,328 \$	345,318 \$	-
Bridge Maintenance - Deck Repairs	\$	13,072,586 \$	8,334,358	\$ 5,311,045 \$	443,585 \$	-
Bridge Maintenance - Joints	\$	3,793,035 \$	2,804,206	\$ 1,208,481 \$	68,432 \$	-
Bridge Preservation	\$	2,882,033 \$	11,816,698	\$ 4,974,667 \$	317,981 \$	-
Drawbridge Maintenance	\$	5,575,223 \$				
Painting - Structural	\$	6,162,363 \$				
Structures Maintenance	\$	284,948 \$	142,680	\$ - \$	- \$	-
04 - Capacity						
Highway Relocation	\$	- \$				
Hwy Reconstr - Added Capacity	\$ \$	- \$ - \$				
Hwy Reconstr - Major Widening 05 - Facilities	φ	- \$	-	\$ - \$	- \$	-
Vertical Construction (Ch 149)	\$	6,669,216 \$	5,718,204	\$ 1,651,487 \$	114,754 \$	
07 - Intersection Improvements	Ψ	0,000,210 φ	3,7 10,204	ψ 1,001,40 <i>l</i> Φ	117,734 0	
Traffic Signals	\$	3,488,759 \$	2,224,126	\$ 1,914,764 \$	94,957 \$	
08 - Interstate Pavement	•	5,155,155	=,== -, -==	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	5 1,000	
Resurfacing Interstate	\$	- \$	-	\$ - \$	- \$	-
09 - Intelligent Transportation Systems Program						
Intelligent Transportation System	\$	- \$	-	\$ - \$	- \$	-
10 - Non-interstate DOT Pavement Program						
Milling and Cold Planing	\$	625,000 \$				
Resurfacing	\$	6,415,673 \$				
Resurfacing DOT Owned Non-Interstate	\$	5,222,136 \$	3,704,756	\$ 1,345,715 \$	178,272 \$	-
11 - Roadway Improvements						
Asbestos Removal	\$	- \$				
Catch Basin Cleaning	\$ \$	1,966,347 \$ 3,190,450 \$	1,455,089 3,000,531			
Contract Highway Maintenance Crack Sealing	\$	1,672,864 \$				
Culvert Maintenance	\$	1,072,004 \$		\$ 700,377 \$		
Culvert Reconstruction/Rehab	\$	- \$		\$ - \$		
Drainage	\$	7,341,532 \$	6,292,153			
Dredging	\$	- \$		\$ - \$		
Guard Rail & Fencing	\$	3,429,456 \$	4,146,615	\$ 1,845,428 \$		
Highway Sweeping	\$	963,234 \$	1,007,278	\$ 141,245 \$	- \$	-
Landscaping	\$	233,427 \$	600,000	\$ 244,014 \$	- \$	-
Mowing and Spraying	\$	2,002,002 \$	1,038,229			-
Sewer and Water	\$	3,904 \$				
Tree Trimming	\$	3,939,855 \$	2,625,059	\$ 722,777 \$	- \$	-
12 - Roadway Reconstruction	T -					
Hwy Reconstr - No Added Capacity	\$	6,001 \$				
Hwy Reconstr - Restr and Rehab	\$	646,014 \$				
Roadway - Reconstr - Sidewalks and Curbing 13 - Safety Improvements	\$	1,879,857 \$	748,676	- \$	- \$	-
13 - Sarety Improvements Electrical	\$	398,549 \$	- 1	\$ - \$	- \$	
Impact Attenuators	\$	1,068,681 \$	911,141			
Lighting	\$	3,735,830 \$				
Pavement Marking	\$	3,332,465 \$	3,166,821			
Safety Improvements	\$	227,620 \$	33,595		•	
Sign Installation/Upgrading	\$	545,832 \$				
Structural Signing	\$	359,312 \$				
Section I Total:	\$	138,573,354 \$				
Section II - Non Federal Aid Highway Operations - State Operating Budget Fundi	ng					
Snow and Ice Operations & Materials						
District Maintanana Parmall	\$	83,800,000 \$	95,000,000	\$ 95,000,000 \$	95,000,000 \$	95,000,000
District Maintenance Payroll Mayring Litter Mayort, Sight Distance Cleaning, Fto.		24 400 000 6	25 440 222	¢ 20.540.000 m	27.040.000	20.740.00
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$	34,400,000 \$				
Section II Total:	\$	118,200,000 \$	130,440,000	\$ 131,510,000 \$	132,610,000 \$	133,740,00
Grand Total NFA:	\$	256,773,354 \$	226,186,219	\$ 170,218,474 \$	136,585,025 \$	133,740,00
Orana Total NI A.	_	230,773,354 \$	220,100,219	1/0,210,4/4 \$	130,505,025 \$	133,740,00



Operating and Maintenance Expenditures as of March 2022 Statewide and District Contracts plus Expenditures within MPO boundaries						
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	
Part 2: Federal Aid	3		3	3	3	
Section I - Federal Aid Maintenance Projects						
01 - ADA Retrofits						
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$	
02 - Bicycles and pedestrians program	•	•		<u> </u>		
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	¢	
03 - Bridge	-	<u>-</u>	-	<u>-</u>	-	
Bridge Maintenance	\$ 3,805,564	\$ 502,504	\$ 2,357,142	\$ -	\$ -	
Bridge Maintenance - Deck Repairs			\$ 1,038,762		· ·	
Bridge Maintenance - Deck Repairs Bridge Maintenance - Joints		· ·				
Bridge Preservation	· ·	· ·				
		· ·	-	•		
Bridge Reconstruction/Rehab	· ·		\$ -	\$ -	\$ -	
Drawbridge Maintenance	\$ -		\$ -	\$ -	-	
Painting - Structural		\$ 378,207		\$ -	-	
Structures Maintenance	\$ 238,348	\$ 2,860,181	\$ 1,430,090	\$ -	\$ -	
04 - Capacity						
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	
05 - Facilities						
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -	
07 - Intersection Improvements						
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -	
08 - Interstate Pavement						
Resurfacing Interstate	\$ -	\$ -	\$	\$ -	\$ -	
09 - Intelligent Transportation Systems Program						
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -	
10 - Non-interstate DOT Pavement Program						
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -	
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -	
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	
11 - Roadway Improvements						
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -	
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -	
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -	
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
Drainage		\$ -	\$ -	\$ -	\$ -	
Guard Rail & Fencing	\$ -	· ·	\$ -	\$ -	\$ -	
Highway Sweeping	\$ -	· ·	\$ -	\$ -	\$ -	
Landscaping	\$ -	· ·	\$ -	\$ -	\$ -	
Mowing and Spraying		· ·	\$ -	\$ -	\$ -	
Sewer and Water	\$ -	· ·	\$ -	\$ -	\$ -	
Tree Trimming	· ·	· ·	\$ -	\$ -	\$ -	
12 - Roadway Reconstruction				·		
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
13 - Safety Improvements		-	-	<u> </u>	-	
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -	
Impact Attenuators	\$ - \$ -		\$ -	\$ -	\$ -	
Lighting Lighting		· ·				
		\$ 9,931				
Pavement Marking		· ·				
Safety Improvements		\$ -			\$ -	
Sign Installation/Upgrading	· ·	\$ -	· ·		\$ -	
Structural Signing	\$ 583,693				-	
Section I Total:	\$ 13,586,477	\$ 3,850,272	\$ 5,804,478	\$ 952,198	-	

Grand Total Federal Aid: \$ 13,586,477 \$ 3,850,272 \$ 5,804,478 \$ 952,198 \$



Operating and Maintenance Expenditures as of March 2022							
Statewide and District Contracts							
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending		
Part 1: Non-Federal Aid							
Section I - Non Federal Aid Maintenance Projects - State Bondfunds							
01 - ADA Retrofits							
Sidewalk Construction and Repairs	\$ 78,719	\$ 114,000	\$ 52,000	\$ - \$	-		
02 - Bicycles and pedestrians program							
Bikeway/Bike Path Construction	-	\$ -	-	- \$	-		
03 - Bridge Bridge Maintenance	\$ 36,405,775	\$ 18,815,892	\$ 6,183,863	\$ 345,318 \$	<u>-</u>		
Bridge Maintenance - Deck Repairs	\$ 13,072,586			\$ 443,585 \$			
Bridge Maintenance - Joints	\$ 3,793,035			\$ 68,432 \$	-		
Bridge Preservation	\$ 722,817			\$ - \$	-		
Drawbridge Maintenance	\$ 5,575,223	\$ 2,560,174	\$ -	\$ - \$	-		
Painting - Structural	\$ 4,516,054		\$ -	\$ - \$			
Structures Maintenance	\$ 284,948	\$ 142,680	\$ -	\$ - \$	-		
04 - Capacity							
Highway Relocation		-		- \$			
Hwy Reconstr - Added Capacity Hwy Reconstr - Major Widening		\$ - \$ -		\$ - \$ \$ - \$	-		
Name of the second of the seco		-	-	- \$	-		
Vertical Construction (Ch 149)	\$ 4,429,468	\$ 2,368,944	\$ 929,429	\$ 114,754 \$	-		
07 - Intersection Improvements	7,720,400	2,000,044	520,429	τ 11-7,104 ψ			
Traffic Signals	\$ 3,488,759	\$ 2,224,126	\$ 1,914,764	\$ 94,957 \$	-		
08 - Interstate Pavement							
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ - \$	-		
09 - Intelligent Transportation Systems Program							
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ - \$	-		
10 - Non-interstate DOT Pavement Program	005.000	005 000	05.040				
Milling and Cold Planing Resurfacing	\$ 625,000 \$ 6,415,673						
Resurfacing DOT Owned Non-Interstate	\$ 5,203,927				-		
11 - Roadway Improvements	ψ 3,203,32 <i>1</i>	Ψ 3,704,730	ų 1,040,7 10	Ψ 170,272 Ψ	_		
Asbestos Removal	\$ -	\$ -	\$ -	\$ - \$	-		
Catch Basin Cleaning	\$ 1,966,347			\$ - \$			
Contract Highway Maintenance	\$ 3,055,450	\$ 2,387,018	\$ 1,154,312	\$ 72,342 \$	-		
Crack Sealing	\$ 1,672,864	\$ 1,194,760	\$ 706,377	\$ 109,600 \$	-		
Culvert Maintenance	\$ -	\$ -		\$ - \$			
Culvert Reconstruction/Rehab		\$ -	7	- \$			
Drainage	\$ 6,789,520		\$ 1,040,684	\$ 103,925 \$	-		
Dredging Guard Rail & Fencing	\$ - \$ 3,429,456		Ψ	\$ - \$ \$ 278,197 \$	-		
Highway Sweeping	\$ 963,234			\$ - \$			
Landscaping	\$ 233,427			\$ - \$			
Mowing and Spraying	\$ 1,984,043			\$ 29,565 \$	-		
Sewer and Water	\$ 3,904			\$ - \$			
Tree Trimming	\$ 3,939,855	\$ 2,625,059	\$ 722,777	\$ - \$	-		
12 - Roadway Reconstruction							
Hwy Reconstr - No Added Capacity	\$ 6,001						
Hwy Reconstr - Restr and Rehab	\$ 646,014			\$ 177,113 \$			
Roadway - Reconstr - Sidewalks and Curbing 13 - Safety Improvements	\$ 1,879,857	\$ 748,676	\$ -	\$ - \$	-		
13 - Safety Improvements Electrical	\$ 398,549	\$ -	\$ -	\$ - \$	<u> </u>		
Impact Attenuators	\$ 1,068,681			\$ 47,050 \$			
Lighting	\$ 3,735,830			\$ 116,870 \$	-		
Pavement Marking	\$ 3,332,465			\$ 343,891 \$	-		
Safety Improvements	\$ 227,620			\$ - \$	-		
Sign Installation/Upgrading	\$ 467,832	\$ 573,711	\$ 646,592	\$ 65,739 \$	-		
Structural Signing	\$ 359,312			\$ - \$	-		
Section I Total:	\$ 120,772,243	\$ 76,926,966	\$ 31,657,976	\$ 3,546,339 \$	-		
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding							
Snow and Ice Operations & Materials							
	\$ 83,800,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000 \$	95,000,000		
District Maintenance Payroll							
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 34,400,000	\$ 35,440,000	\$ 36,510,000	\$ 37,610,000 \$	38,740,000		
Section II Total:	\$ 118,200,000	\$ 130,440,000	\$ 131,510,000	\$ 132,610,000 \$	133,740,000		
Grand Total NFA:	\$ 238,972,243	\$ 207,366,966	\$ 163,167,976	\$ 136,156,339 \$	133,740,000		



Operating and Maintenance Expenditures as of March 2022 Statewide and District Contracts							
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending Est SFY 2026 Spending			
Part 2: Federal Aid							
Section I - Federal Aid Maintenance Projects							
01 - ADA Retrofits							
Sidewalk Construction and Repairs	\$ -	\$ - \$	- \$	- \$ -			
02 - Bicycles and pedestrians program							
Bikeway/Bike Path Construction	\$ -	\$ - \$	- \$	- \$ -			
03 - Bridge	0.557.400	500 504 10					
Bridge Maintenance	\$ 2,557,469		- \$	- \$ -			
Bridge Maintenance - Deck Repairs		\$ - \$	- \$	- \$ -			
Bridge Maintenance - Joints		\$ - \$	- \$	- \$ -			
Bridge Preservation		\$ - \$		- \$ -			
Bridge Reconstruction/Rehab		\$ - \$	- \$	- \$ -			
Drawbridge Maintenance	,	\$ - \$	- \$	- \$ -			
Painting - Structural		\$ 378,207 \$	- \$ - \$	- \$ -			
Structures Maintenance	\$ -	- \$	- \$	- \$ -			
04 - Capacity							
Hwy Reconstr - Added Capacity	\$ -	\$ - \$	- \$	- \$ -			
05 - Facilities							
Vertical Construction (Ch 149)	\$ -	\$ - \$	- \$	- \$ -			
07 - Intersection Improvements							
Traffic Signals	\$ -	\$ - \$	- \$	- \$ -			
08 - Interstate Pavement							
Resurfacing Interstate	\$ -	\$ - \$	- \$	- \$ -			
09 - Intelligent Transportation Systems Program							
Intelligent Transportation System	\$ -	\$ - \$	- \$	- \$ -			
10 - Non-interstate DOT Pavement Program							
Milling and Cold Planing		- \$	'	- \$ -			
Resurfacing		- \$	'	- \$ -			
Resurfacing DOT Owned Non-Interstate	\$ -	\$ - \$	- \$	- \$ -			
11 - Roadway Improvements							
Asbestos Removal		- \$	- \$	- \$ -			
Catch Basin Cleaning		- \$		- \$ -			
Contract Highway Maintenance		- \$	- \$	- \$ -			
Crack Sealing		- \$	- \$	- \$ -			
Culvert Maintenance		- \$		- \$ -			
Culvert Reconstruction/Rehab		- \$	- \$	- \$ -			
Drainage		- \$	•	- \$ -			
Guard Rail & Fencing		\$ - \$	- \$	- \$ -			
Highway Sweeping		\$ - \$		- \$ -			
Landscaping		\$ - \$		- \$ -			
Mowing and Spraying		\$ - \$		- \$ -			
Sewer and Water		- \$	•	- \$ -			
Tree Trimming	\$ -	\$ - \$	- \$	- \$ -			
12 - Roadway Reconstruction							
Hwy Reconstr - Restr and Rehab	\$ -	\$ - \$	- \$	- \$ -			
13 - Safety Improvements							
Electrical		\$ - \$		- \$ -			
Impact Attenuators		\$ - \$	'	- \$ -			
Lighting		- \$		- \$ -			
Pavement Marking		\$ - \$	'	- \$ -			
Safety Improvements		\$ - \$		- \$ -			
Sign Installation/Upgrading		\$ - \$,	- \$ -			
Structural Signing	\$ 583,693			- \$ -			
Section I Total:	\$ 6,542,978	\$ 980,161 \$	- \$	- \$ -			
	1		T .	T.			

Grand Total Federal Aid: \$ 6,542,978 \$ 980,161 \$ - \$ - \$



	Operating and Mair	tenance Expenditures as of March 2022			
		Berkshire Region			
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$	- \$	\$ -	\$ -	-
02 - Bicycles and pedestrians program					-
Bikeway/Bike Path Construction	\$	- \$	\$ -	\$ -	-
03 - Bridge					
Bridge Maintenance			\$ -		
Bridge Maintenance - Deck Repairs			-	100	-
Bridge Maintenance - Joints Bridge Preservation		· \$ - · \$ -	,		\$ - \$ -
Drawbridge Maintenance		· \$ - · \$ -	'		\$ -
Painting - Structural		. \$ -		\$ -	
Structures Maintenance			\$ -		\$ -
04 - Capacity	Ş.	- J	-	-	-
Highway Relocation	\$	- \$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Added Capacity		. \$ -	*		\$ -
Hwy Reconstr - Major Widening		- \$ -	*		\$ -
05 - Facilities	_] *	 			
Vertical Construction (Ch 149)	\$. \$ -	\$ -	\$ -	\$ -
07 - Intersection Improvements	T				
Traffic Signals	\$. \$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement	Ψ			-	-
Resurfacing Interstate	\$. \$ -	\$ -	\$ -	\$
09 - Intelligent Transportation Systems Program	Ψ			-	-
Intelligent Transportation Systems Frogram	\$	- \$ -	\$ -	\$ -	\$
10 - Non-interstate DOT Pavement Program	ψ.	- \$ -	-	-	-
Milling and Cold Planing	\$. \$ -	\$ -	\$ -	\$
Resurfacing		. \$ -		\$ -	
Resurfacing DOT Owned Non-Interstate			\$ -		\$ -
11 - Roadway Improvements	y	- J	-	-	-
Asbestos Removal	\$	- \$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning		- \$ -		1	\$ -
Contract Highway Maintenance		- \$ -	*		\$ -
Crack Sealing		- \$ -			\$ -
Culvert Maintenance		. \$ -			\$ -
Culvert Reconstruction/Rehab		- \$ -	'		\$ -
Drainage		- \$ -			\$ -
Dredging		- \$ -			\$ -
Guard Rail & Fencing		- \$ -			\$ -
Highway Sweeping		· \$			\$ -
Landscaping		· \$ -	*		\$ -
Mowing and Spraying		- \$	*	*	\$ -
Sewer and Water		- \$ -		1	\$ -
Tree Trimming		- \$		\$ -	-
12 - Roadway Reconstruction		*	Ψ	Ţ	*
Hwy Reconstr - No Added Capacity	\$. \$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Restr and Rehab			\$ -		\$ -
Roadway - Reconstr - Sidewalks and Curbing		- \$ -			\$ -
13 - Safety Improvements	T				
Electrical	\$	- \$ -	\$ -	\$ -	\$ -
Impact Attenuators		. \$ -		*	\$ -
Lighting		. \$ -	*		\$ -
Pavement Marking		- \$ -			\$ -
Safety Improvements		- \$ -			\$ -
Sign Installation/Upgrading					
Structural Signing			\$ -	\$ - \$ -	\$ -
Section Total:			\$ -		
- Coolion 1 1 Oldi.		-	-	•	•
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
onon and too operations a materials	\$. \$ -	\$ -	\$ -	\$
District Maintenance Payroll	Ψ	- Ψ		-	- -
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$	· \$ -	\$ -	\$ -	\$
Section II Total:			\$ -		
Occion ii Total.	T				
Grand Total NFA:	\$	· \$ -	\$ -	\$ -	\$ -
Grand Total W. A.				 -	-



	Operating and Mainten	ance Expenditures as of March 2022			
	Ве	rkshire Region			
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program	•		<u> </u>	•	<u> </u>
	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge	•				
	\$ -	\$ -	\$ -	\$ -	\$ -
*			\$ -		\$ -
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		•	\$ -	•	\$ -
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	-	\$ -	\$ -	-	\$ -
04 - Capacity	Φ.	^	•		•
	-	\$ -	-	\$ -	\$ -
05 - Facilities	<u> </u>				
	-	\$ -	\$ -	\$ -	-
07 - Intersection Improvements	•				
	-	\$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement					
	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
•	•	\$ -	·		\$ -
-		\$ -			\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
11 - Roadway Improvements					
	•	\$ -	·		\$ -
			\$ -		\$ -
		\$ -	\$	\$ -	\$
*	•	\$ -	\$	\$ -	\$
Culvert Maintenance	\$ -	\$ -	\$ -	\$	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
	\$ -	\$ -	\$ -	\$ -	\$ -
		•	\$ -		\$ -
			\$ -		\$ -
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	\$ -				
Grand Total NFA:	\$ -	\$ -	\$ -	\$ -	\$ -