

Berkshire County Metropolitan Planning Organization

Route 8 – Adams

Skyline Trail – Hinsdale

BMC Area Improvements – Pittsfield

East Street – Pittsfield

Dalton Division Road - Dalton

Highway Safety Analysis Transit Bridge Be

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Transportation Improvement Program

October 1, 2019 – September 30, 2024



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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 administered 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.

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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

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TRANSPORTATION IMPROVEMENT PROGRAM

FOR

THE BERKSHIRE REGION

OCTOBER 1, 2019 - SEPTEMBER 30, 2024

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

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BERKSHIRE METROPOLITAN PLANNING ORGANIZATION

BERKSHIRE REGIONAL PLANNING COMMISSION
1 FENN STREET, SUITE 201, PITTSFIELD, MASSACHUSETTS 01201
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MPO CERTIFICATION

Transportation Improvement Program (TIP) FFY 2020 – 2024

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 2020 - 2024, 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 2020-2024 TIP document on their behalf.



Stephanie Pollack
MassDOT Secretary and CEO
Berkshire MPO Chairman

Date

5/28/19

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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 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 Fixing America's Surface Transportation (FAST) Act. Secondly, a transportation improvement is not eligible for federal funding unless it is listed on the TIP.

FAST Act Legislation

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

FAST Act 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) 2019. 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 2019 targets, four of the five safety measures—total number of fatalities, rate of fatalities per 100 million vehicle miles traveled, total number of incapacitating injuries, and rate of incapacitating injuries per 100 million VMT—were established by extending their trend lines into the 2015-2019 period. All four of these measures reflect a modest decrease in statewide trends. The fifth safety measure, the total number of combined incapacitating injuries and fatalities for non-motorized modes, is the only safety measure for which the statewide trend line depicts an increase. MassDOT’s effort to increase non-motorized mode share throughout the Commonwealth has posed a challenge to simultaneously reducing non-motorized injuries and fatalities. Rather than adopt a target that depicts an increase in the trend line, MassDOT has elected to establish a target of non-motorized fatalities and injuries and for CY 2019 that remains constant from the rolling average for 2012–2016. 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 Tracker¹ and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT’s annual targets or to establish their own each year.

The safety measures MassDOT has established for CY 2019, and that Berkshire MPO has adopted, are as follows:

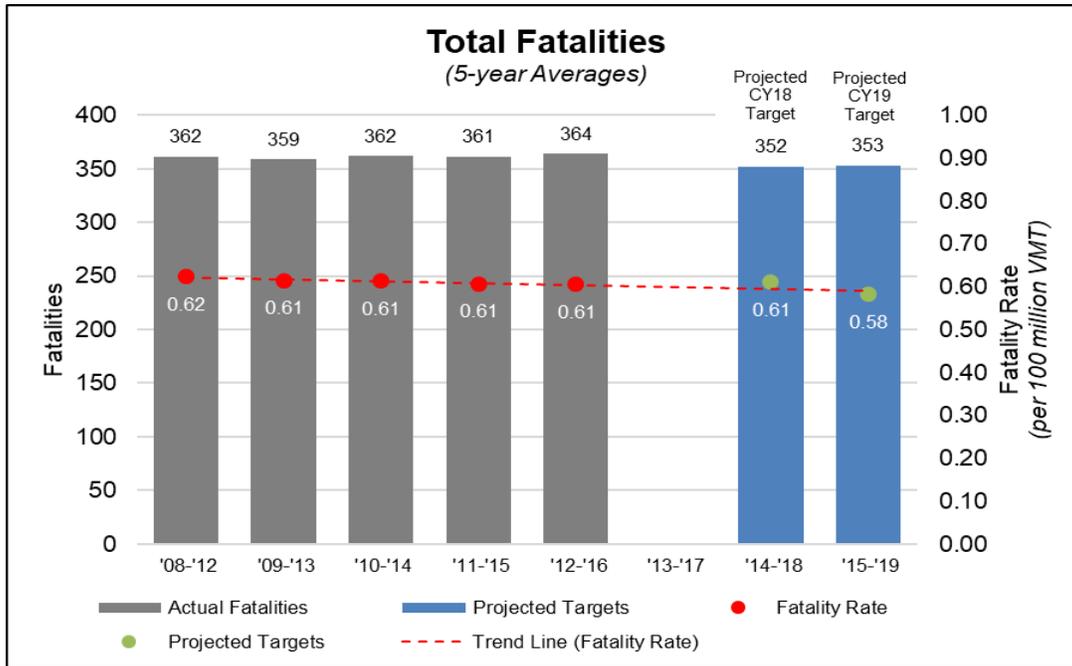
- 1) Fatalities: The target number of fatalities for years CY 2019 is 353, down from an average of 364 fatalities for the years 2012–2016
- 2) Rate of Fatalities per 100 million VMT: The target fatality rate for years CY 2019 is 0.58, down from a

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

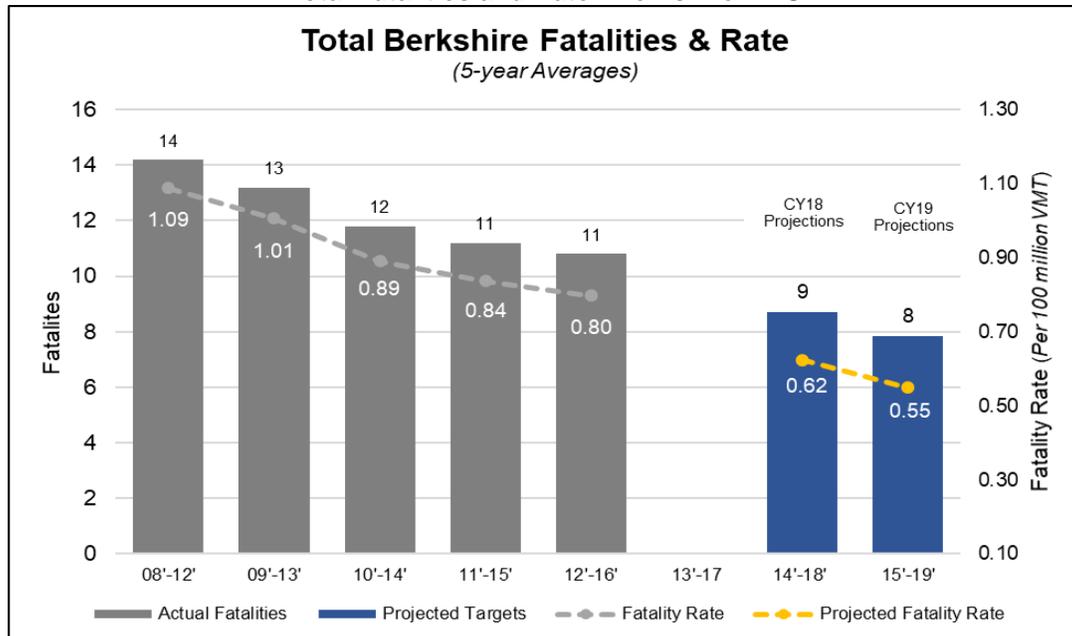
0.61 average for years 2012–2016.

- 3) Serious Injuries: The target number of incapacitating injuries for CY2019 is 2801, down from the average of 3146 for years 2012–2016.
- 4) Rate of Incapacitating Injuries per 100 million VMT: The incapacitating injury rate target for CY2019 is 4.37 per year, down from the 5.24 average rate for years 2012–2016.
- 5) Total Number of Combined Incapacitating Injuries and Fatalities for Non-Motorized Modes: The CY2019 target number of fatalities and incapacitating injuries for non-motorists is 541 per year, the same as the average for years 2012–2016.

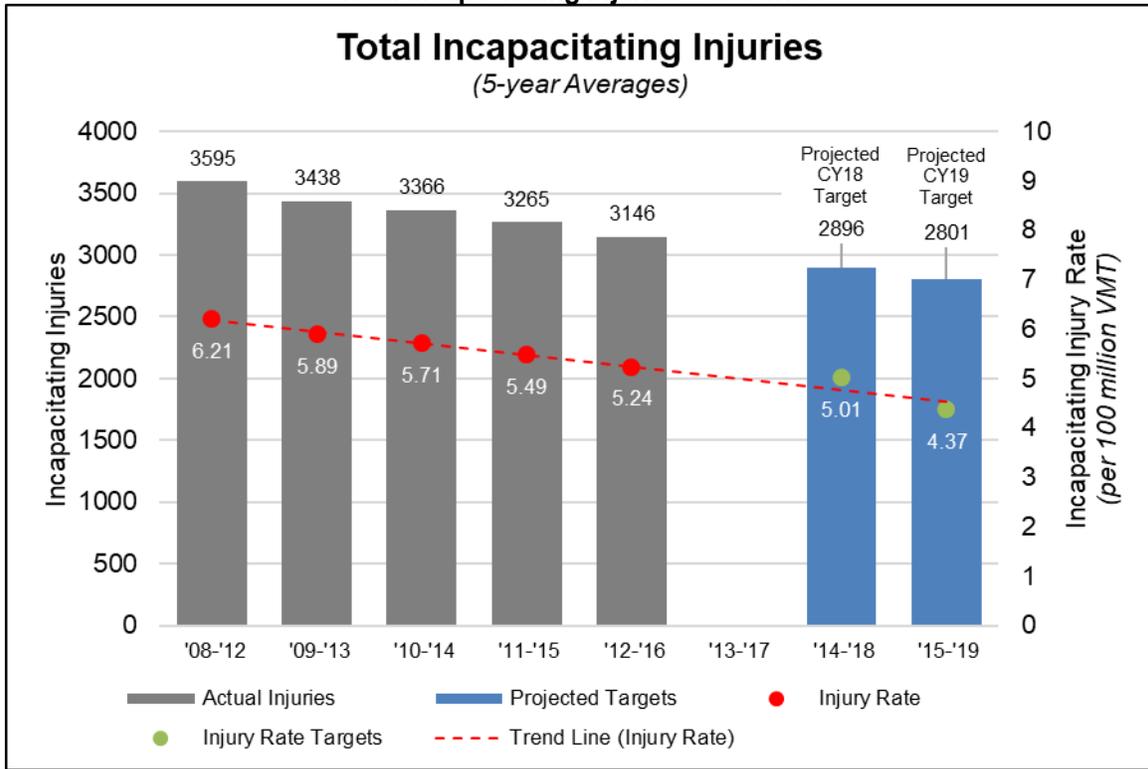
Total Fatalities and Rate - Statewide



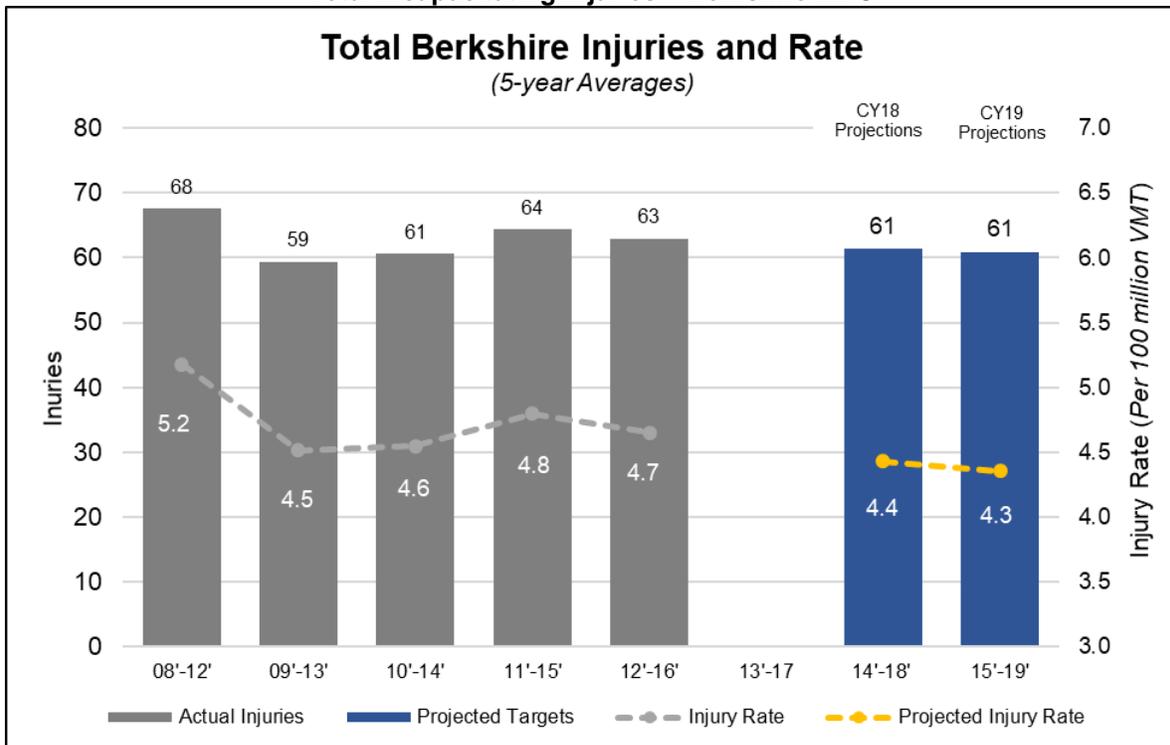
Total Fatalities and Rate - Berkshire MPO



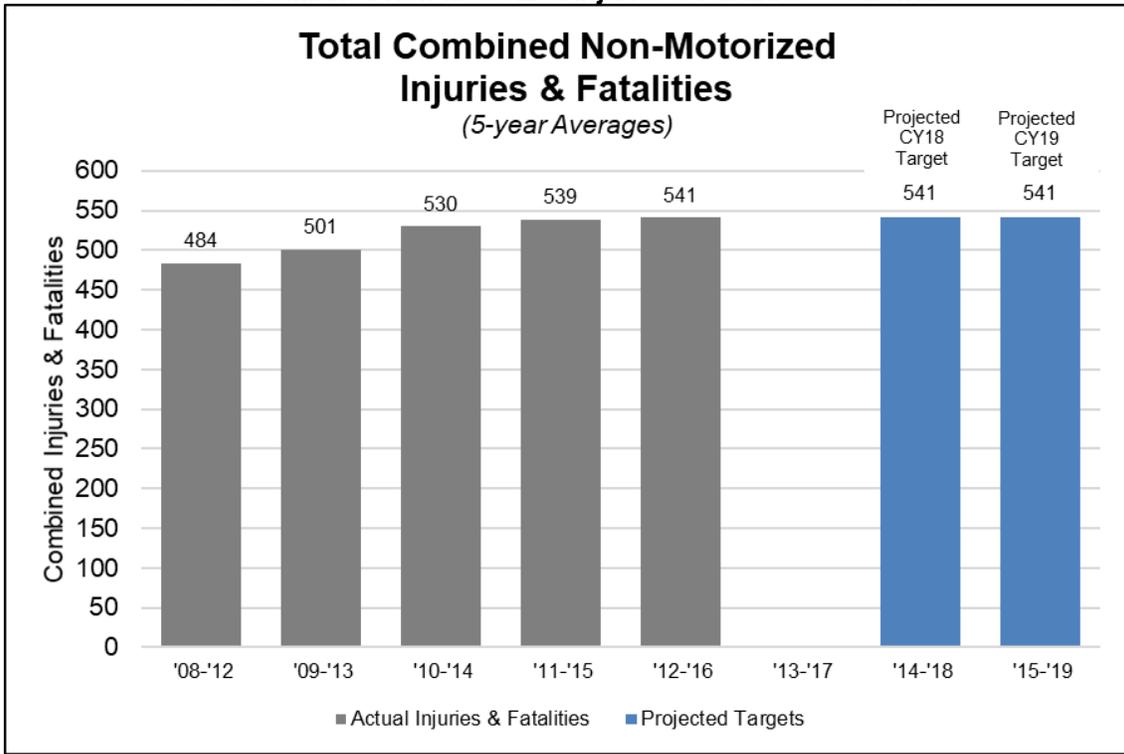
Total Incapacitating Injuries - Statewide



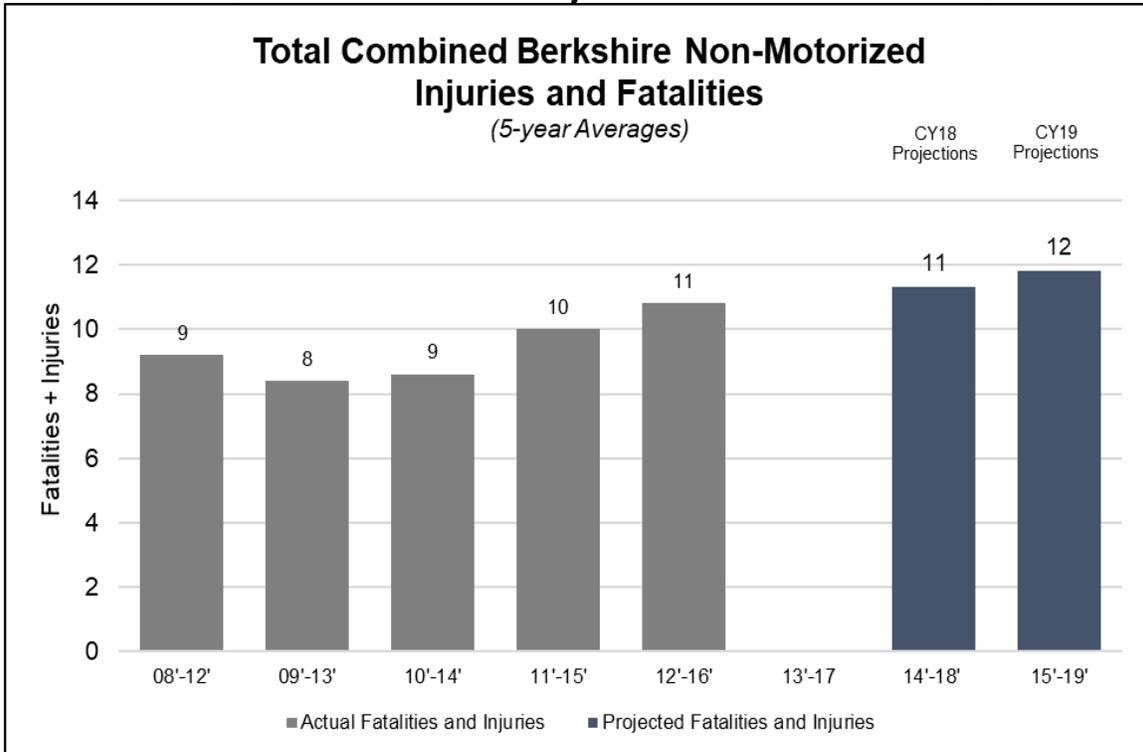
Total Incapacitating Injuries – Berkshire MPO



Total Combined Non-Motorized Injuries & Fatalities - Statewide



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), which is due to be finalized in July 2019.

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 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 (2017)	2-year target (2020)	4-year target (2022)
Bridges in good condition	15.22%	15%	16%
Bridges in poor condition	12.37%	13%	12%
Interstate Pavement in good condition	74.2%	70%	70%
Interstate Pavement in poor condition	0.1%	4%	4%
Non-Interstate Pavement in good condition	32.9%	30%	30%

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.

Measure	2017 Figure	Proposed 2020 Target	Proposed 2022 Target
		(CY2018-CY2019 Performance Period)	(CY2018-CY2021 Performance Period)
Travel Time	68% Interstate	68% Interstate	68% Interstate
Reliability	80% 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

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

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, Regional Administrator
- Federal Transit Administration, Division Administrator

MPO Signatories

Mass DOT	Stephanie Pollack, Secretary and CEO, Chair of BMPO David Mohler, Executive Director representing Secretary Pollack Steve Woelfel, Deputy Executive Director (alternate)
DOT Highway	Jonathan Gulliver, MassDOT Highway Administrator Francisca Heming, District 1 Highway Director, representing Administrator Gulliver Mark Moore, Highway Division District 1 (alternate)
BRPC	Kyle Hanlon, Chair (Pittsfield) Samuel Haupt, Alternate (Peru) Vacant, Second alternate (Lanesborough)
BRTA	Sheila Irvin, Chair (Pittsfield) Robert Malnati, Administrator (alternate) Sarah Vallieres (second alternate)
Pittsfield	The Honorable Linda Tyer Representing Pittsfield (permanent member) David Turocy (first alternate) Ricardo Morales (second alternate)
N. Adams	The Honorable Thomas Bernard Representing North Adams (permanent member) Michael Canales (first alternate) Michael Nuvallie (second alternate) Timothy Lescarbeau (third alternate)
North Subregion	John Duval, Adams Andy Hogeland, Williamstown (alternate)
North Central	John Boyle, Dalton Vacant (alternate)
South East	Jim Huebner, Washington Vacant (alternate)
South West	James Lovejoy, Mount Washington Dan Bailly, Gt. Barrington (alternate)

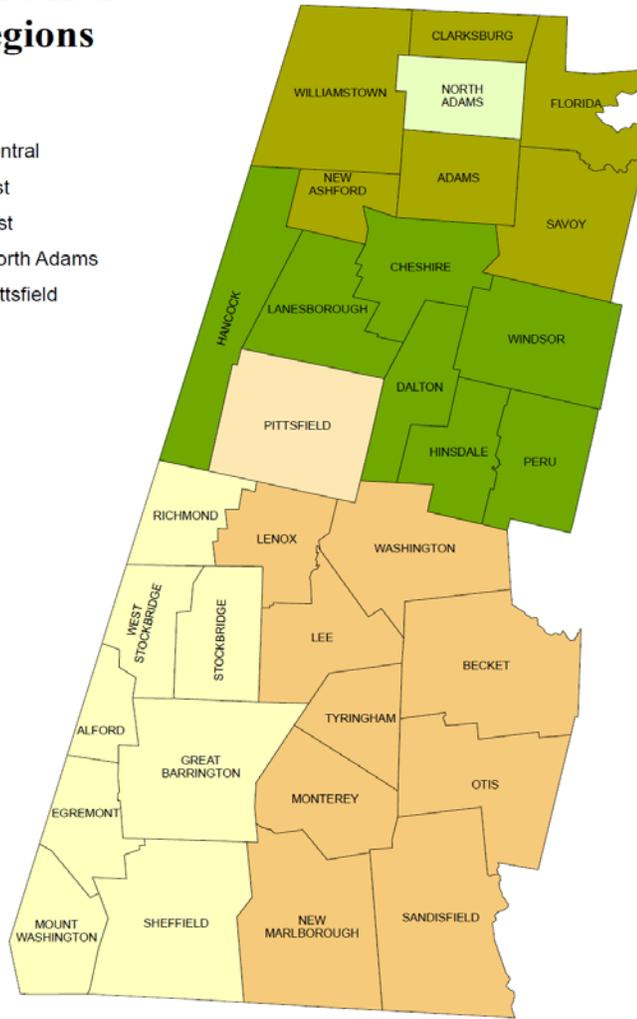
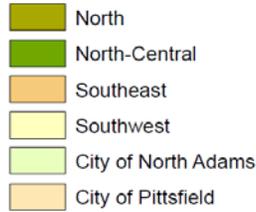
BRPC is responsible, under contracts with the Massachusetts Department of Transportation (MassDOT) for conducting the regional transportation planning process utilizing federal planning funds.

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 March 2019)

Municipal Members		Non-Municipal Members (subject to MPO Approval)	
Town/City	Representative Name	Organization Name	Representative Name
ADAMS	<i>Vacant</i>	AAA SOUTHERN NEW ENGLAND (Pittsfield)	Tom Goggins
ALFORD	<i>No rep appointed as of 1/13/11</i>	AMERICAN RED CROSS BERKSHIRE CHAPTER	Kathleen Phillips
BECKET	<i>Bill Elovirta</i>	BAKER HILL ROAD DISTRICT	<i>Vacant</i>
CHESHIRE	<i>No rep appointed as of 9/11/08</i>	BERKSHIRE BIKE PATH COUNCIL	Marjorie Cohan
CLARKSBURG	<i>Carl McKinney</i>	BERKSHIRE CHAMBER OF COMMERCE	<i>Vacant</i>
DALTON	Dan Filiault	BERKSHIRE COMMUNITY COLLEGE	<i>Vacant</i>
EGREMONT	James Noe	BERKSHIRE COUNTY SCHOOL DISTRICTS SUPERINTENDENTS	William Ballen
FLORIDA	<i>Vacancy 5/7/13</i>	BERKSHIRE CYCLING ASSOCIATION	Greg Herrman
GREAT BARRINGTON	Sean Van Deusen	BERKSHIRE MALL	<i>Vacant</i>
HANCOCK	<i>No rep appointed as of 12/18/06</i>	BERKSHIRE REGIONAL TRANSIT AUTHORITY	Robert Malnati
HINSDALE	<i>Rene Senecal</i>	MASS ASSOC. OF CONSERVATION COMMISSIONS	Shepley Evans
LANESBOROUGH	Jack Hickey/Ron Tinkham	MASS COLLEGE OF LIBERAL ARTS	Jim Stakenas
LEE	<i>Vacant</i>	NORTHERN BERKSHIRES COMMUNITY COALITION	<i>Vacant</i>
LENOX	Bill Gop	PITTSFIELD MUNICIPAL AIRPORT	<i>Vacant</i>
MONTEREY	Wayne Burkhart	SOUTHERN BERKSHIRE CHAMBER OF COMMERCE	<i>Vacant</i>
MOUNT WASHINGTON	John Koczera	THE NATURE CONSERVANCY	<i>No rep appointed as of 1/13/11</i>
NEW ASHFORD	Dr. Ben Glick		
NEW MARLBOROUGH	<i>Vacant</i>		
NORTH ADAMS	<i>Annie Rodgers</i>		
OTIS	<i>Rebecca Stone</i>		
PERU	Sam Haupt		
PITTSFIELD	Ricardo Morales		
RICHMOND	Roger W. Manzolini		
SANDSFIELD	<i>No rep appointed as of 12/18/06</i>		
SAVOY	<i>No rep appointed as of 12/18/06</i>		
SHEFFIELD	Ed Pickert		
STOCKBRIDGE	Catherine Chester		
TYRINGHAM	Ed Nardi		
WASHINGTON	Mike Case		
WEST STOCKBRIDGE	<i>No rep appointed as of 1/7/09</i>		
WILLIAMSTOWN	Tim Kaiser		
WINDSOR	<i>No rep appointed as of 1/13/11</i>		
MASSDOT	Peter Frieri		

Berkshire MPO Sub-Regions



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 FAST, its predecessors and other applicable laws and regulations. As such this section addresses federal transportation requirements such as the air quality consistency 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 2020 – 2024 TIP development, MPO's received TIP financial guidance without recommended funding source assignments for regional target projects. MPO staff identified funding sources for projects through coordination with the District 1 office when selecting the preferred project lists. 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. Table on the next page shows the list of projects that were evaluated for FFY 2020 – 2024 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 exceeds 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.

2020-2024 Berkshire TIP Project Evaluation
Results of MPO Staff Evaluation of Highway Projects, February 11th, 2019, sorted by Total Project Score

Project ID	Project	Town/City	Road Condition	Mobility	Reg. Connectivity	Goods Movement	Safety	Environment	GHG Emissions	Livability	Total Project Score	Project Cost	Project Design Status (MassDOT)	CMAQ Eligible	HSIP Eligible	Most Recent PASER Rating	Programmed in FFY 2020-2024 TIP
			Project will construct new road, or will strengthen pavement structure (not surface only) of existing road or will improve sub-standard or poorly functioning drainage.	Project will reduce vehicle delay at intersections (LOS C or worse) and/or improve through lane(s) capacity along a corridor.	Improves Principal Arterial, or minor arterial/collector with no alternate route.	Project will make geometric improvements at intersections or along a corridor to facilitate truck movement (3 axle ADT greater than 50).	Improves safety at location where accident rate exceeds the State average.	Project has positive (not neutral) effect on water quality, wildlife, or other natural features.	Project has positive (not neutral) effect on GHG emissions reduction/ air quality.	Meets at least two of these standards: Supports economic development, increase use of alternate modes, or benefits defined EJ populations.							
806233	BMC AREA IMPROVEMENTS	PITTSFIELD	0	1	1	1	1	0	1	1	6	\$5,004,000	<25%	√	√	NA	2022
804003	EAST STREET (LYMAN ST TO MERRILL RD)	PITTSFIELD	1	1	1	1	0	0	1	1	6	\$5,941,247	25%			5	2023
806767	ROUTES 23/41	EGREMONT	1	0	1	1	1	0	1	1	6	\$2,891,100	<25%			5	2022
806737	DALTON DIVISION ROAD	DALTON	1	0	1	1	1	0	1	1	6	\$9,888,000	<25%	√		6	2023 & 2024
807328	ROUTE 8	ADAMS	1	0	1	0	1	1	1	1	6	\$5,794,015	25%	√		5	2020
807756	RTE 7/ SOUTH MAIN ST & RTEs 23/41/ MAPLE AVE	GREAT BARRINGTON	0	1	1	0	1	0	1	1	5	\$1,949,630	25%		√	NA	2020
806768	MERRILL ROAD (ROUTE 9)	PITTSFIELD	1	0	1	1	1	0	0	1	5	\$1,750,000	<25%		√	4	2021
806292	EAST STREET (LYMANN ST TO WHIPPLE ST)	PITTSFIELD	0	0	1	1	1	0	1	1	5	\$3,400,000	<25%			4	
806754	MAIN ST @ SOUTH ST & HOUSATONIC ST	DALTON	0	1	1	0	1	0	1	0	4	\$1,500,000	<25%		√	NA	2023
806277	ASHLAND STREET	NORTH ADAMS	1	0	0	0	1	0	1	1	4	\$5,792,500	<25%			5	
806127	ROUTE 43	WILLIAMSTOWN	1	0	0	1	0	0	0	1	3	\$5,000,000	<25%			6	
801319	STOCKBRIDGE ROAD	LEE	1	0	0	0	1	0	0	1	3	\$3,500,000	<25%			5	
806215	SOUTH MAIN STREET (ROUTE 7)	GREAT BARRINGTON	1	0	1	0	0	0	0	1	3	\$6,931,990	<25%			6	
804994	ROUTE 20	HANCOCK	1	0	1	0	0	0	0	0	2	\$4,258,000	<25%			5	
806406	SKYLINE TRAIL (MIDDLEFIELD RD)	HINSDALE	1	0	1	0	0	0	0	0	2	\$5,799,905	<25%			4	2021
806547	MOUNT WASHINGTON ROAD	EGREMONT	1	0	1	0	0	0	0	0	2	\$8,320,000	<25%			5	
806769	ROUTE 41	PITTSFIELD & RICHMOND	0	0	1	0	0	0	0	0	1	\$7,500,000	<25%			6	
807500	ROUTE 143	HINSDALE	1	0	0	0	0	0	0	0	1	\$4,200,000	<25%			4	
806256	ROUTE 7	LANESBOROUGH	0	0	1	0	0	0	0	0	1	\$3,400,000	<25%			7	

3. PUBLIC PARTICIPATION

This Transportation Improvement Program was prepared in accordance with the Transportation Planning Public Participation Process as required by the 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. All comments, and corresponding responses, that were offered between April 23, 2019 and May 15, 2019 are summarized in 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 contract between BRTA and BTM is a three-year contract with an option to extend one year for each of 2 subsequent years. BRTA contract with BTM end on June 30, 2019, unless opted to extend the one year. Documentation of the RFP, proposals, and selection process are available for inspection at the BRTA offices.

In response to a Request for Proposals in December 2015 for qualified firms to provide demand response transportation services for BRTA paratransit consumers; a contract was awarded to Paratransit Management of Berkshire (PMB), a division of First Transit, Inc. The current contract between BRTA and PMB is a three-year contract, with an option to extend one year for each 2 subsequent years. 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.

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.

Substitutions

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

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

5. CONGESTION MANAGEMENT PLAN

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

- In FFY 2020 to construct a multi-use sidewalk along Route 8 in Adams.
- In FFY 2022 to re-time and re-phase a number of the antiquated traffic signals (as limited by CMAQ funding) near Berkshire Medical Center in Pittsfield. The Pittsfield Downtown Circulation Study demonstrated that the existing (antiquated) traffic signals are contributing to traffic congestion in the City of Pittsfield through their inefficient phasing and timing.
- In FFY 2022 to construct a multi-use sidewalk along Route 23/41 in Egremont.
- In FFY 2023 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 in reality, may only be a victim of the limits of available funding in their category.

SUMMARY DESCRIPTION OF TRANSPORTATION FUNDING PROGRAMS

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 or not the roads they are on or off of the federal-aid highway system.
CMAQ:	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM - Projects included in this category must contribute to the attainment of a national ambient air quality standard. The Federal share is 80 percent and the State share is 20 percent. Funds from this FHWA program can be transferred to transit projects in accordance with MAP-21.
HPP:	HIGH PRIORITY PROGRAM – 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% 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.
NHS:	NATIONAL HIGHWAY SYSTEM - An interconnected system of principal arterial routes which serve major population centers and interstate and interregional travel. The Federal share is 80 percent and the State share is 20 percent.
NHFP:	NATIONAL HIGHWAY FREIGHT PROGRAM - To improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals.
NHPP:	NATIONAL HIGHWAY PERFORMANCE PROGRAM – On system Bridges, Bridge Preservation & Bridge Inspection
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.

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. These funds may also be transferred to highway projects in accordance with MAP-21, although that option has not been exercised in the Berkshire region.

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 FAST does require. Projects listed under NFA projects are state-funded bridge projects. State-funded bridge projects have not been prioritized for the FY 2020-2024 TIP.

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: MAP-21 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.

CMAQ PROJECTS: Projects programmed in the region that uses CMAQ 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.

2020 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

	Roadway Reconstruction	607328	Berkshire	Adams	ADAMS- PAVEMENT REHABILITATION & RELATED WORK ON ROUTE 8	1	STBG	\$ 6,949,161	\$ 5,559,329	\$ 1,389,832	STBG + CMAQ; Total Cost = 7,285,450; MPO evaluation score 6 of 8; Design Status: 75%
	Roadway Reconstruction	607328	Berkshire	Adams	ADAMS- PAVEMENT REHABILITATION & RELATED WORK ON ROUTE 8	1	CMAQ	\$ 336,289	\$ 269,031	\$ 67,258	STBG + CMAQ; Total Cost = 7,285,450; MPO evaluation score 6 of 8; Design Status: 75%
			Berkshire					\$ -	\$ -	\$ -	
			Berkshire					\$ -	\$ -	\$ -	
			Berkshire					\$ -	\$ -	\$ -	
Regionally Prioritized Projects subtotal ►								\$ 7,285,450	\$ 5,828,360	\$ 1,457,090	◀ Funding Split Varies by Funding Source

► Section 1A / Fiscal Constraint Analysis

Total Regional Federal Aid Funds Programmed ►		\$ 7,285,450	\$ 8,489,822	◀Total	\$ 1,204,372	Target Funds Available
STBG programmed ►		\$ 6,949,161	\$ 5,559,329	◀ STBG		
HSIP programmed ►		\$ -	\$ -	◀ HSIP		
CMAQ programmed ►		\$ 336,289	\$ 269,031	◀ CMAQ		
TAP programmed ►		\$ -	\$ -	◀ TAP		

Section 1A instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculate. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculate. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

			Berkshire		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
			Berkshire		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

	Bridge Program		Berkshire		Bridge Inspection			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Inspection			\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2020 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
► Bridge Program / Off-System											
	Bridge Program	608645	Berkshire	New Marlborough	NEW MARLBOROUGH- BRIDGE REPLACEMENT, N-08-006, CAMPBELL FALLS ROAD OVER WHITING RIVER	1	STBG-BR-OFF	\$ 787,317	\$ 629,854	\$ 157,463	
	Bridge Program	608646	Berkshire	Tyringham	TYRINGHAM- BRIDGE REPLACEMENT, T-10-007, MONTEREY ROAD OVER HOP BROOK	1	STBG-BR-OFF	\$ 1,441,165	\$ 1,152,932	\$ 288,233	
	Bridge Program		Berkshire		Bridge Program / Off-System			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / Off-System			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / Off-System			\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ►								\$ 2,228,482	\$ 1,782,786	\$ 445,696	◀ 80% Federal + 20% Non-Federal
► Bridge Program / On-System (NHS)											
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Bridge Program / On-System (Non-NHS)											
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Bridge Program / Systematic Maintenance											
	Bridge Program	609161	Berkshire	Adams	ADAMS- SYSTEMATIC BRIDGE MAINTENANCE, A-04-001, ROUTE 8 (GROVE ST) OVER ASHUVILLTICOOK RAIL-TRAIL AND HOOSIC RIVER	1	NHPP-Off	\$ 522,200	\$ 417,760	\$ 104,440	
	Bridge Program		Berkshire		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ►								\$ 522,200	\$ 417,760	\$ 104,440	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

2020 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <small><i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i></small>
► Non-Interstate Pavement											
	Non-Interstate Pavement	608486	Berkshire	Williamstown	WILLIAMSTOWN - RESURFACING AND RELATED WORK ON ROUTE 43	1	NHPP	\$ 3,093,750	\$ 2,475,000	\$ 618,750	
	Non-Interstate Pavement	609104	Berkshire	Lee	LEE - RESURFACING AND RELATED WORK ON ROUTE 20	1	NHPP	\$ 1,937,500	\$ 1,550,000	\$ 387,500	
	Non-Interstate Pavement	608812	Berkshire	Multiple	FLORIDA-SAVOY - RESURFACING AND RELATED WORK ON ROUTE 2n-Interstate Pavement	1	NHPP	\$ 6,872,320	\$ 5,497,856	\$ 1,374,464	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ►								\$ 11,903,570	\$ 9,522,856	\$ 2,380,714	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2020 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
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► Section 2B / State Prioritized Modernization Projects

► ADA Retrofits

	ADA Retrofits		Berkshire		ADA Retrofits			\$ -	\$ -	\$ -	
	ADA Retrofits		Berkshire		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Intersection Improvements

	Intersection Improvements	607756	Berkshire	Great Barrington	GREAT BARRINGTON- INTERSECTION & SIGNAL IMPROVEMENTS ON US 7 (SOUTH MAIN STREET) AT SR 23 & SR 41 (MAPLE AVENUE)	1	HSIP	\$ 1,463,774	\$ 1,317,397	\$ 146,377	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ►								\$ 1,463,774	\$ 1,317,397	\$ 146,377	◀ Funding Split Varies by Funding Source

► Intelligent Transportation Systems

	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Roadway Reconstruction

	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2020 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small>
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▶ Section 2C / State Prioritized Expansion Projects

▶ Bicycles and Pedestrians

	Bicycles and Pedestrians	606891	Berkshire	Lanesborough	LANESBOROUGH- PITTSFIELD-ASHUWILLTICOOK RAIL TRAIL EXTENSION TO CRANE AVENUE	1	CMAQ	\$ 2,704,236	\$ 2,163,389	\$ 540,847	
	Bicycles and Pedestrians	607254	Berkshire	Williamstown	WILLIAMSTOWN- MOHAWK BICYCLE/PEDESTRIAN TRAIL CONSTRUCTION	1	CMAQ	\$ 6,015,525	\$ 4,812,420	\$ 1,203,105	
Bicycles and Pedestrians subtotal ▶								\$ 8,719,761	\$ 6,975,809	\$ 1,743,952	◀ 80% Federal + 20% Non-Federal

▶ Capacity

	Capacity		Berkshire		Capacity			\$ -	\$ -	\$ -	
	Capacity		Berkshire		Capacity			\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 3 / Planning / Adjustments / Pass-throughs

▶ Planning / Adjustments / Pass-throughs

			Berkshire		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Berkshire		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Berkshire		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Berkshire		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 4 / Non-Federally Aided Projects

▶ Non-Federally Aided Projects

	Non Federal Aid		Berkshire		Non-Federal Aid			\$ -		\$ -	
	Non-Federally Aided Projects		Berkshire		Non-Federal Aid			\$ -		\$ -	
Non-Federal Aid subtotal ▶								\$ -	\$ -	\$ -	◀ 100% Non-Federal

2020 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ 32,123,237	\$ -	\$ 32,123,237	◀ Total Spending in Region
Federal Funds ▶	\$ 25,844,967	-	\$ 25,844,967	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 6,278,270	-	\$ 6,278,270	◀ Total Non-Federal Spending in Region

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: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

2021 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects											
	Roadway Reconstruction	606406	Berkshire	Hinsdale	HINSDALE- PERU- RECONSTRUCTION OF SKYLINE TRAIL (MIDDLEFIELD ROAD)	1	STBG	\$ 6,031,901	\$ 4,825,521	\$ 1,206,380	STBG; Total Cost = 6,031,901; MPO evaluation score 2 of 8; Design Status: <25%; YOE = 4%
	Non-Interstate Pavement	608768	Berkshire	Pittsfield	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, FROM JUNCTION ROAD TO EAST STREET	1	STBG	\$ 1,464,036	\$ 1,171,229	\$ 292,807	STBG + HSIP; Total Cost = 1,820,000; MPO evaluation score 5 of 8; Design Status: <25%; YOE = 4%
	Non-Interstate Pavement	608768	Berkshire	Pittsfield	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, FROM JUNCTION ROAD TO EAST STREET	1	HSIP	\$ 355,964	\$ 320,368	\$ 35,596	STBG + HSIP; Total Cost = 1,820,000; MPO evaluation score 5 of 8; Design Status: <25%; YOE = 4%
			Berkshire					\$ -	\$ -	\$ -	
			Berkshire					\$ -	\$ -	\$ -	
Regionally Prioritized Projects subtotal ►								\$ 7,851,901	\$ 6,317,117	\$ 1,534,784	◀ Funding Split Varies by Funding Source

► Section 1A / Fiscal Constraint Analysis

Section 1A instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; **Column C)** Enter ID from ProjectInfo; **Column E)** Choose Municipality Name from dropdown list; **Column H)** Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; **Column I)** Enter the total amount of funds being programmed in this fiscal year and for each funding source; **Column J)** Federal funds autocalculates. Please verify the amount and only change if needed for flex. **Column K)** Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; **Column L)** Enter Additional Information as described - please do not use any other format.

Total Regional Federal Aid Funds Programmed ►	\$ 7,851,901	\$ 8,661,660	◀ Total	\$ 809,759	Target Funds Available
STBG programmed ►	\$ 7,495,937	\$ 5,996,750	◀ STBG		
HSIP programmed ►	\$ 355,964	\$ 320,368	◀ HSIP		
CMAQ programmed ►	\$ -	\$ -	◀ CMAQ		
TAP programmed ►	\$ -	\$ -	◀ TAP		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid											
			Berkshire		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
			Berkshire		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections											
	Bridge Program		Berkshire		Bridge Inspection			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Inspection			\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2021 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
► Bridge Program / Off-System											
	Bridge Program	608636	Berkshire	Lenox	LENOX- BRIDGE REPLACEMENT, L-07-006, ROARING BROOK ROAD OVER ROARING BROOK	1	STBG-BR-OFF	\$ 1,122,880	\$ 898,304	\$ 224,576	
	Bridge Program	608647	Berkshire	Savoy	SAVOY- BRIDGE SUPERSTRUCTURE REPLACEMENT, S-06-003, CENTER ROAD OVER CENTER BROOK	1	STBG-BR-OFF	\$ 813,740	\$ 650,992	\$ 162,748	
	Bridge Program	608642	Berkshire	New Marlborough	NEW MARLBOROUGH- SUPERSTRUCTURE REPLACEMENT, N-08-001, NORFOLK ROAD OVER UMPACHENE BROOK	1	STBG-BR-OFF	\$ 5,461,456	\$ 4,369,165	\$ 1,092,291	
	Bridge Program	609080	Berkshire	New Marlborough	NEW MARLBOROUGH- SUPERSTRUCTURE REPLACEMENT, N-08-018, CANAAN-SOUTHFIELD ROAD OVER UMPACHENE RIVER	1	STBG-BR-OFF	\$ 1,064,448	\$ 851,558	\$ 212,890	
	Bridge Program	609081	Berkshire	New Marlborough	NEW MARLBOROUGH- SUPERSTRUCTURE REPLACEMENT, N-08-017, LUMBERT CROSS ROAD OVER UMPACHENE RIVER	1	STBG-BR-OFF	\$ 2,278,848	\$ 1,823,078	\$ 455,770	
	Bridge Program	608854	Berkshire	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-034, MILL STREET OVER W. BRANCH OF HOUSATONIC RIVER	1	STBG-BR-OFF	\$ 1,776,772	\$ 1,421,418	\$ 355,354	
Bridge Program / Off-System subtotal ►								\$ 12,518,144	\$ 10,014,515	\$ 2,503,629	◄ 80% Federal + 20% Non-Federal
► Bridge Program / On-System (NHS)											
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ►								\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
► Bridge Program / On-System (Non-NHS)											
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ►								\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Bridge Program / Systematic Maintenance											
	Bridge Program	609164	Berkshire	North Adams	NORTH ADAMS - BRIDGE MAINTENANCE (N-14-017) ROUTE 2 OVER HOOSIC RIVER	1	NHPP-Off	\$ 522,200	\$ 417,760	\$ 104,440	
	Bridge Program		Berkshire		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ►								\$ 522,200	\$ 417,760	\$ 104,440	◄ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal

2021 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
► Non-Interstate Pavement											
	Non-Interstate Pavement	608485	Berkshire	Multiple	PITTSFIELD-LANESBOROUGH RESURFACING AND RELATED WORK ON ROUTE 8	1	NHPP	\$ 4,241,203	\$ 3,392,962	\$ 848,241	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ►								\$ 4,241,203	\$ 3,392,962	\$ 848,241	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2021 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
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► Section 2B / State Prioritized Modernization Projects

► ADA Retrofits

	ADA Retrofits		Berkshire		ADA Retrofits			\$ -	\$ -	\$ -	
	ADA Retrofits		Berkshire		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Intersection Improvements

	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Intelligent Transportation Systems

	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Roadway Reconstruction

	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2021 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
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► Section 2C / State Prioritized Expansion Projects

► Bicycles and Pedestrians

	Bicycles and Pedestrians	607570	Berkshire	Lee	LEE- BIKEWAY CONSTRUCTION, FROM STOCKBRIDGE T.L. TO WEST PARK STREET (PHASE 1)	1	CMAQ	\$ 5,267,069	\$ 4,213,655	\$ 1,053,414	
	Bicycles and Pedestrians		Berkshire		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ►								\$ 5,267,069	\$ 4,213,655	\$ 1,053,414	◀ 80% Federal + 20% Non-Federal

► Capacity

	Capacity		Berkshire		Capacity			\$ -	\$ -	\$ -	
	Capacity		Berkshire		Capacity			\$ -	\$ -	\$ -	
Capacity subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 3 / Planning / Adjustments / Pass-throughs

► Planning / Adjustments / Pass-throughs

			Berkshire		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Berkshire		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Berkshire		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Berkshire		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 4 / Non-Federally Aided Projects

► Non-Federally Aided Projects

	Non Federal Aid		Berkshire		Non-Federal Aid			\$ -		\$ -	
	Non-Federally Aided Projects		Berkshire		Non-Federal Aid			\$ -		\$ -	
Non-Federal Aid subtotal ►								\$ -		\$ -	◀ 100% Non-Federal

2021 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ►	\$ 30,400,517	\$ -	\$ 30,400,517	◀ Total Spending in Region
Federal Funds ►	\$ 24,356,010		\$ 24,356,010	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 6,044,507	\$ -	\$ 6,044,507	◀ Total Non-Federal Spending in Region

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: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

2022 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

Roadway Reconstruction	608767	Berkshire	Egremont	EGREMONT- RECONSTRUCTION AND RELATED WORK ON ROUTE 23/41, FROM CREAMERY ROAD TO NORTH UNDERMOUNTAIN ROAD	1	STBG	\$ 2,264,260	\$ 1,811,408	\$ 452,852	STBG + CMAQ; Total Cost = 3,122,388; MPO evaluation score 6 of 8; Design Status: <25%; YOE = 8%
Roadway Reconstruction	608767	Berkshire	Egremont	EGREMONT- RECONSTRUCTION AND RELATED WORK ON ROUTE 23/41, FROM CREAMERY ROAD TO NORTH UNDERMOUNTAIN ROAD	1	CMAQ	\$ 858,128	\$ 686,502	\$ 171,626	STBG + CMAQ; Total Cost = 3,122,388; MPO evaluation score 6 of 8; Design Status: <25%; YOE = 8%
Roadway Reconstruction	606233	Berkshire	Pittsfield	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	1	STBG	\$ 4,240,582	\$ 3,392,466	\$ 848,116	STBG + CMAQ + HSIP; Total Cost = 5,404,320; MPO evaluation score 6 of 8; Design Status: <25%; YOE = 8%
Roadway Reconstruction	606233	Berkshire	Pittsfield	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	1	CMAQ	\$ 681,210	\$ 544,968	\$ 136,242	STBG + CMAQ + HSIP; Total Cost = 5,404,320; MPO evaluation score 6 of 8; Design Status: <25%; YOE = 8%
Roadway Reconstruction	606233	Berkshire	Pittsfield	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	1	HSIP	\$ 482,528	\$ 434,275	\$ 48,253	STBG + CMAQ + HSIP; Total Cost = 5,404,320; MPO evaluation score 6 of 8; Design Status: <25%; YOE = 8%
Regionally Prioritized Projects subtotal ►							\$ 8,526,708	\$ 6,869,619	\$ 1,657,089	◀ Funding Split Varies by Funding Source

► Section 1A / Fiscal Constraint Analysis

Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex; Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

Total Regional Federal Aid Funds Programmed ►	\$ 8,526,708	\$ 8,838,033	◀ Total	\$ 311,325	Target Funds Available
STBG programmed ►	\$ 6,504,842	\$ 5,203,874	◀ STBG		
HSIP programmed ►	\$ 482,528	\$ 434,275	◀ HSIP		
CMAQ programmed ►	\$ 1,539,338	\$ 1,231,470	◀ CMAQ		
TAP programmed ►	\$ -	\$ -	◀ TAP		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

Other Federal Aid	606890	Berkshire	Multiple	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	1	HPP	\$ 640,000	\$ 512,000	\$ 128,000	Construction/ PSAC Score 27; (SAFETY-LU, HPP 2850 - MA Berkshire County Bike Paths, Design & Construction - \$5,007,375 (Earmark Total)
		Berkshire		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►							\$ 640,000	\$ 512,000	\$ 128,000	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Bridge Program		Berkshire		Bridge Inspection			\$ -	\$ -	\$ -	
Bridge Program		Berkshire		Bridge Inspection			\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2022 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
► Bridge Program / Off-System											
	Bridge Program	608856	Berkshire	Otis	OTIS- BRIDGE REPLACEMENT, O-05-007, TANNERY ROAD OVER W. BRANCH OF FARMINGTON RIVER	1	STBG-BR-OFF	\$ 821,280	\$ 657,024	\$ 164,256	
	Bridge Program	608860	Berkshire	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-055, EAST NEW LENOX ROAD OVER SACKETT BROOK	1	STBG-BR-OFF	\$ 573,504	\$ 458,803	\$ 114,701	
	Bridge Program		Berkshire		Bridge Program / Off-System			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / Off-System			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / Off-System			\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ►								\$ 1,394,784	\$ 1,115,827	\$ 278,957	◀ 80% Federal + 20% Non-Federal
► Bridge Program / On-System (NHS)											
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Bridge Program / On-System (Non-NHS)											
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Bridge Program / Systematic Maintenance											
	Bridge Program	609162	Berkshire	Williamstown	WILLIAMSTOWN- SYSTEMATIC BRIDGE MAINTENANCE, W-37-013, ROUTE 7 (MOODY BRIDGE) OVER HOOSIC RIVER & PAN-AM RR	1	NHPP-Off	\$ 522,200	\$ 417,760	\$ 104,440	
	Bridge Program		Berkshire		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ►								\$ 522,200	\$ 417,760	\$ 104,440	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

2022 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <small><i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small>
► Non-Interstate Pavement											
	Non-Interstate Pavement	609103	Berkshire	Multiple	NORTH ADAMS - FLORIDA RESURFACING AND RELATED WORK ON ROUTE 2	1	NHPP	\$ 5,941,253	\$ 4,753,002	\$ 1,188,251	
	Non-Interstate Pavement	608813	Berkshire	Lanesborough	LANESBOROUGH - RESURFACING AND RELATED WORK ON ROUTE 7	1	NHPP	\$ 2,033,942	\$ 1,627,154	\$ 406,788	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ►								\$ 7,975,195	\$ 6,380,156	\$ 1,595,039	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2022 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
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► Section 2B / State Prioritized Modernization Projects

► ADA Retrofits

	ADA Retrofits		Berkshire		ADA Retrofits			\$ -	\$ -	\$ -	
	ADA Retrofits		Berkshire		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Intersection Improvements

	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Intelligent Transportation Systems

	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Roadway Reconstruction

	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2022 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
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► Section 2C / State Prioritized Expansion Projects

► Bicycles and Pedestrians

	Bicycles and Pedestrians	606890	Berkshire	Multiple	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	1	CMAQ	\$ 6,677,100	\$ 5,341,680	\$ 1,335,420	HPP= \$640,000 in FFY2022
Bicycles and Pedestrians subtotal ►								\$ 6,677,100	\$ 5,341,680	\$ 1,335,420	◀ 80% Federal + 20% Non-Federal

► Capacity

	Capacity		Berkshire		Capacity			\$ -	\$ -	\$ -	
	Capacity		Berkshire		Capacity			\$ -	\$ -	\$ -	
Capacity subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 3 / Planning / Adjustments / Pass-throughs

► Planning / Adjustments / Pass-throughs

			Berkshire		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Berkshire		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Berkshire		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Berkshire		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 4 / Non-Federally Aided Projects

► Non-Federally Aided Projects

	Non Federal Aid		Berkshire		Non-Federal Aid			\$ -		\$ -	
	Non-Federally Aided Projects		Berkshire		Non-Federal Aid			\$ -		\$ -	
Non-Federal Aid subtotal ►								\$ -		\$ -	◀ 100% Non-Federal

2022 Summary	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
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Total ►	\$ 25,735,987	\$ -	\$ 25,735,987	◀ Total Spending in Region
Federal Funds ►	\$ 20,637,042		\$ 20,637,042	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 5,098,945	\$ -	\$ 5,098,945	◀ Total Non-Federal Spending in Region

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: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

2023 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <small>Present information as follows, if applicable: a) Planning / Design / or Construction, b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small>
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▶ Section 1A / Regionally Prioritized Projects

▶ Regionally Prioritized Projects

	Roadway Reconstruction	604003	Berkshire	Pittsfield	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9)	1	STBG	\$ 6,171,438	\$ 4,937,150	\$ 1,234,288	STBG + CMAQ; Total Cost = 6,654,197; MPO evaluation score 6 of 8; Design Status: 25%; YOE = 12%
	Roadway Reconstruction	604003	Berkshire	Pittsfield	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9)	1	CMAQ	\$ 482,759	\$ 386,207	\$ 96,552	STBG + CMAQ; Total Cost = 6,654,197; MPO evaluation score 6 of 8; Design Status: 25%; YOE = 12%
	Roadway Reconstruction	608737	Berkshire	Dalton	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	1	STBG	\$ 2,376,866	\$ 1,901,493	\$ 475,373	AC 1 of 2; STBG; Total Cost = 11,074,560; MPO evaluation score 6 of 8; Design Status: <25%; YOE = 12%
			Berkshire					\$ -	\$ -	\$ -	
			Berkshire					\$ -	\$ -	\$ -	
Regionally Prioritized Projects subtotal ▶								\$ 9,031,063	\$ 7,224,850	\$ 1,806,213	◀ Funding Split Varies by Funding Source

▶ Section 1A / Fiscal Constraint Analysis

Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

Total Regional Federal Aid Funds Programmed ▶	\$ 9,031,063	\$ 9,031,063	◀ Total	\$ -	Target Funds Available
STBG programmed ▶	\$ 8,548,304	\$ 6,838,643	◀ STBG		
HSIP programmed ▶	\$ -	\$ -	◀ HSIP		
CMAQ programmed ▶	\$ 482,759	\$ 386,207	◀ CMAQ		
TAP programmed ▶	\$ -	\$ -	◀ TAP		

▶ Section 1B / Earmark or Discretionary Grant Funded Projects

▶ Other Federal Aid

		Berkshire		Other Federal Aid		HPP	\$ -	\$ -	\$ -		
		Berkshire		Other Federal Aid		HPP	\$ -	\$ -	\$ -		
Other Federal Aid subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 2A / State Prioritized Reliability Projects

▶ Bridge Program / Inspections

	Bridge Program		Berkshire		Bridge Inspection			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Inspection			\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2023 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
► Bridge Program / Off-System											
	Bridge Program	609070	Berkshire	Alford	ALFORD- BRIDGE REPLACEMENT, A-06-004, WEST ROAD OVER SCRIBNER BROOK	1	STBG-BR-OFF	\$ 1,809,024	\$ 1,447,219	\$ 361,805	
	Bridge Program	609078	Berkshire	New Marlborough	NEW MARLOBOROUGH- BRIDGE REPLACEMENT, N-08-020, KEYES HILL ROAD OVER UMPACHENE RIVER	1	STBG-BR-OFF	\$ 2,802,900	\$ 2,242,320	\$ 560,580	
	Bridge Program	609072	Berkshire	Williamstown	WILLIAMSTOWN- BRIDGE REPLACEMENT, W-37-010, MAIN STREET OVER HEMLOCK BROOK	1	STBG-BR-OFF	\$ 2,612,784	\$ 2,090,227	\$ 522,557	
	Bridge Program	609074	Berkshire	Monterey	MONTEREY- BRIDGE REPLACEMENT, M-29-001, CURTIS ROAD OVER KONKAPOT RIVER	1	STBG-BR-OFF	\$ 1,212,288	\$ 969,830	\$ 242,458	
	Bridge Program	608857	Berkshire	Cheshire	CHESHIRE- BRIDGE REPLACEMENT, C-10-002, SAND MILL ROAD OVER DRY BROOK	1	STBG-BR-OFF	\$ 2,462,448	\$ 1,969,958	\$ 492,490	
Bridge Program / Off-System subtotal ►								\$ 10,899,444	\$ 8,719,555	\$ 2,179,889	◄ 80% Federal + 20% Non-Federal
► Bridge Program / On-System (NHS)											
	Bridge Program	605843	Berkshire	North Adams	NORTH ADAMS- BRIDGE REPLACEMENT, N-14-016, ROUTE 2 OVER THE HOOSIC RIVER	1	NHPP-On	\$ 18,315,704	\$ 14,652,563	\$ 3,663,141	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ►								\$ 18,315,704	\$ 14,652,563	\$ 3,663,141	◄ Funding Split Varies by Funding Source
► Bridge Program / On-System (Non-NHS)											
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ►								\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Bridge Program / Systematic Maintenance											
	Bridge Program		Berkshire		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ►								\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal

2023 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
► Non-Interstate Pavement											
	Non-Interstate Pavement	609105	Berkshire	Windsor	WINDSOR - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 9	1	NHPP	\$ 9,420,365	\$ 7,536,292	\$ 1,884,073	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ►								\$ 9,420,365	\$ 7,536,292	\$ 1,884,073	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2023 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <small><i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</small>
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► Section 2B / State Prioritized Modernization Projects

► ADA Retrofits											
	ADA Retrofits		Berkshire		ADA Retrofits			\$ -	\$ -	\$ -	
	ADA Retrofits		Berkshire		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Intersection Improvements											
	Intersection Improvements	608754	Berkshire	Dalton	DALTON- INTERSECTION IMPROVEMENTS AT ROUTES 8 & 9 (MAIN ST) AT SOUTH ST & WEST HOUSATONIC ST	1	HSIP	\$ 1,568,000	\$ 1,411,200	\$ 156,800	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ►								\$ 1,568,000	\$ 1,411,200	\$ 156,800	◀ Funding Split Varies by Funding Source

► Intelligent Transportation Systems											
	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Roadway Reconstruction											
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2023 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
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▶ Section 2C / State Prioritized Expansion Projects

▶ Bicycles and Pedestrians											
	Bicycles and Pedestrians		Berkshire		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
	Bicycles and Pedestrians		Berkshire		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
	Bicycles and Pedestrians		Berkshire		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Capacity											
	Capacity		Berkshire		Capacity			\$ -	\$ -	\$ -	
	Capacity		Berkshire		Capacity			\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 3 / Planning / Adjustments / Pass-throughs

▶ Planning / Adjustments / Pass-throughs											
			Berkshire		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Berkshire		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Berkshire		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Berkshire		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Berkshire		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 4 / Non-Federally Aided Projects

▶ Non-Federally Aided Projects											
	Non Federal Aid		Berkshire		Non-Federal Aid			\$ -	\$ -	\$ -	
	Non-Federally Aided Projects		Berkshire		Non-Federal Aid			\$ -	\$ -	\$ -	
Non-Federal Aid subtotal ▶								\$ -	\$ -	\$ -	◀ 100% Non-Federal

2023 Summary								TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶								\$ 49,234,576	\$ -	\$ 49,234,576	◀ Total Spending in Region
Federal Funds ▶								\$ 39,544,461	\$ -	\$ 39,544,461	◀ Total Federal Spending in Region
Non-Federal Funds ▶								\$ 9,690,115	\$ -	\$ 9,690,115	◀ Total Non-Federal Spending in Region

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: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

2024 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

	Roadway Reconstruction	608737	Berkshire	Dalton	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	1	STBG	\$ 8,697,694	\$ 6,958,155	\$ 1,739,539	AC 2 of 2; STBG; Total Cost = 11,074,560; MPO evaluation score 6 of 8; Design Status: <25%; YOE = 12%
			Berkshire					\$ -	\$ -	\$ -	
			Berkshire					\$ -	\$ -	\$ -	
			Berkshire					\$ -	\$ -	\$ -	
			Berkshire					\$ -	\$ -	\$ -	
Regionally Prioritized Projects subtotal ►								\$ 8,697,694	\$ 6,958,155	\$ 1,739,539	◀ Funding Split Varies by Funding Source

► Section 1A / Fiscal Constraint Analysis

Section 1A Instructions: MPO Template Name Choose Regional Name from dropdown list to populate header and MPO column; **Column C** Enter ID from ProjectInfo; **Column E** Choose Municipality Name from dropdown list; **Column H** Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; **Column I** Enter the total amount of funds being programmed in this fiscal year and for each funding source; **Column J** Federal funds autocalculates. Please verify the amount and only change if needed for flex. **Column K** Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; **Column L** Enter Additional Information as described - please do not use any other format.

Total Regional Federal Aid Funds Programmed ►	\$ 8,697,694	\$ 9,149,430	◀Total	\$ 451,736	Target Funds Available
STBG programmed ►	\$ 8,697,694	\$ 6,958,155	◀ STBG		
HSIP programmed ►	\$ -	\$ -	◀ HSIP		
CMAQ programmed ►	\$ -	\$ -	◀ CMAQ		
TAP programmed ►	\$ -	\$ -	◀ TAP		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

			Berkshire		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
			Berkshire		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

	Bridge Program		Berkshire		Bridge Inspection			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Inspection			\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2024 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
► Bridge Program / Off-System											
	Bridge Program	609068	Berkshire	Sheffield	SHEFFIELD- BRIDGE REPLACEMENT, S-10-015, KELSEY ROAD OVER SCHENOB BROOK,	1	STBG-BR-OFF	\$ 1,805,424	\$ 1,444,339	\$ 361,085	
	Bridge Program	609069	Berkshire	Becket	BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN BROOK	1	STBG-BR-OFF	\$ 2,040,672	\$ 1,632,538	\$ 408,134	
	Bridge Program	609076	Berkshire	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-006, COTTAGE STREET OVER HOUSATONIC RIVER	1	STBG-BR-OFF	\$ 5,143,440	\$ 4,114,752	\$ 1,028,688	
	Bridge Program	608859	Berkshire	Tyringham	TYRINGHAM- BRIDGE REPLACEMENT, T-10-003, JERUSALEM ROAD OVER HOP BROOK	1	STBG-BR-OFF	\$ 2,679,600	\$ 2,143,680	\$ 535,920	
	Bridge Program	609428	Berkshire	Lanesborough	LANESBOROUGH-BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK	1	STBG-BR-OFF	\$ 1,176,240	\$ 940,992	\$ 235,248	
Bridge Program / Off-System subtotal ►								\$ 12,845,376	\$ 10,276,301	\$ 2,569,075	◀ 80% Federal + 20% Non-Federal
► Bridge Program / On-System (NHS)											
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Bridge Program / On-System (Non-NHS)											
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Bridge Program / Systematic Maintenance											
	Bridge Program		Berkshire		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
	Bridge Program		Berkshire		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Berkshire		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

2024 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
► Non-Interstate Pavement											
	Non-Interstate Pavement	609394	Berkshire	Multiple	CHESHIRE - ADAMS - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8	1	NHPP	\$ 10,348,128	\$ 8,278,502	\$ 2,069,626	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Berkshire		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ►								\$ 10,348,128	\$ 8,278,502	\$ 2,069,626	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Berkshire		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Berkshire		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2024 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
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► Section 2B / State Prioritized Modernization Projects

► ADA Retrofits												
	ADA Retrofits		Berkshire		ADA Retrofits			\$ -	\$ -	\$ -		
	ADA Retrofits		Berkshire		ADA Retrofits			\$ -	\$ -	\$ -		
								ADA Retrofits subtotal ►	\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal

► Intersection Improvements												
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -		
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -		
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -		
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -		
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -		
	Intersection Improvements		Berkshire		Intersection Improvements			\$ -	\$ -	\$ -		
								Intersection Improvements subtotal ►	\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source

► Intelligent Transportation Systems												
	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -		
	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -		
	Intelligent Transportation Systems		Berkshire		Intelligent Transportation Systems			\$ -	\$ -	\$ -		
								Intelligent Transportation System subtotal ►	\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal

► Roadway Reconstruction												
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -		
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -		
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -		
	Roadway Reconstruction		Berkshire		Roadway Reconstruction			\$ -	\$ -	\$ -		
								Roadway Reconstruction subtotal ►	\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source

2024 Berkshire Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction, b) total project cost and funding sources used, c) advance construction status, d) MPO project score, e) name of entity receiving a transfer, f) name of entity paying the non-state non-federal match, g) earmark details, h) TAP project proponent, i) other information</i>
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► Section 2C / State Prioritized Expansion Projects

► Bicycles and Pedestrians

Bicycles and Pedestrians	609289	Berkshire	Pittsfield	PITTSFIELD- ASHUWILLTICOOK BIKE TRAIL EXTENSION, CRANE AVENUE TO MERRILL ROAD	1	CMAQ	\$ 2,088,000	\$ 1,670,400	\$ 417,600		
Bicycles and Pedestrians subtotal ►								\$ 2,088,000	\$ 1,670,400	\$ 417,600	◀ 80% Federal + 20% Non-Federal

► Capacity

Capacity		Berkshire		Capacity			\$ -	\$ -	\$ -		
Capacity		Berkshire		Capacity			\$ -	\$ -	\$ -		
Capacity subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 3 / Planning / Adjustments / Pass-throughs

► Planning / Adjustments / Pass-throughs

		Berkshire		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -		
		Berkshire		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -		
		Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -		
		Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -		
		Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -		
		Berkshire		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -		
		Berkshire		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -		
		Berkshire		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -		
		Berkshire		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -		
		Berkshire		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -		
		Berkshire		Railroad Crossings	Multiple		\$ -	\$ -	\$ -		
		Berkshire		Railroad Crossings	Multiple		\$ -	\$ -	\$ -		
		Berkshire		Recreational Trails	Multiple		\$ -	\$ -	\$ -		
Other Statewide Items subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 4 / Non-Federally Aided Projects

► Non-Federally Aided Projects

Non Federal Aid		Berkshire		Non-Federal Aid			\$ -	\$ -	\$ -		
Non-Federally Aided Projects		Berkshire		Non-Federal Aid			\$ -	\$ -	\$ -		
Non-Federal Aid subtotal ►								\$ -	\$ -	\$ -	◀ 100% Non-Federal

2024 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: 4: ▼	Total of All Projects ▼	
Total ►	\$ 33,979,198	\$ -	\$ 33,979,198	◀ Total Spending in Region
Federal Funds ►	\$ 27,183,358	\$ -	\$ 27,183,358	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 6,795,840	\$ -	\$ 6,795,840	◀ Total Non-Federal Spending in Region

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: <http://www.massdot.state.ma.us/highwayflaggers/main.aspx>

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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	5	3,400,000
ROUTE 43	RECONSTRUCTION	WILLIAMSTOWN	608127	UNDET	4	5,000,000
ASHLAND STREET	RECONSTRUCTION	NORTH ADAMS	609277	UNDET	4	5,792,500
BIKE/PED UNDERPASS	CONSTRUCTION	NORTH ADAMS	607906	UNDET	3	2,970,000
ROUTE 7/ SOUTH MAIN STREE	RECONSTRUCTION	GREAT BARRINGTON	609215	UNDET	3	6,931,990
ROUTE 20	REHABILITATION	HANCOCK	604994	UNDET	2	4,258,000
MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	EGREMONT	608547	UNDET	2	8,320,000
ROUTE 143	RECONSTRUCTION, REHABILITATION	HINSDALE	607500	UNDET	1	4,200,000
ROUTE 7	RESURFACING & SIDEWALK CONSTRUCTION	LANESBOROUGH	609256	UNDET	1	3,400,000
MOHAWK BIKE/PEDESTRIAN T	CONSTRUCTION	NORTH ADAMS	XXX19A	UNDET		
ROUTE 57	RESURFACING	SANDISFIELD	XXX17C	UNDET		5,000,000
SUMMER STREET	REHABILITATION	LANESBOROUGH	XXX14B	UNDET		1,600,000
ROUTE 41/102, MAIN ST	REHABILITATION, WIDENING	WEST STOCKBRIDGE	XXX07A	UNDET		1,250,000
HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	GREAT BARRINGTON	XXX16D	UNDET		4,500,000
HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	PITTSFIELD	XXX17A	UNDET		
ROUTE 57	REHABILITATION, CAPACITY IMPROVEMENT	NEW MARLBOROUGH	XXX08B	UNDET		8,000,000
RAILROAD ST	SAFETY IMPROVEMENTS/ SIDEWALKS IMPROVEMENTS	GREAT BARRINGTON	XXX17B	UNDET		245,386
HOLMES ROAD	REHABILITATION, PAVEMENT MARKINGS, SINAGE, CURBI	LENOX	XXX98C	UNDET		2,410,000
MAIN/ W.CENTER/ W.PARK ST	RECONSTRUCTION	LEE	XXX99A	UNDET		5,000,000
EAST STREET	RESURFACING, WIDENING, DRAINAGE IMPROVEMENTS	PITTSFIELD	XXX05J	UNDET		750,000
Total for UNDETERMINED						73,027,876
Total for HIGHWAYS (20 projects) \$						73,027,876
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

Berkshire Region TIP Section 4 – TRANSIT

**Transportation Improvement Program (TIP)
Project List (FY2020)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5307										
5307	RTD0007499	Berkshire Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0007503	Berkshire Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS (2) fixed route		\$153,798	\$38,450	\$0	\$0	\$192,248
5307	RTD0007511	Berkshire Regional Transit Authority	114410	Mid-Life Fare Collection System upgrade		\$400,000	\$100,000	\$0	\$0	\$500,000
					Subtotal	\$673,798	\$168,450	\$0	\$0	\$842,248
5309										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5310										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5311										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5337										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5339										
5339	RTD0007502	Berkshire Regional Transit Authority	111202	BUY 2 REPLACEMENT 35-FT BUSES		\$660,721	\$165,181	\$0	\$0	\$825,902
					Subtotal	\$660,721	\$165,181	\$0	\$0	\$825,902
5320										
					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal										
					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Non-Federal										
					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$1,334,519	\$333,631	\$0	\$0	\$1,668,150

Funds listed under the Carry Over column are included in the Federal Amount

Transportation Improvement Program (TIP)

Project List (FY2021)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5307										
5307	RTD0007500	Berkshire Regional Transit Authority	1000002	PREVENTIVE MAINTENANCE		\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0007501	Berkshire Regional Transit Authority	114403	REHAB/RENOVATE - ADMIN/MAINT FACILITY-BUS DECK		\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0007505	Berkshire Regional Transit Authority	114406	REHAB/RENOVATE - SHOP EQUIPMENT		\$20,000	\$5,000	\$0	\$0	\$25,000
Subtotal						\$260,000	\$65,000	\$0	\$0	\$325,000
5309										
Subtotal						\$0	\$0	\$0	\$0	\$0
5310										
Subtotal						\$0	\$0	\$0	\$0	\$0
5311										
Subtotal						\$0	\$0	\$0	\$0	\$0
5337										
Subtotal						\$0	\$0	\$0	\$0	\$0
5339										
5339	RTD0007509	Berkshire Regional Transit Authority	111202	BUY REPLACEMENT 30-FT BUS (1) Fixed Route (5339)		\$349,531	\$87,383	\$0	\$0	\$436,914
5339	RTD0007510	Berkshire Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS (2) Fixed Route (5339)		\$153,798	\$38,450	\$0	\$0	\$192,248
Subtotal						\$503,329	\$125,833	\$0	\$0	\$629,162
5320										
Subtotal						\$0	\$0	\$0	\$0	\$0
Other Federal										
Subtotal						\$0	\$0	\$0	\$0	\$0
Other Non-Federal										
Subtotal						\$0	\$0	\$0	\$0	\$0
Total						\$763,329	\$190,833	\$0	\$0	\$954,162

Funds listed under the Carry Over column are included in the Federal Amount

Transportation Improvement Program (TIP)

Project List (FY2022)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5307	5307	RTD0007506	Berkshire Regional Transit Authority	1000002	PREVENTIVE MAINTENANCE	\$120,000	\$30,000	\$0	\$0	\$150,000
	5307	RTD0007507	Berkshire Regional Transit Authority	114206	ACQUIRE - SHOP EQUIPMENT	\$20,000	\$5,000	\$0	\$0	\$25,000
	5307	RTD0007508	Berkshire Regional Transit Authority	114403	SECURITY	\$20,000	\$5,000	\$0	\$0	\$25,000
	5307	RTD0008111	Berkshire Regional Transit Authority	113402	REHAB/RENOVATE - BUS STATION-BUS DECK	\$130,000	\$20,000	\$0	\$0	\$150,000
					Subtotal	\$290,000	\$60,000	\$0	\$0	\$350,000
5309					Subtotal	\$0	\$0	\$0	\$0	\$0
5310					Subtotal	\$0	\$0	\$0	\$0	\$0
5311					Subtotal	\$0	\$0	\$0	\$0	\$0
5337					Subtotal	\$0	\$0	\$0	\$0	\$0
5339					Subtotal	\$0	\$0	\$0	\$0	\$0
5320					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Non-Federal					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$290,000	\$60,000	\$0	\$0	\$350,000

Funds listed under the Carry Over column are included in the Federal Amount

Transportation Improvement Program (TIP)

Project List (FY2023)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost	
5307											
	5307	RTD0007512	Berkshire Regional Transit Authority	1000002	PREVENTIVE MAINTENANCE		\$120,000	\$30,000	\$0	\$0	\$150,000
	5307	RTD0007513	Berkshire Regional Transit Authority	114211	SUPPORT VEHICLES plow truck		\$52,000	\$13,000	\$0	\$0	\$65,000
	5307	RTD0007514	Berkshire Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS 3 Fixed Route Mini Buses		\$230,698	\$57,674	\$0	\$0	\$288,372
Subtotal							\$402,698	\$100,674	\$0	\$0	\$503,372
5309											
Subtotal							\$0	\$0	\$0	\$0	\$0
5310											
Subtotal							\$0	\$0	\$0	\$0	\$0
5311											
Subtotal							\$0	\$0	\$0	\$0	\$0
5337											
Subtotal							\$0	\$0	\$0	\$0	\$0
5339											
Subtotal							\$0	\$0	\$0	\$0	\$0
5320											
Subtotal							\$0	\$0	\$0	\$0	\$0
Other Federal											
Subtotal							\$0	\$0	\$0	\$0	\$0
Other Non-Federal											
Subtotal							\$0	\$0	\$0	\$0	\$0
Total							\$402,698	\$100,674	\$0	\$0	\$503,372

Funds listed under the Carry Over column are included in the Federal Amount

Transportation Improvement Program (TIP)

Project List (FY2024)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5307										
5307	RTD0008125	Berkshire Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS (3) FIXED ROUTE		\$230,698	\$57,674	\$0	\$0	\$288,372
5307	RTD0008126	Berkshire Regional Transit Authority	1000002	PREVENTIVE MAINTENANCE		\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0008127	Berkshire Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT- Purchase (2) Electric Chargers		\$80,000	\$20,000	\$0	\$0	\$100,000
					Subtotal	\$430,698	\$107,674	\$0	\$0	\$538,372
5309										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5310										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5311										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5337										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5339										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5320										
					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal										
					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Non-Federal										
					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$430,698	\$107,674	\$0	\$0	\$538,372

Funds listed under the Carry Over column are included in the Federal Amount

Transportation Improvement Program (TIP)

Additional Regional Transit Projects – No Funding Available (Included for informational purposes only)

2020	\$1,740,000	New parking area, new buses & ADA fleet
	\$2,800,000	Purchase 2 trolleys and 2 expansion fleet; hybrid
	\$1,234,200	Purchase 9 expansion vans; hybrid
2021	\$1,150,000	Satellite facility South County
	\$416,250	Purchase 3 expansion FR vans; hybrid
2022	\$573,200	Buy vans for service expansion
	\$416,250	Buy 30-ft bus for expansion
2023	\$1,150,000	Satellite facility North County
Total	\$9,479,900	

Transportation Improvement Program

Part C: FINANCIAL SUMMARIES AND CERTIFICATIONS

1. FEDERAL FUNDING FINANCIAL SUMMARIIES

- 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

FEDERAL HIGHWAY & BRIDGE FUNDING CATEGORIES													
Fiscal Year	Federal Targets						Federal Programmed						
	Highway \$	CMAQ \$	HSIP \$	TAP\$	Bridge	Total \$	Highway \$	CMAQ \$	HSIP \$	TAP\$	Bridge NHPP	Bridge Off	Total \$
Y1	8.490	0.000	0.000	0.000		8.490	6.949	0.336	0.000	0.000	0.000	2.228	9.514
Y2	8.662	0.000	0.000	0.000		8.662	7.496	0.000	0.356	0.000	0.000	12.518	20.370
Y3	8.838	0.000	0.000	0.000		8.838	6.505	1.539	0.483	0.000	0.000	1.395	9.921
Y4	9.031	0.000	0.000	0.000		9.031	8.548	0.483	0.000	0.000	18.316	10.899	38.246
Y5	9.149	0.000	0.000	0.000		9.149	8.698	2.088	0.000	0.000	0.000	12.845	23.631
Total	44.170	0.000	0.000	0.000		44.170	38.196	4.446	0.838	0.000	18.316	39.886	101.683

Notes: Figures shown are in millions of dollars, represent total project costs, and do not include projects exempt from targets; Bridge projects are programmed statewide against a target of \$153,754,391 per year; there is no regional target for bridges.

TRANSIT WITH FEDERAL FUNDING				
Fiscal Year	Available		Programmed	
	Federal \$	Total \$	Federal \$	Total \$
Y1	0.000	1.668	0.000	1.668
Y2	0.000	0.804	0.000	0.804
Y3	0.000	0.350	0.000	0.350
Y4	0.000	0.503	0.000	0.503
Y5	0.000	0.538	0.000	0.538
Total	0.000	3.864	0.000	3.864

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):

YEAR	SURFACE TRANSPORTATION	CMAQ	HSIP	TAP	BRIDGE NHPP	BRIDGES OFF	HIGHWAY EARMARK	HIGHWAY OTHER	TRANSIT EARMARK	TRANSIT	TOTAL
Y1	6.949	0.336	0.000	0.000	0.000	2.228	0.000	22.609	0.000	1.668	33.791
Y2	7.496	0.000	0.356	0.000	0.000	12.518	0.000	10.030	0.000	0.804	31.205
Y3	6.505	1.539	0.483	0.000	0.000	1.395	0.640	15.174	0.000	0.350	26.086
Y4	8.548	0.483	0.000	0.000	18.316	10.899	0.000	10.988	0.000	0.503	49.738
Y5	8.698	2.088	0.000	0.000	0.000	12.845	0.000	10.348	0.000	0.538	34.518
Total	38.196	4.446	0.838	0.000	18.316	39.886	0.640	69.151	0.000	3.864	175.338

Note: Highway Other = NHPP, Statewide-TE, Statewide-CMAQ, Statewide-HSIP, 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 1	FFY 2	FFY 3	FFY 4	FFY 5	Total
Bridge NHPP	0.000	0.000	0.000	18.316	0.000	18.316
Bridge Off	2.228	12.518	1.395	10.899	12.845	39.886
CMAQ	0.336	0.000	1.539	0.483	2.088	4.446
HSIP	0.000	0.356	0.483	0.000	0.000	0.838
TAP	0.000	0.000	0.000	0.000	0.000	0.000
NHPP	12.426	4.763	8.497	9.420	10.348	45.455
STBG	6.949	7.496	6.505	8.548	8.698	38.196
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	8.720	5.267	6.677	0.000	0.000	20.664
Statewide -HSIP	1.464	0.000	0.000	1.568	0.000	3.032
STBG-Safety	0.000	0.000	0.000	0.000	0.000	0.000
HPP	0.000	0.000	0.640	0.000	0.000	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
SRTS	0.000	0.000	0.000	0.000	0.000	0.000
FHWA TOTAL	32.123	30.401	25.736	49.235	33.979	171.474
FTA-Program						
5307	0.842	0.175	0.350	0.503	0.538	2.409
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	0.826	0.629	0.000	0.000	0.000	1.455
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	1.668	0.804	0.350	0.503	0.538	3.864
GRAND TOTAL	33.791	31.205	26.086	49.738	34.518	175.338

2. FEDERAL REGIONAL TARGETS

FFY 2020-2024 STIP 2020 BUDGET

	Obligation authority <i>(federal aid only)</i>	Matching funds	FFY 2020 (Proposed) <i>(federal aid + match)</i>
Base obligation authority	\$ 626,330,019		
Planned redistribution request	\$ 50,000,000		
Total Estimated Funding Available	\$ 676,330,019		
ABP GANS Repayment	\$ (81,570,000)		
Total non-earmarked funding available	\$ 594,760,019	\$ 139,025,281	\$ 733,785,300
Planning / Adjustments / Pass-throughs			
Award adjustments, change orders, etc.	\$ 27,084,260	\$ 6,771,065	\$ 33,855,325
Metropolitan planning	\$ 10,008,876	\$ 2,502,219	\$ 12,511,095
State planning and research	\$ 20,431,055	\$ 5,107,764	\$ 25,538,819
Freight Plan flex to Rail and Transit	\$ 2,245,872	\$ 561,468	\$ 2,807,340
Recreational trails	\$ 1,186,729	\$ 296,682	\$ 1,483,411
Railroad grade crossings	\$ 2,000,000	\$ 222,222	\$ 2,222,222
SRTS education	\$ 1,080,000	\$ 270,000	\$ 1,350,000
Transit grant program	\$ 1,580,000	\$ 395,000	\$ 1,975,000
<i>subtotal of planning / adjustments / pass-throughs</i>	\$ 65,616,792	\$ 16,126,420	\$ 81,743,212
Funding for regional priorities	regional share %	MPO	Total federal aid
			Matching funds
			Total funding (proposed)
	3.5596%	Berkshire	\$ 6,791,857
	42.9671%	Boston	\$ 81,982,925
	4.5851%	Cape Cod	\$ 8,748,552
	8.6901%	Central Mass	\$ 16,581,054
	2.5397%	Franklin	\$ 4,845,848
	0.3100%	Martha's Vineyard	\$ 591,492
	4.4296%	Merrimack Valley	\$ 8,451,852
	4.4596%	Montachusett	\$ 8,509,093
	0.2200%	Nantucket	\$ 419,769
	3.9096%	Northern Middlesex	\$ 7,459,671
	4.5595%	Old Colony	\$ 8,699,706
	10.8099%	Pioneer Valley	\$ 20,625,716
	8.9601%	Southeastern Mass	\$ 17,096,225
		<i>Total funding of regional priorities</i>	\$ 190,803,952
Highway Division programs			\$ 338,339,275
Reliability programs			\$ 283,939,275
Bridge program			\$ 151,472,055
		<i>Inspections</i>	\$ 14,320,000
		<i>Systematic maintenance</i>	\$ 8,000,000
		<i>On-system NHS (minimum)</i>	\$ 94,900,000
		<i>On-System Non-NHS</i>	\$ 9,100,000
		<i>Off-system</i>	\$ 28,500,000
Interstate pavement program			\$ 37,585,665

**FFY 2020-2024 STIP
2020 BUDGET**

Non-interstate DOT pavement program	\$ 65,185,665	\$ 16,296,416	\$ 81,482,081
Roadway improvements program	\$ 3,000,000	\$ 750,000	\$ 3,750,000
Safety improvements program	\$ 20,000,000	\$ 2,916,667	\$ 22,916,667
Modernization programs	\$ 34,400,000	\$ 6,516,667	\$ 40,916,667
ADA retrofits program	\$ -	\$ -	\$ -
Intersection improvements program	\$ 17,000,000	\$ 2,166,667	\$ 19,166,667
Intelligent Transportation Systems program	\$ 10,000,000	\$ 2,500,000	\$ 12,500,000
Roadway reconstruction program	\$ 7,400,000	\$ 1,850,000	\$ 9,250,000
Expansion programs	\$ 20,000,000	\$ 5,000,000	\$ 25,000,000
Bicycles and pedestrians program	\$ 20,000,000	\$ 5,000,000	\$ 25,000,000
Capacity program	\$ -	\$ -	\$ -

**FFY 2020-2024 STIP
2021 BUDGET**

	Obligation authority <i>(federal aid only)</i>	Matching funds	FFY 2021 (Proposed) <i>(federal aid + match)</i>
Base obligation authority	\$ 641,988,270		
Planned redistribution request	\$ 50,000,000		
Total Estimated Funding Available	\$ 691,988,270		
ABP GANS Repayment	\$ (85,190,000)		
Total non-earmarked funding available	\$ 606,798,270	\$ 143,814,674	\$ 750,612,944
Planning / Adjustments / Pass-throughs			
Award adjustments, change orders, etc.	\$ 18,903,344	\$ 4,725,836	\$ 23,629,180
Metropolitan planning	\$ 10,008,876	\$ 2,502,219	\$ 12,511,095
State planning and research	\$ 20,431,055	\$ 5,107,764	\$ 25,538,819
Freight Plan flex to Rail and Transit	\$ 2,245,872	\$ 561,468	\$ 2,807,340
Recreational trails	\$ 1,186,729	\$ 296,682	\$ 1,483,411
Railroad grade crossings	\$ 2,000,000	\$ 222,222	\$ 2,222,222
SRTS education	\$ 1,080,000	\$ 270,000	\$ 1,350,000
Transit grant program	\$ 1,580,000	\$ 395,000	\$ 1,975,000
<i>subtotal of planning / adjustments / pass-throughs</i>	\$ 57,435,876	\$ 14,081,191	\$ 71,517,067
Funding for regional priorities	regional share %	MPO	Total federal aid
			Matching funds
			Total funding (proposed)
	3.5596%	Berkshire	\$ 6,929,328
	42.9671%	Boston	\$ 83,642,302
	4.5851%	Cape Cod	\$ 8,925,627
	8.6901%	Central Mass	\$ 16,916,663
	2.5397%	Franklin	\$ 4,943,930
	0.3100%	Martha's Vineyard	\$ 603,464
	4.4296%	Merrimack Valley	\$ 8,622,922
	4.4596%	Montachusett	\$ 8,681,322
	0.2200%	Nantucket	\$ 428,265
	3.9096%	Northern Middlesex	\$ 7,610,659
	4.5595%	Old Colony	\$ 8,875,793
	10.8099%	Pioneer Valley	\$ 21,043,192
	8.9601%	Southeastern Mass	\$ 17,442,261
		<i>Total funding of regional priorities</i>	\$ 194,665,923
Highway Division programs			\$ 351,348,526
Reliability programs			\$ 242,628,526
Bridge program			\$ 143,847,945
		<i>Inspections</i>	\$ -
		<i>Systematic maintenance</i>	\$ 8,000,000
		<i>On-system NHS (minimum)</i>	\$ 94,900,000
		<i>On-System Non-NHS</i>	\$ 9,100,000
		<i>Off-system</i>	\$ 28,500,000
			\$ 35,961,986
			\$ -
			\$ 10,000,000
			\$ 23,725,000
			\$ 11,375,000
			\$ 7,125,000
			\$ 35,625,000

**FFY 2020-2024 STIP
2021 BUDGET**

Interstate pavement program	\$ 24,744,581	\$ 2,749,398	\$ 27,493,979
Non-interstate DOT pavement program	\$ 54,036,000	\$ 13,509,000	\$ 67,545,000
Roadway improvements program	\$ 3,000,000	\$ 750,000	\$ 3,750,000
Safety improvements program	\$ 17,000,000	\$ 2,444,444	\$ 19,444,444
Modernization programs	\$ 80,720,000	\$ 18,652,222	\$ 99,372,222
ADA retrofits program	\$ 1,400,000	\$ 350,000	\$ 1,750,000
Intersection improvements program	\$ 16,000,000	\$ 2,472,222	\$ 18,472,222
Intelligent Transportation Systems program	\$ 8,000,000	\$ 2,000,000	\$ 10,000,000
Roadway reconstruction program	\$ 55,320,000	\$ 13,830,000	\$ 69,150,000
Expansion programs	\$ 28,000,000	\$ 7,000,000	\$ 35,000,000
Bicycles and pedestrians program	\$ 28,000,000	\$ 7,000,000	\$ 35,000,000
Capacity program	\$ -	\$ -	\$ -

**FFY 2020-2024 STIP
2022 BUDGET**

	Obligation authority <i>(federal aid only)</i>	Matching funds	FFY 2022 (Proposed) <i>(federal aid + match)</i>
Base obligation authority	\$ 658,744,163		
Planned redistribution request	\$ 50,000,000		
Total Estimated Funding Available	\$ 708,744,163		
ABP GANS Repayment	\$ (89,590,000)		
Total non-earmarked funding available	\$ 619,154,163	\$ 147,301,057	\$ 766,455,220
Planning / Adjustments / Pass-throughs			
Award adjustments, change orders, etc.	\$ 25,270,365	\$ 6,317,591	\$ 31,587,956
Metropolitan planning	\$ 10,008,876	\$ 2,502,219	\$ 12,511,095
State planning and research	\$ 20,431,055	\$ 5,107,764	\$ 25,538,819
Freight Plan flex to Rail and Transit	\$ 2,245,872	\$ 561,468	\$ 2,807,340
Recreational trails	\$ 1,186,729	\$ 296,682	\$ 1,483,411
Railroad grade crossings	\$ 2,000,000	\$ 222,222	\$ 2,222,222
SRTS education	\$ 1,080,000	\$ 270,000	\$ 1,350,000
Transit grant program	\$ 1,580,000	\$ 395,000	\$ 1,975,000
<i>subtotal of planning / adjustments / pass-throughs</i>	\$ 63,802,897	\$ 15,672,946	\$ 79,475,843
Funding for regional priorities	regional share %	MPO	Total federal aid
			Matching funds
			Total funding (proposed)
	3.5596%	Berkshire	\$ 7,070,426
	42.9671%	Boston	\$ 85,345,463
	4.5851%	Cape Cod	\$ 9,107,375
	8.6901%	Central Mass	\$ 17,261,128
	2.5397%	Franklin	\$ 5,044,601
	0.3100%	Martha's Vineyard	\$ 615,752
	4.4296%	Merrimack Valley	\$ 8,798,505
	4.4596%	Montachusett	\$ 8,858,094
	0.2200%	Nantucket	\$ 436,986
	3.9096%	Northern Middlesex	\$ 7,765,631
	4.5595%	Old Colony	\$ 9,056,526
	10.8099%	Pioneer Valley	\$ 21,471,682
	8.9601%	Southeastern Mass	\$ 17,797,428
		<i>Total funding of regional priorities</i>	\$ 198,629,796
			\$ 49,657,399
			\$ 248,286,997
Highway Division programs			\$ 356,721,470
			\$ 81,970,711
			\$ 438,692,181
Reliability programs			\$ 250,221,470
			\$ 57,429,045
			\$ 307,650,514
Bridge program			\$ 158,167,945
			\$ 39,541,986
			\$ 197,709,931
		<i>Inspections</i>	\$ 14,320,000
			\$ 3,580,000
			\$ 17,900,000
		<i>Systematic maintenance</i>	\$ 8,000,000
			\$ 2,000,000
			\$ 10,000,000
		<i>On-system NHS (minimum)</i>	\$ 94,900,000
			\$ 23,725,000
			\$ 118,625,000
		<i>On-System Non-NHS</i>	\$ 9,100,000
			\$ 2,275,000
			\$ 11,375,000
		<i>Off-system</i>	\$ 28,500,000
			\$ 7,125,000
			\$ 35,625,000

**FFY 2020-2024 STIP
2022 BUDGET**

Interstate pavement program	\$ 22,909,525	\$ 2,545,503	\$ 25,455,028
Non-interstate DOT pavement program	\$ 51,144,000	\$ 12,786,000	\$ 63,930,000
Roadway improvements program	\$ 1,000,000	\$ 250,000	\$ 1,250,000
Safety improvements program	\$ 17,000,000	\$ 2,305,556	\$ 19,305,556
Modernization programs	\$ 78,500,000	\$ 17,541,667	\$ 96,041,667
ADA retrofits program	\$ -	\$ -	\$ -
Intersection improvements program	\$ 15,000,000	\$ 1,666,667	\$ 16,666,667
Intelligent Transportation Systems program	\$ 8,000,000	\$ 2,000,000	\$ 10,000,000
Roadway reconstruction program	\$ 55,500,000	\$ 13,875,000	\$ 69,375,000
Expansion programs	\$ 28,000,000	\$ 7,000,000	\$ 35,000,000
Bicycles and pedestrians program	\$ 28,000,000	\$ 7,000,000	\$ 35,000,000
Capacity program	\$ -	\$ -	\$ -

**FFY 2020-2024 STIP
2023 BUDGET**

	Obligation authority <i>(federal aid only)</i>	Matching funds	FFY 2023 (Proposed) <i>(federal aid + match)</i>
Base obligation authority	\$ 676,662,005		
Planned redistribution request	\$ 50,000,000		
Total Estimated Funding Available	\$ 726,662,005		
ABP GANS Repayment	\$ (93,985,000)		
Total non-earmarked funding available	\$ 632,677,005	\$ 150,023,500	\$ 782,700,504
Planning / Adjustments / Pass-throughs			
Award adjustments, change orders, etc.	\$ 12,257,029	\$ 3,064,257	\$ 15,321,286
Metropolitan planning	\$ 10,008,876	\$ 2,502,219	\$ 12,511,095
State planning and research	\$ 20,431,055	\$ 5,107,764	\$ 25,538,819
Recreational trails	\$ 1,186,729	\$ 296,682	\$ 1,483,411
Railroad grade crossings	\$ 2,000,000	\$ 222,222	\$ 2,222,222
SRTS education	\$ 1,080,000	\$ 270,000	\$ 1,350,000
Transit grant program	\$ 1,580,000	\$ 395,000	\$ 1,975,000
<i>subtotal of planning / adjustments / pass-throughs</i>	\$ 48,543,689	\$ 11,858,144	\$ 60,401,833
Funding for regional priorities	regional share %	MPO	Total federal aid
			Matching funds
			Total funding (proposed)
	3.5596%	Berkshire	\$ 7,224,850
			\$ 1,806,213
	42.9671%	Boston	\$ 87,209,479
			\$ 21,802,370
	4.5851%	Cape Cod	\$ 9,306,287
			\$ 2,326,572
	8.6901%	Central Mass	\$ 17,638,125
			\$ 4,409,531
	2.5397%	Franklin	\$ 5,154,779
			\$ 1,288,695
	0.3100%	Martha's Vineyard	\$ 629,201
			\$ 157,300
	4.4296%	Merrimack Valley	\$ 8,990,672
			\$ 2,247,668
	4.4596%	Montachusett	\$ 9,051,563
			\$ 2,262,891
	0.2200%	Nantucket	\$ 446,530
			\$ 111,632
	3.9096%	Northern Middlesex	\$ 7,935,238
			\$ 1,983,810
	4.5595%	Old Colony	\$ 9,254,328
			\$ 2,313,582
	10.8099%	Pioneer Valley	\$ 21,940,642
			\$ 5,485,160
	8.9601%	Southeastern Mass	\$ 18,186,139
			\$ 4,546,535
		<i>Total funding of regional priorities</i>	\$ 202,968,036
			\$ 50,741,958
			\$ 253,709,992
Highway Division programs			\$ 381,165,279
			\$ 87,423,397
			\$ 468,588,676
Reliability programs			\$ 267,601,252
			\$ 61,384,440
			\$ 326,834,487
Bridge program			\$ 166,996,123
			\$ 41,749,031
			\$ 207,515,202
		<i>Inspections</i>	\$ -
		<i>Systematic maintenance</i>	\$ 8,629,176
			\$ 2,157,294
			\$ 10,722,914
		<i>On-system NHS</i>	\$ 94,900,000
			\$ 23,725,000
			\$ 118,625,000
		<i>On-System Non-NHS</i>	\$ 9,815,687
			\$ 2,453,922
			\$ 12,197,315
		<i>Off-system</i>	\$ 28,500,000
			\$ 7,125,000
			\$ 35,625,000
Interstate pavement program			\$ 24,711,290
			\$ 2,745,699
			\$ 27,456,989
Non-interstate DOT pavement program			\$ 56,414,722
			\$ 14,103,681
			\$ 70,518,403

**FFY 2020-2024 STIP
2023 BUDGET**

Roadway improvements program	\$ 1,142,119	\$ 285,530	\$ 1,427,648
Safety improvements program	\$ 18,336,998	\$ 2,500,500	\$ 20,837,498
Modernization programs	\$ 84,673,787	\$ 18,816,397	\$ 102,880,407
ADA retrofits program	\$ 1,400,000	\$ 350,000	\$ 1,750,000
Intersection improvements program	\$ 16,934,757	\$ 1,881,640	\$ 18,705,529
Intelligent Transportation Systems program	\$ 8,000,000	\$ 2,000,000	\$ 10,000,000
Roadway reconstruction program	\$ 58,339,029	\$ 14,584,757	\$ 72,424,878
Expansion programs	\$ 28,890,241	\$ 7,222,560	\$ 36,112,801
Bicycles and pedestrians program	\$ 28,890,241	\$ 7,222,560	\$ 36,112,801
Capacity program	\$ -	\$ -	\$ -

**FFY 2020-2024 STIP
2024 BUDGET**

		Obligation authority <i>(federal aid only)</i>	Matching funds	FFY 2024 (Proposed) <i>(federal aid + match)</i>	
Base obligation authority		\$ 689,684,333			
Planned redistribution request		\$ 50,000,000			
Total Estimated Funding Available		\$ 739,684,333			
ABP GANS Repayment		\$ (98,715,000)			
Total non-earmarked funding available		\$ 640,969,333	\$ 151,980,325	\$ 792,949,658	
Planning / Adjustments / Pass-throughs					
Award adjustments, change orders, etc.		\$ 12,257,029	\$ 3,064,257	\$ 15,321,286	
Metropolitan planning		\$ 10,008,876	\$ 2,502,219	\$ 12,511,095	
State planning and research		\$ 20,431,055	\$ 5,107,764	\$ 25,538,819	
Recreational trails		\$ 1,186,729	\$ 296,682	\$ 1,483,411	
Railroad grade crossings		\$ 2,000,000	\$ 222,222	\$ 2,222,222	
SRTS education		\$ 1,080,000	\$ 270,000	\$ 1,350,000	
Transit grant program		\$ 1,580,000	\$ 395,000	\$ 1,975,000	
<i>subtotal of planning / adjustments / pass-throughs</i>		\$ 48,543,689	\$ 11,858,144	\$ 60,401,833	
Funding for regional priorities					
	regional share %	MPO	Total federal aid	Matching funds	Total funding (proposed)
	3.5596%	Berkshire	\$ 7,319,544	\$ 1,829,886	\$ 9,149,430
	42.9671%	Boston	\$ 88,352,510	\$ 22,088,128	\$ 110,440,638
	4.5851%	Cape Cod	\$ 9,428,262	\$ 2,357,066	\$ 11,785,328
	8.6901%	Central Mass	\$ 17,869,304	\$ 4,467,326	\$ 22,336,629
	2.5397%	Franklin	\$ 5,222,342	\$ 1,305,585	\$ 6,527,927
	0.3100%	Martha's Vineyard	\$ 637,448	\$ 159,362	\$ 796,810
	4.4296%	Merrimack Valley	\$ 9,108,510	\$ 2,277,128	\$ 11,385,638
	4.4596%	Montachusett	\$ 9,170,199	\$ 2,292,550	\$ 11,462,749
	0.2200%	Nantucket	\$ 452,382	\$ 113,096	\$ 565,478
	3.9096%	Northern Middlesex	\$ 8,039,243	\$ 2,009,811	\$ 10,049,054
	4.5595%	Old Colony	\$ 9,375,622	\$ 2,343,905	\$ 11,719,527
	10.8099%	Pioneer Valley	\$ 22,228,212	\$ 5,557,053	\$ 27,785,265
	8.9601%	Southeastern Mass	\$ 18,424,500	\$ 4,606,125	\$ 23,030,625
<i>Total funding of regional priorities</i>		\$ 205,628,284	\$ 51,407,020	\$ 257,035,098	
Highway Division programs		\$ 386,797,360	\$ 88,715,161	\$ 475,512,521	
Reliability programs		\$ 271,555,215	\$ 62,291,428	\$ 333,846,643	
Bridge program		\$ 169,463,650	\$ 42,365,912	\$ 211,829,562	
	<i>Inspections</i>	\$ 14,320,000	\$ 3,580,000	\$ 17,900,000	
	<i>Systematic maintenance</i>	\$ 8,756,680	\$ 2,189,170	\$ 10,945,850	
	<i>On-system NHS</i>	\$ 94,900,000	\$ 23,725,000	\$ 118,625,000	
	<i>On-System Non-NHS</i>	\$ 9,960,724	\$ 2,490,181	\$ 12,450,904	
	<i>Off-system</i>	\$ 28,500,000	\$ 7,125,000	\$ 35,625,000	
Interstate pavement program		\$ 25,076,422	\$ 2,786,269	\$ 27,862,692	
Non-interstate DOT pavement program		\$ 57,248,203	\$ 14,312,051	\$ 71,560,253	

**FFY 2020-2024 STIP
2024 BUDGET**

Roadway improvements program	\$ 1,158,995	\$ 289,749	\$ 1,448,743
Safety improvements program	\$ 18,607,945	\$ 2,537,447	\$ 21,145,392
Modernization programs	\$ 85,924,923	\$ 19,094,427	\$ 105,019,350
ADA retrofits program	\$ -	\$ -	\$ -
Intersection improvements program	\$ 17,184,985	\$ 1,909,443	\$ 19,094,427
Intelligent Transportation Systems program	\$ 8,000,000	\$ 2,000,000	\$ 10,000,000
Roadway reconstruction program	\$ 60,739,938	\$ 15,184,985	\$ 75,924,923
Expansion programs	\$ 29,317,223	\$ 7,329,306	\$ 36,646,529
Bicycles and pedestrians program	\$ 29,317,223	\$ 7,329,306	\$ 36,646,529
Capacity program	\$ -	\$ -	\$ -

3. STATUS OF FUNDS

SUMMARY OF TEA 21 HIGH PRIORITY FUNDS AVAILABLE IN 2019					
NOTE: All figures are Federal Funds only (excluding State Match)					
Region	City/Town	Description	Total Allocated (1999 - 2007)	Obligated Amount to date	Balance Available in 2018
BRPC	PITTSFIELD MA20	ENVIRONMENTAL STUDIES, P.E., AND DESIGN OF NORTH-SOUTH CONNECTOR IN PITTSFIELD TO IMPROVE ACCESS TO I-90	1,537,649	1,069,380	468,269

SUMMARY OF SAFETEA-LU HPP FUNDS AVAILABLE IN 2019 (Federal Funds only)

City/Town	Description	Amount Accrued 2005-2009 (Fed. funds only)	Programmed Amounts 2015-2022	
			2015 (Construction)	2019 (Design)
Region (MA 173)	Berkshire County Bike Paths, Design and Construction	\$4,005,900	\$2,693,900	\$800,000
				\$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 10/01/18 to 05/31/19 in the BRPC Region

Locale	Description	Adv. Amt.	ID No.	Fund
Sheffield	Bridge Replacement (S-10-019) Berkshire School Road over Schenob Brook	\$3,432,828	608263	Surface Trans. Program OFF-SYSTEM BRIDGE
New Marlborough	Bridge Replacement (N-08-010) Umpachene Falls over Konkapot River	\$1,518,608	608243	Surface Trans. Program OFF-SYSTEM BRIDGE
Pittsfield	Bridge Replacement (P-10-042) New Road over W. Branch of Housatonic River	\$2,365,095	608523	Surface Trans. Program OFF-SYSTEM BRIDGE

FHWA Funded Projects anticipated to be advertised (06/01/19 to 09/30/19)

Locale	Description	Current TIP Programming ^A	ID No.	Fund
Adams North Adams	Ashuwillticook Bike Trail Ext. (Lime St. to Hodges Cross Rd) DESIGN CONTRACT ^B	\$1,000,000	606890	SAFETEA-LU High Priority Project
Adams Cheshire Lanesborough	Resurfacing Ashuwillticook Bike Trail, from Pittsfield T.L. to the Adams Visitor Center	\$5,326,510	608351	Surface Trans. Program
Pittsfield	Intersection & Traffic Signal Improvements at Nine (9) Locations along Routes 8 & 9	\$3,862,669	607760	Statewide HSIP (Highway Safety Improvement Program)
Pittsfield	Bridge Replacement (P-10-049) Lakeway Drive over Onota Lake	\$3,649,960	603255	Surface Trans. Program OFF-SYSTEM BRIDGE

^A TIP programming includes State/Local match.

^B Execution of Design Contract will constitute obligation of design funding.

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 Operating – Small Urban Areas	\$ 1,491,714
Section 5307 Capital	\$ 876,989
Section 5311 Operating - Rural Areas	\$ <u>278,234</u>
Total Federal Transit Dollars	\$ 2,646,937

STATUS OF FFY 2019 TRANSIT PROJECTS (FEDERAL FUNDS) Funds are as of 3/21/19

Federal Funds Direct to Recipient from FTA

Section	Description	Federal Funds	Approval Status	Grant #	Comments
5309	VTCLI	2,000,000	approved	MA-04-0081	Available 3,229
5307	Capital	343,180	approved	MA-2016-003	Available 2,309
5307	Capital	120,000	approved	MA-2017-028	Available 14,078
5307	Operating	1,677,581	approved	MA-2018-014	Available 887,951
5307	Capital	120,000	approved	MA-2018-014	Available 120,000
5339	Capital	660,721	approved	MA-2018-015	Available 660,721

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4. CERTIFICATIONS

BERKSHIRE METROPOLITAN PLANNING ORGANIZATION CERTIFICATION OF THE 3C PROCESS

This will certify that the Comprehensive, Continuing, Cooperative (3C) Transportation Planning Process for the Berkshire Region, conducted under the auspices of the Berkshire County Metropolitan Planning Organization, is addressing major issues facing the region and is being conducted in accordance with the requirements of:

- 23 U.S.C. 134, 49 U.S.C. 5303; 23 CFR and this subpart 450.334; and 23 CFR part 450.326;
- In Non-Attainment and Maintenance areas, Sections 174 & 176(c)&(d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c)&(d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (49 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises (DBE) in USDOT funded projects;
- 23 CFR, Part 230, regarding the implementation of an equal employment opportunity program on federal and federal aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 35 regarding discrimination against people with disabilities.
- Anti-lobbying restrictions found in 49 USC Part 20. No appropriate funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, a Member of Congress, in connection with the awarding of any Federal contract.

The currently endorsed Unified Planning Work Program, Regional Transportation Plan, and Transportation Improvement Program, together with any amendments, were developed in accordance with the legislation and regulations cited above and any and all other applicable provisions. The Berkshire Metropolitan Planning Organization authorizes the Chairman to endorse the document on their behalf.



Stephanie Pollack
MassDOT Secretary and CEO
Berkshire MPO Chairman

Date

5/28/19

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Air Quality Conformity Determination Berkshire MPO FFY 2020-2024 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.

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.

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. These 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 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, this conformity determination is being made for the 1997 ozone NAAQS on the Berkshire MPO FFY 2020-2024 Transportation Improvement Program and 2020-2040 Regional Transportation Plan.

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 MPO FFY 2020-2024 Transportation Improvement Program and 2020-2040 Regional Transportation Plan 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 other Massachusetts MPOs, with the most recent conformity consultation meeting held on March 6, 2019 (this most recent meeting focused on understanding the latest conformity-related court rulings and resulting federal guidance). 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 by and between Massachusetts Department of Environmental Protection, Massachusetts Executive Office of Transportation and Construction, Massachusetts Metropolitan Planning Organizations concerning "the conduct of transportation-air quality planning in the development and implementation of the state implementation plan" (note: this MOU is currently being updated)

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/RTP and all supporting documentation, provides for public notification of the availability of the TIP/RTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP/RTP and related certification documents.

The public comment period for this conformity determination commenced on April 23, 2019. 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 21, 2019 and subsequently, the Berkshire MPO will endorse this air quality conformity determination on May 28, 2019. 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 2020-2024 Transportation Improvement Program is fiscally constrained, as demonstrated in previous sections.

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 2020-2024 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 2020-2024 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 -	11.54%
State -	76.87%
Local -	5.67%
Fares -	5.04%
Other -	0.88%
Total	- 100.00%

BRTA Operations and Maintenance Summary

State Fiscal Year 2019

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.

<i>Operating Revenue</i>	<i>Previous</i>	<i>Current</i>	<i>Yr. Two</i>	<i>Yr. Three</i>	
	2018	2019	2020	2021	
Farebox	821,262	845,984			
Section 5307	1,491,714	1,677,581			
Section 5311	278,234	259,139			
CMAQ/TDM	0	0			
Fully Funded *	10,187,491	10,391,557			
Job Access/Reverse Commute	69,613	0			
New Freedom	16,997	0			
Advertising	63,649	50,000			
Interest Income	12,827	12,000			
Rental Income	38,229	52,319			
State Contract Assistance **	2,505,101	2,505,101			
Local Assessment	927,733	950,926			
Other: (Define)	93,299	33,000			
TOTAL	16,506,149	16,777,607			

BRTA Operations and Maintenance Summary
State Fiscal Year 2019

<i>Operating Expenses</i> ***	<i>Previous</i>	<i>Current</i>	<i>Yr. Two</i>	<i>Yr. Three</i>	
	2018	2019	2020	2021	
TOTAL (See Description Below)	16,506,149	16,777,607			

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 2018.

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 the use of participating taxis at 80% of the regular fare and Non-ADA paratransit service is available 7 days per week. (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). A new 3-year contract with another vendor, PMB began on July 1, 2016.

Expenditures for ADA and Non-ADA transportation services (contract plus administrative costs) account for 5.32% of BRTA's budgeted operational expense for FY18 (July 1, 2018 – June 30, 2019).

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

participation process during the development of the plan. BRTA has implemented the plan.

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

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

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

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

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

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

<http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

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

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

BRPC: TIP Priorities by Mode -

BRIDGE

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
BRIDGE	TYRINGHAM	MONTEREY ROAD	BRIDGE REPLACEMENT	MassDOT		20	BR OFF	1,441,165	608646
BRIDGE	ADAMS	ROUTE 8	SYSTEMATIC BRIDGE MAINTENANCE	MASSDOT		20	NHPP	522,200	609161
BRIDGE	NEW MARLBOROUGH	CAMPBELL FALL ROAD	BRIDGE REPLACEMENT	MassDOT		20	BR OFF	787,317	608645
Total for YR Y1								2,750,682	
BRIDGE	LENOX	ROARING BROOK ROAD	BRIDGE REPLACEMENT	MassDOT		21	BR OFF	1,122,880	608636
BRIDGE	PITTSFIELD	MILL STREET	BRIDGE REPLACEMENT	MassDOT		21	BR OFF	1,776,772	608854
BRIDGE	NEW MARLBOROUGH	LUMBERT CROSS ROAD	SUPERSTRUCTURE REPLACEMENT	MassDOT		21	BR OFF	2,278,848	609081
BRIDGE	SAVOY	CENTER ROAD	BRIDGE REPLACEMENT	MassDOT		21	BR OFF	813,740	608647
BRIDGE	NORTH ADAMS	ROUTE 2	BRIDGE MAINTENANCE	MASSDOT		21	NHPP	522,200	609164
BRIDGE	NEW MARLBOROUGH	CANAAN-SPRINGFIELD ROAD	SUPERSTRUCTURE REPLACEMENT	MassDOT		21	BR OFF	1,064,448	609080
BRIDGE	NEW MARLBOROUGH	NORFOLK ROAD	BRIDGE REPLACEMENT	MassDOT		21	BR OFF	5,461,456	608642
Total for YR Y2								13,040,344	
BRIDGE	PITTSFIELD	EAST NEW LENOX RD	BRIDGE REPLACEMENT	MassDOT		22	BR OFF	573,504	608860
BRIDGE	WILLIAMSTOWN	ROUTE 7 (MOODY BRIDGE)	SYSTEMATIC BRIDGE MAINTENANCE	MASSDOT		22	NHPP	522,200	609162
BRIDGE	OTIS	TANNERY ROAD	BRIDGE REPLACEMENT	MassDOT		22	BR OFF	821,280	608856
Total for YR Y3								1,916,984	
BRIDGE	NEW MARLBOROUGH	KEYES HILL ROAD	BRIDGE REPLACEMENT	MassDOT		23	BR OFF	2,802,900	609078
BRIDGE	MONTEREY	CURTIS ROAD	BRIDGE REPLACEMENT	MassDOT		23	BR OFF	1,212,288	609074
BRIDGE	NORTH ADAMS	ROUTE 2	BRIDGE REPLACEMENT	MassDOT		23	NHPP	18,315,704	605843
BRIDGE	WILLIAMSTOWN	WEST MAIN STREET	BRIDGE REPLACEMENT	MassDOT		23	BR OFF	2,612,784	609072
BRIDGE	ALFORD	WEST ROAD	BRIDGE REPLACEMENT	MassDOT		23	BR OFF	1,809,024	609070
BRIDGE	CHESHIRE	SAND MILL RD	BRIDGE REPLACEMENT	MassDOT		23	BR OFF	2,462,448	608857
Total for YR Y4								29,215,148	
BRIDGE	SHEFFIELD	KELSEY ROAD	BRIDGE REPLACEMENT	MassDOT		24	BR OFF	1,805,424	609068
BRIDGE	LANESBOROUGH	BRIDGE STREET	BRIDGE REPLACEMENT	MassDOT		24	BR OFF	1,176,240	609428
BRIDGE	GREAT BARRINGTON	COTTAGE STREET	BRIDGE REPLACEMENT	MassDOT		24	BR OFF	5,143,440	609076
BRIDGE	BECKET	QUARRY ROAD	BRIDGE REPLACEMENT	MassDOT		24	BR OFF	2,040,672	609069
BRIDGE	TYRINGHAM	JERUSALEM RD	BRIDGE REPLACEMENT	MassDOT		24	BR OFF	2,679,600	608859
Total for YR Y5								12,845,376	
Total for BRIDGE (24 projects)							\$	59,768,534	

BRPC: TIP Priorities by Mode -

HIGHWAYS

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
HIGHWAYS	ADAMS	ROUTE 8	REHABILITATION	TOWN	6	20	STBG	6,949,161	607328
HIGHWAYS	ADAMS	ROUTE 8	REHABILITATION	TOWN	6	20	CMAQ	336,289	607328A
HIGHWAYS	GREAT BARRINGTON	S MAIN ST & MAPLE AVE	INTERSECTION IMPROVEMENTS	MassDOT	5	20	S-HSIP	1,463,774	607756
HIGHWAYS	WILLIAMSTOWN	MOHAWK BIKE/PEDESTRIAN T	CONSTRUCTION	BRPC		20	S-CMAQ	6,015,525	607254
HIGHWAYS	LANESBOROUGH PITTSFI	ASHUWILLTICOOK RAIL TRAIL	EXTENSION	CITY		20	S-CMAQ	2,704,236	606891
HIGHWAYS	LEE	ROUTE 20	RESURFACING AND RELATED WORK	MassDOT		20	NHPP	1,937,500	609104
HIGHWAYS	FLORIDA SAVOY	ROUTE 2	RESURFACING & RELATED WORK	MassDOT		20	NHPP	6,872,320	608812
HIGHWAYS	WILLIAMSTOWN	ROUTE 43	RESURFACING & RELATED WORK	MassDOT		20	NHPP	3,093,750	608486
Total for YR Y1								29,372,555	
HIGHWAYS	PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	5	21	STBG	1,464,036	608768
HIGHWAYS	PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	5	21	HSIP	355,964	608768A
HIGHWAYS	HINSDALE	SKYLINE TRAIL	RECONSTRUCTION, REHABILITATION	MassDOT	2	21	STBG	6,031,901	606406
HIGHWAYS	LEE	BIKEWAY (PHASE 1)	CONSTRUCTION	BRPC		21	S-CMAQ	5,267,069	607570
HIGHWAYS	LANESBOROUGH PITTSFI	ROUTE 8	RESURFACING AND RELATED WORK	MassDOT		21	NHPP	4,241,203	608485
Total for YR Y2								17,360,173	
HIGHWAYS	EGREMONT	ROUTE 23/41	RECONSTRUCTION & RELATED WORK	MassDOT	6	22	STBG	2,264,260	608767
HIGHWAYS	EGREMONT	ROUTE 23/41	RECONSTRUCTION & RELATED WORK	MassDOT	6	22	CMAQ	858,128	608767A
HIGHWAYS	PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	6	22	CMAQ	681,210	606233A
HIGHWAYS	PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	6	22	STBG	4,240,582	606233
HIGHWAYS	PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	6	22	HSIP	482,529	606233B
HIGHWAYS	ADAMS NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	MassDOT		22	HPP	640,000	606890B
HIGHWAYS	NORTH ADAMS-FLORIDA	ROUTE 2	RESURFACING AND RELATED WORK	MassDOT		22	NHPP	5,941,253	609130
HIGHWAYS	ADAMS NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	MassDOT		22	S-CMAQ	6,677,100	606890
HIGHWAYS	LANESBOROUGH	ROUTE 7	RESURFACING & RELATED WORK	MassDOT		22	NHPP	2,033,942	608813
Total for YR Y3								23,819,004	
HIGHWAYS	DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	6	23	STBG	2,376,866	608737
HIGHWAYS	PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	MassDOT	6	23	CMAQ	482,759	604003A
HIGHWAYS	PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	MassDOT	6	23	STBG	6,171,438	604003
HIGHWAYS	DALTON	SOUTH ST & WEST HOUSATO	INTERSECTION IMPROVEMENTS	MassDOT	4	23	S-HSIP	1,568,000	608754
HIGHWAYS	WINDSOR	ROUTE 9	PAVEMENT PRESERVATION AND RELATED WORK	MassDOT		23	NHPP	9,420,365	609150
Total for YR Y4								20,019,428	
HIGHWAYS	DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	6	24	STBG	8,697,694	608737A
HIGHWAYS	CHESHIRE & ADAMS	ROUTE 8	PRESERVATION AND RELATED WORK	MassDOT		24	NHPP	10,348,128	609394
HIGHWAYS	PITTSFIELD	ASHUWILLTICOOK BIKE TRAIL	EXTENSION	CITY		24	CMAQ	2,088,000	609289
Total for YR Y5								21,133,822	

BRPC: TIP Priorities by Mode - OTHER HIGHWAYS

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
HIGHWAYS	PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	5	?	UNDET	3,400,000	609292
HIGHWAYS	WILLIAMSTOWN	ROUTE 43	RECONSTRUCTION	MassDOT	4	?	UNDET	5,000,000	608127
HIGHWAYS	NORTH ADAMS	ASHLAND STREET	RECONSTRUCTION	CITY	4	?	UNDET	5,792,500	609277
HIGHWAYS	GREAT BARRINGTON	ROUTE 7/ SOUTH MAIN STREE	RECONSTRUCTION	TOWN	3	?	UNDET	6,931,990	609215
HIGHWAYS	NORTH ADAMS	BIKE/PED UNDERPASS	CONSTRUCTION	MassDOT	3	?	UNDET	2,970,000	607906
HIGHWAYS	EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	2	?	UNDET	8,320,000	608547
HIGHWAYS	HANCOCK	ROUTE 20	REHABILITATION	MassDOT	2	?	UNDET	4,258,000	604994
HIGHWAYS	LANESBOROUGH	ROUTE 7	RESURFACING & SIDEWALK CONSTRUCTION	TOWN	1	?	UNDET	3,400,000	609256
HIGHWAYS	HINSDALE	ROUTE 143	RECONSTRUCTION, REHABILITATION	TOWN	1	?	UNDET	4,200,000	607500
HIGHWAYS	PITTSFIELD	HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	TOWN		?	UNDET		XXX17A
HIGHWAYS	GREAT BARRINGTON	HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	TOWN		?	UNDET	4,500,000	XXX16D
HIGHWAYS	LEE	MAIN/ W.CENTER/ W.PARK ST	RECONSTRUCTION	TOWN		?	UNDET	5,000,000	XXX99A
HIGHWAYS	LANESBOROUGH	SUMMER STREET	REHABILITATION	TOWN		?	UNDET	1,600,000	XXX14B
HIGHWAYS	NORTH ADAMS	MOHAWK BIKE/PEDESTRIAN T	CONSTRUCTION	TOWN		?	UNDET		XXX19A
HIGHWAYS	SANDISFIELD	ROUTE 57	RESURFACING	TOWN		?	UNDET	5,000,000	XXX17C
HIGHWAYS	PITTSFIELD	EAST STREET	RESURFACING, WIDENING, DRAINAGE IMPROVEMENTS	CITY		?	UNDET	750,000	XXX05J
HIGHWAYS	NEW MARLBOROUGH	ROUTE 57	REHABILITATION, CAPACITY IMPROVEMENT	TOWN		?	UNDET	8,000,000	XXX08B
HIGHWAYS	LENOX	HOLMES ROAD	REHABILITATION, PAVEMENT MARKINGS, SINAGE, CURBI	TOWN		?	UNDET	2,410,000	XXX98C
HIGHWAYS	WEST STOCKBRIDGE	ROUTE 41/102, MAIN ST	REHABILITATION, WIDENING	TOWN		?	UNDET	1,250,000	XXX07A
HIGHWAYS	GREAT BARRINGTON	RAILROAD ST	SAFETY IMPROVEMENTS/ SIDEWALKS IMPROVEMENTS	TOWN		?	UNDET	245,386	XXX17B
Total for YR Y?								73,027,876	
Total for HIGHWAYS (50 projects)							\$	184,732,858	

BRPC: TIP Priorities by Mode -

TRANSIT

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <35 FT BUS (2) FIXED ROUTE	BRTA		20	5307	192,248	RTA20B
TRANSIT	BRTA	TRANSIT	MID-LIFE FARE COLLECTION SYSTEM UPGRADE	BRTA		20	5307	500,000	RTA20E
TRANSIT	BRTA	TRANSIT	BUY 2 REPLACEMENT 35-FT BUSES	BRTA		20	5339	825,901	RTA20A
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		20	5307	150,000	RTA20C
Total for YR Y1								1,668,149	
TRANSIT	BRTA	TRANSIT	REHAB/RENOVATION ADMIN/MAINT FACILITY-BUS DECK	BRTA		21	5307	150,000	RTA21B
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		21	5307	150,000	RTA21A
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (2) FIXED ROUTE	BRTA		21	5339	192,248	RTA21G
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35-FT BUS (1) FIXED ROUTE	BRTA		21	5339	436,914	RTA21F
TRANSIT	BRTA	TRANSIT	REHAB/RENOVATE - SHOP EQUIPMENT	BRTA		21	5307	25,000	RTA21D
Total for YR Y2								954,162	
TRANSIT	BRTA	TRANSIT	REHAB/RENOVATE - BUS STATION - BUS DECK	BRTA		22	5307	150,000	RTA22E
TRANSIT	BRTA	TRANSIT	SECURITY	BRTA		22	5307	25,000	RTA22D
TRANSIT	BRTA	TRANSIT	ACQUIRE - SHOP EQUIPMENT	BRTA		22	5307	25,000	RTA22C
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		22	5307	150,000	RTA22A
Total for YR Y3								350,000	
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30-FT BUS (3) FIXED ROUTE MINI BU	BRTA		23	5307	288,373	RTA23C
TRANSIT	BRTA	TRANSIT	ACQUIRE - SUPPORT VEHICLES PLOW TRUCK	BRTA		23	5307	65,000	RTA23B
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		23	5307	150,000	RTA23A
Total for YR Y4								503,373	
TRANSIT	BRTA	TRANSIT	ACQUIRE MISC SUPPORT EQUIPMENT - PURCHASE (2) EL	BRTA		24	5307	100,000	RTA24C
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30-FT BUS (3) FIXED ROUTE	BRTA		24	5307	288,373	RTA24A
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		24	5307	150,000	RTA24B
Total for YR Y5								538,373	
TRANSIT	BRTA	TRANSIT	PURCHASE 9 EXPANSION VANS HYBIRD	BRTA		?	UNDET	1,234,200	RTA19J
TRANSIT	BRTA	TRANSIT	BUY 30 FT BUS FOR EXPANSION	BRTA		?	UNDET	416,250	RTA19I
TRANSIT	BRTA	TRANSIT	PURCHASE 2 TROLLEYS AND 2 EXPANSION FLEET HYBRI	BRTA		?	UNDET	2,800,000	RTA18U
TRANSIT	BRTA	TRANSIT	SATELLITE FACILITY NORTH COUNTY	BRTA		?	UNDET	1,150,000	RTA17U
TRANSIT	BRTA	TRANSIT	SATELLITE FACILITY SOUTH COUNTY	BRTA		?	UNDET	1,150,000	RTA18U
TRANSIT	BRTA	TRANSIT	NEW PARKING AREA NEW BUSES & ADA FLEET & PARATR	BRTA		?	UNDET	1,740,000	RTA15U
TRANSIT	BRTA	TRANSIT	BUY VANS FOR SERVICE EXPANSION	BRTA		?	UNDET	573,200	RTA19H
TRANSIT	BRTA	TRANSIT	PURCHASE 3 EXPANSION VANS HYBRID	BRTA		?	UNDET	416,250	RTA18V
Total for YR Y?								9,479,900	
Total for TRANSIT (27 projects)							\$	13,493,957	

Attachment 2

PROJECTS BY LOCATION

NOTES ON TABLE:

LOCATION: City or Town for highway projects

BRPC: TIP by LOCATION

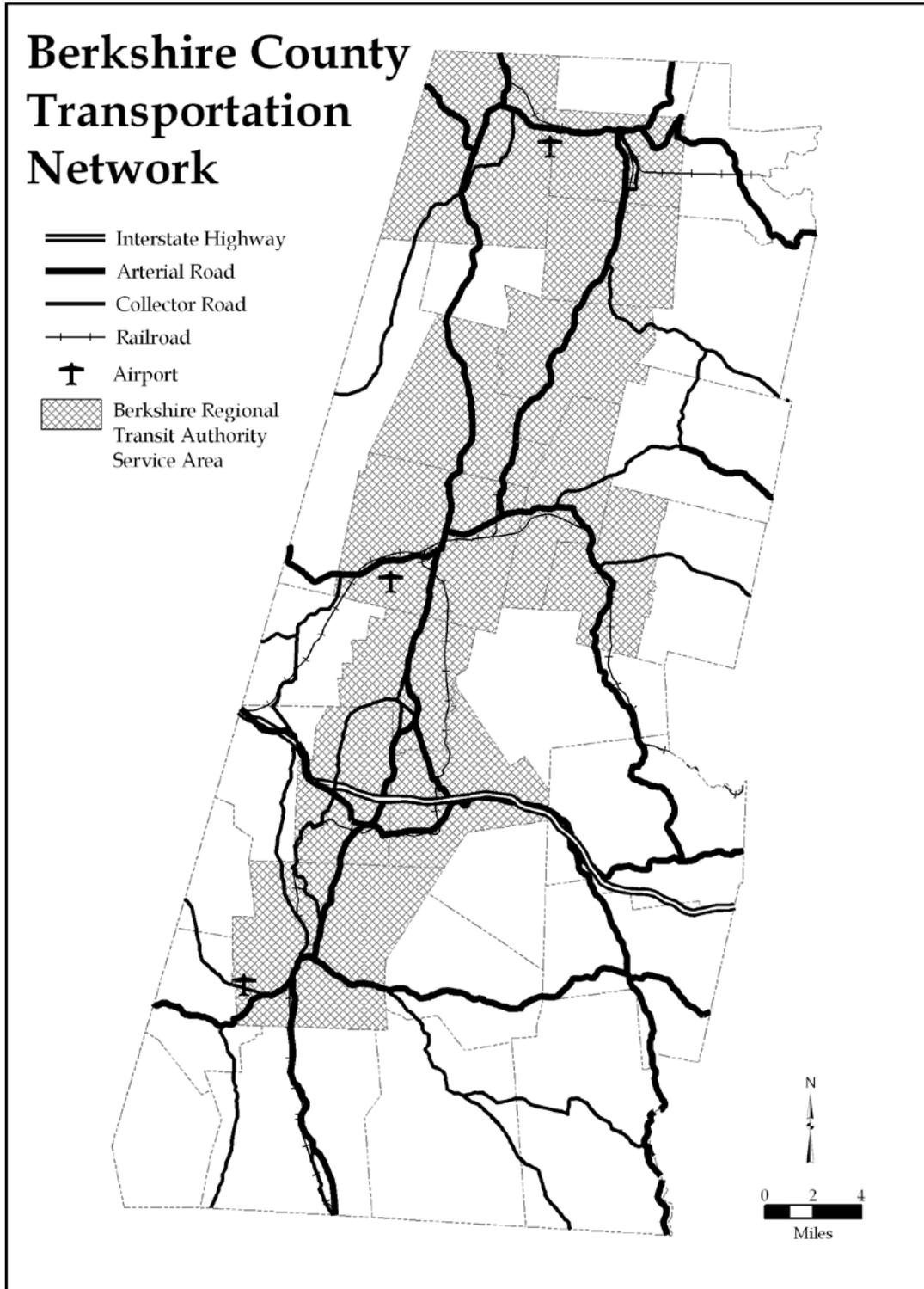
LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
ADAMS	ROUTE 8	REHABILITATION	TOWN	20	6	CMAQ	336,289	SECTIONS FROM CHESHIRE TL TO NORTH ADAMS	607328A
ADAMS	ROUTE 8	REHABILITATION	TOWN	20	6	STBG	6,949,161	SECTIONS FROM CHESHIRE TL TO NORTH ADAMS	607328
ADAMS	ROUTE 8	SYSTEMATIC BRIDGE MAINTENANCE	MASSDOT	20		NHPP	522,200	OVER ASHUWILLTICOOK RAIL-TRAIL AND HOOSAC	609161
ADAMS NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	MassDOT	22		S-CMAQ	6,677,100	LIME ST TO HODGES CROSS RD	608890
ADAMS NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	MassDOT	22		HPP	640,000	LIME ST TO HODGES CROSS RD	606890B
ALFORD	WEST ROAD	BRIDGE REPLACEMENT	MassDOT	23		BR OFF	1,809,024	OVER SCRIBNER BROOK	609070
BECKET	QUARRY ROAD	BRIDGE REPLACEMENT	MassDOT	24		BR OFF	2,040,672	OVER CUSHMAN BROOK	609069
CHESHIRE	SAND MILL RD	BRIDGE REPLACEMENT	MassDOT	23		BR OFF	2,462,448	OVER DRY BROOK	608857
CHESHIRE & ADAMS	ROUTE 8	PRESERVATION AND RELATED WORK	MassDOT	24		NHPP	10,348,128		609394
DALTON	SOUTH ST & WEST HOUSATONIC ST	INTERSECTION IMPROVEMENTS	MassDOT	23	4	S-HSIP	1,568,000	ROUTES 8 & 9 (MAIN ST) AT SOUTH ST & W HOUSA	608754
DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	23	6	STBG	2,376,866	SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT	608737
DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	24	6	STBG	8,697,694	SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT	608737A
EGREMONT	ROUTE 23/41	RECONSTRUCTION & RELATED WORK	MassDOT	22	6	STBG	2,284,260	CREAMERY RD TO NORTH UNDERMOUNTAIN RD	608767
EGREMONT	ROUTE 23/41	RECONSTRUCTION & RELATED WORK	MassDOT	22	6	CMAQ	858,128	CREAMERY RD TO NORTH UNDERMOUNTAIN RD	608767A
EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	?	2	UNDET	8,320,000	MT WASHINGTON TL TO N. UNDERMOUNTAIN RD	608547
FLORIDA SAVOY	ROUTE 2	RESURFACING & RELATED WORK	MassDOT	20		NHPP	6,872,320		608812
GREAT BARRINGTON	S MAIN ST & MAPLE AVE	INTERSECTION IMPROVEMENTS	MassDOT	20	5	S-HSIP	1,463,774	US 7 (SOUTH MAIN STREET) AT SR 23 & SR 41 (MA	607756

LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
GREAT BARRINGTON	COTTAGE STREET	BRIDGE REPLACEMENT	MassDOT	24		BR OFF	5,143,440	OVER HOUSATONIC RIVER	609076
GREAT BARRINGTON	ROUTE 7/ SOUTH MAIN STREET	RECONSTRUCTION	TOWN	?	3	UNDET	6,931,990		609215
GREAT BARRINGTON	RAILROAD ST	SAFETY IMPROVEMENTS/ SIDEWALKS IMPROVEMENTS	TOWN	?		UNDET	245,386	MAIN ST AND ELM ST	XXX17B
GREAT BARRINGTON	HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	TOWN	?		UNDET	4,500,000	HOUSATONIC RR/RIVER BIKE PATH CORRIDOR BE	XXX16D
HANCOCK	ROUTE 20	REHABILITATION	MassDOT	?	2	UNDET	4,258,000	FROM NY/MA LINE TO HANCOCK/ PITTSFIELD LINE	604994
HINSDALE	SKYLINE TRAIL	RECONSTRUCTION, REHABILITATION	MassDOT	21	2	STBG	6,031,901	RT 8 IN HINSDALE TO PERU LINE	606406
HINSDALE	ROUTE 143	RECONSTRUCTION, REHABILITATION	TOWN	?	1	UNDET	4,200,000		607500
LANESBOROUGH	ROUTE 7	RESURFACING & RELATED WORK	MassDOT	22		NHPP	2,033,942		608813
LANESBOROUGH	BRIDGE STREET	BRIDGE REPLACEMENT	MassDOT	24		BR OFF	1,176,240	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	?	1	UNDET	3,400,000		609256
LANESBOROUGH PITTSFIELD	ASHUWILLTICOOK RAIL TRAIL	EXTENSION	CITY	20		S-CMAQ	2,704,236	FROM BERKSHIRE MALL DRIVE TO CRANE AVE	606891
LANESBOROUGH PITTSFIELD	ROUTE 8	RESURFACING AND RELATED WORK	MassDOT	21		NHPP	4,241,203		608485
LEE	ROUTE 20	RESURFACING AND RELATED WORK	MassDOT	20		NHPP	1,937,500	WEST PARK STREET TO MAPLE STREET	609104
LEE	BIKEWAY (PHASE 1)	CONSTRUCTION	BRPC	21		S-CMAQ	5,267,069	STOCKBRIDGE T.L. TO WEST PARK STREET	607570
LEE	MAIN/ W.CENTER/ W.PARK ST	RECONSTRUCTION	TOWN	?		UNDET	5,000,000	PARK TO BRIDGE ON W. CENTER ST ALONG MAIN	XXX99A
LENOX	ROARING BROOK ROAD	BRIDGE REPLACEMENT	MassDOT	21		BR OFF	1,122,880	OVER ROARING BROOK	608636
LENOX	HOLMES ROAD	REHABILITATION, PAVEMENT MARKINGS, SINAGE, CURBING	TOWN	?		UNDET	2,410,000	RT 7/20 TO PITTSFIELD TL	XXX98C
MONTEREY	CURTIS ROAD	BRIDGE REPLACEMENT	MassDOT	23		BR OFF	1,212,288	OVER KONKAPOT RIVER	609074
NEW MARLBOROUGH	CAMPBELL FALL ROAD	BRIDGE REPLACEMENT	MassDOT	20		BR OFF	787,317	OVER WHITING RIVER	608645
NEW MARLBOROUGH	CANAAN-SPRINGFIELD ROAD	SUPERSTRUCTURE REPLACEMENT	MassDOT	21		BR OFF	1,064,448	OVER UMPACHENE RIVER	609080
NEW MARLBOROUGH	NORFOLK ROAD	BRIDGE REPLACEMENT	MassDOT	21		BR OFF	5,461,456	OVER UMPACHENE BROOK	608642

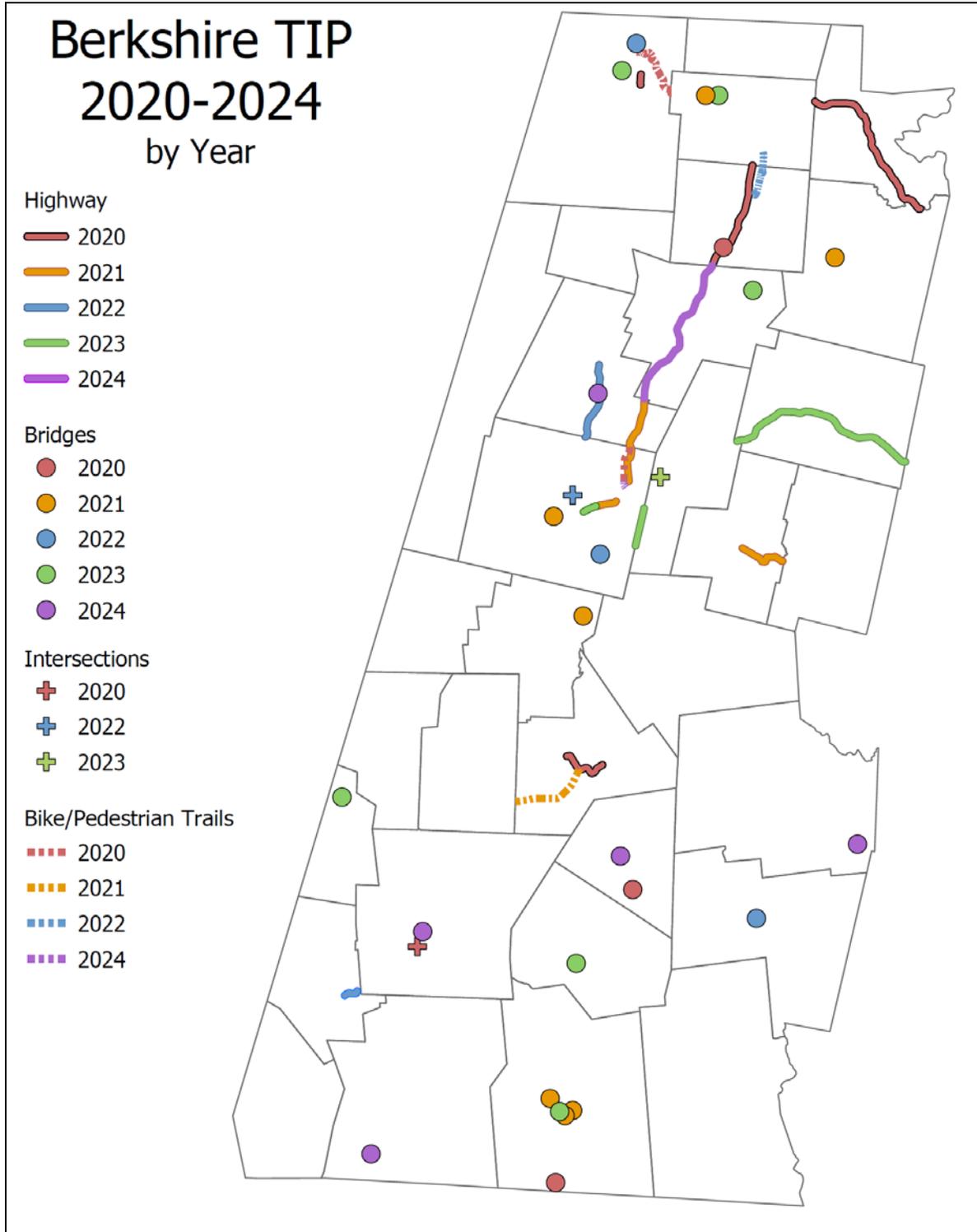
LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
NEW MARLBOROUGH	LUMBERT CROSS ROAD	SUPERSTRUCTURE REPLACEMENT	MassDOT	21		BR OFF	2,278,848	OVER UMPACHENE RIVER	609081
NEW MARLBOROUGH	KEYES HILL ROAD	BRIDGE REPLACEMENT	MassDOT	23		BR OFF	2,802,900	OVER UMPACHENE 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 MAINTENANCE	MASSDOT	21		NHPP	522,200	OVER HOOSIC RIVER	609164
NORTH ADAMS	ROUTE 2	BRIDGE REPLACEMENT	MassDOT	23		NHPP	18,315,704	OVER THE HOOSIC RIVER	605843
NORTH ADAMS	ASHLAND STREET	RECONSTRUCTION	CITY	?	4	UNDET	5,792,500		609277
NORTH ADAMS	MOHAWK BIKE/PEDESTRIAN TRAIL	CONSTRUCTION	TOWN	?		UNDET			XXX19A
NORTH ADAMS	BIKE/PED UNDERPASS	CONSTRUCTION	MassDOT	?	3	UNDET	2,970,000	IN THE VICINITY OF AMERICAN LEGION DRIVE/ PA	607906
NORTH ADAMS-FLORIDA	ROUTE 2	RESURFACING AND RELATED WORK	MassDOT	22		NHPP	5,941,253		609130
OTIS	TANNERY ROAD	BRIDGE REPLACEMENT	MassDOT	22		BR OFF	821,280	OVER W. BR. FARMINGTON RIVER	608856
PITTSFIELD	MILL STREET	BRIDGE REPLACEMENT	MassDOT	21		BR OFF	1,776,772	OVER W. BR. HOUSATONIC RIVER	608854
PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	21	5	HSIP	355,964	JUNCTION RD TO EAST STREET	608768A
PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	21	5	STBG	1,464,036	JUNCTION RD TO EAST STREET	608768
PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	22	6	HSIP	482,529		606233B
PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	22	6	STBG	4,240,582		606233
PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	22	6	CMAQ	681,210		606233A
PITTSFIELD	EAST NEW LENOX RD	BRIDGE REPLACEMENT	MassDOT	22		BR OFF	573,504	OVER SACKETT BROOK	608860
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	MassDOT	23	6	CMAQ	482,759	LYMAN ST TO MERRILL RD	604003A
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	MassDOT	23	6	STBG	6,171,438	LYMAN ST TO MERRILL RD	604003
PITTSFIELD	ASHUWILLTICOOK BIKE TRAIL	EXTENSION	CITY	24		CMAQ	2,088,000	CRANE AVENUE TO MERRILL ROAD	609289
PITTSFIELD	EAST STREET	RESURFACING, WIDENING, DRAINAGE IMPROVEMENTS	CITY	?		UNDET	750,000	JUNCTION RD TO DALTON DIVISION/HUBBA RD	XXX05J
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	?	5	UNDET	3,400,000	LYMANN ST TO WHIPPLE ST	609292
PITTSFIELD	HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	TOWN	?		UNDET		CSX OVERPASS ON HUBBARD AVE	XXX17A
SANDSFIELD	ROUTE 57	RESURFACING	TOWN	?		UNDET	5,000,000	NEW MARLBOROUGH TL TO TOLLAND TL	XXX17C

LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
SAVOY	CENTER ROAD	BRIDGE REPLACEMENT	MassDOT	21		BR OFF	813,740	OVER CENTER BROOK	608647
SHEFFIELD	KELSEY ROAD	BRIDGE REPLACEMENT	MassDOT	24		BR OFF	1,805,424	OVER SCHENOB BROOK	609068
TYRINGHAM	MONTEREY ROAD	BRIDGE REPLACEMENT	MassDOT	20		BR OFF	1,441,165	OVER HOP BROOK	608646
TYRINGHAM	JERUSALEM RD	BRIDGE REPLACEMENT	MassDOT	24		BR OFF	2,679,600	OVER HOP BROOK	608859
WEST STOCKBRIDGE	ROUTE 41/102, MAIN ST	REHABILITATION, WIDENING	TOWN	?		UNDET	1,250,000	RT 41/102 INTERSECTION AT GTB NORTHERLY TO I	XXX07A
WILLIAMSTOWN	ROUTE 43	RESURFACING & RELATED WORK	MassDOT	20		NHPP	3,093,750		608486
WILLIAMSTOWN	MOHAWK BIKE/PEDESTRIAN TRAIL	CONSTRUCTION	BRPC	20		S-CMAQ	6,015,525		607254
WILLIAMSTOWN	ROUTE 7 (MOODY BRIDGE)	SYSTEMATIC BRIDGE MAINTENANCE	MASSDOT	22		NHPP	522,200	OVER HOOSIC RIVER & PAN-AM RR	609162
WILLIAMSTOWN	WEST MAIN STREET	BRIDGE REPLACEMENT	MassDOT	23		BR OFF	2,612,784	OVER HEMLOCK BROOK	609072
WILLIAMSTOWN	ROUTE 43	RECONSTRUCTION	MassDOT	?	4	UNDET	5,000,000	ROUTE 7 TO 800FT SOUTH OF MEACHUM STREET	608127
WINDSOR	ROUTE 9	PAVEMENT PRESERVATION AND RELATED WORK	MassDOT	23		NHPP	9,420,365		609150
Total Projects =		74			Grand Total Cost = \$		244,501,392		

Attachment 3
BERKSHIRE COUNTY TRANSPORTATION NETWORK MAP

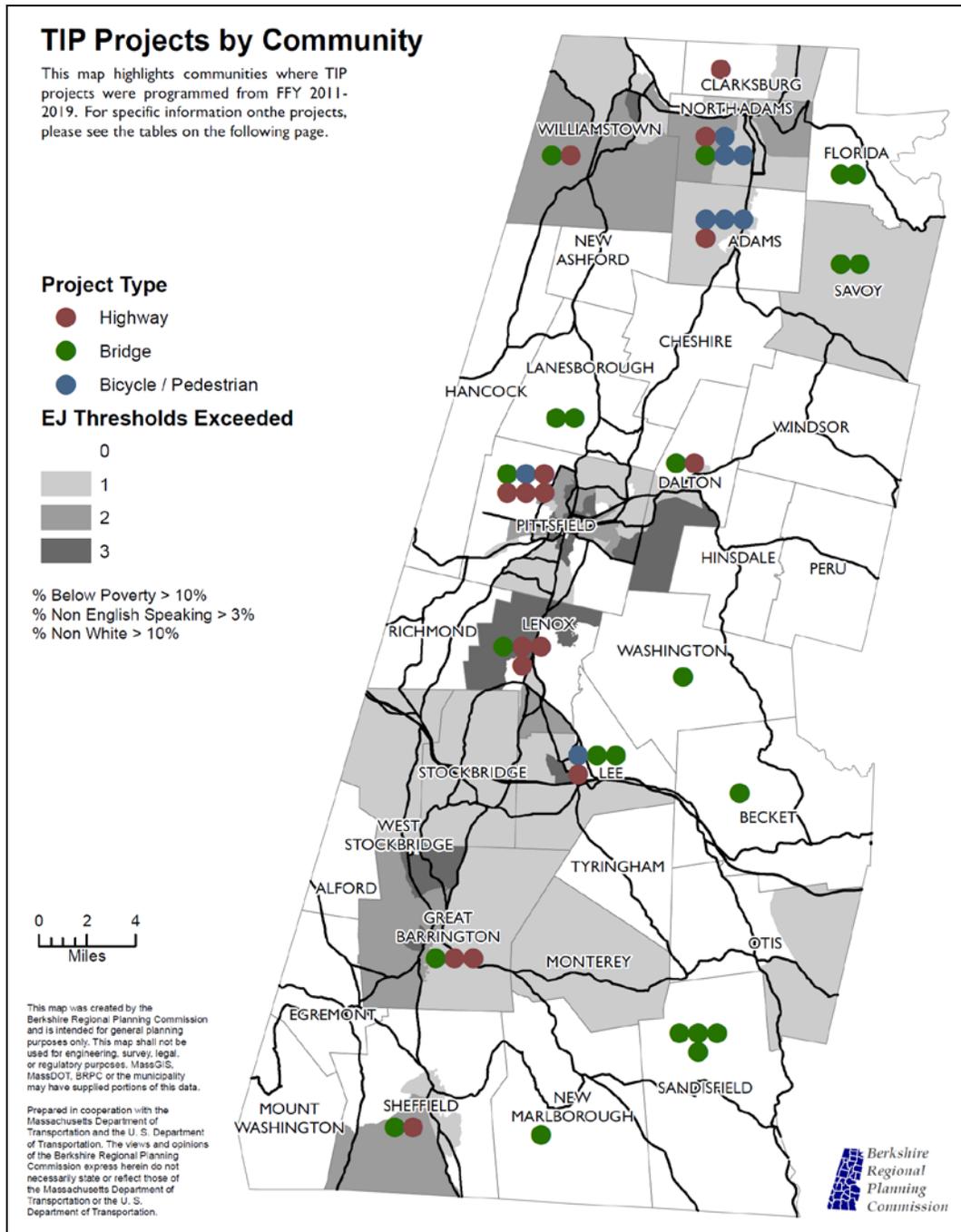


Attachment 4
FFY 2020 - 2024 TIP PROJECTS MAP



The map below shows a geographical distribution of TIP projects programmed from FFY 2011 – 2019 in the Berkshire MPO region. This assessment identifies projects that 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 BERKSHIRE MPO PAST (FFY 2011 – 2019) TIP PROJECTS MAP



The following tables lists TIP projects programmed from FFY 2011 – 2019 in the Berkshire MPO region.

Highway Projects (FFY 2011 – 2019)

Project ID	Community	Project Description	FFY	GHG Analysis	Benefits/ Burdens 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 West Housatonic St	2016	Quantified Decrease in Emissions from Traffic Operational Improvement – (34,012 Kg/Yr)	Benefits an EJ 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

Bridge Projects (FFY 2011 – 2019)

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

Bike/ Pedestrian Trail Projects (FFY 2011 – 2019)

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

Attachment 6

GREENHOUSE GAS MONITORING AND EVALUATION

2020-2024 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 2020 – 2024 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 2020-2024 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 vehicle-miles traveled (VMT).
- **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that would enable increased transit ridership and decreased VMT
- **Quantified Decrease in Emissions from a Park and Ride Lot** A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT
- **Quantified Decrease in Emissions from Bus Replacement**
A bus replacement that would directly reduce GHG emissions generated by that bus service.
- **Quantified Decrease in Emissions from Complete Streets Improvements**
Improvements to roadway networks that include the addition of bicycle and pedestrian accommodations where none were present before.
- **Quantified Decrease in Emissions from Other Improvement**

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



Projects with
Assumed
Impacts

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

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

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

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

Regional Greenhouse Gas Impact Summary Tables for FFY 2020 – 2024 TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2020 – 2024 TIP.

Berkshire Region Transportation Improvement Program							
MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year of Contract Award (2015 and forward) ▼
602280	DALTON- RECONSTRUCTION OF HOUSATONIC STREET, FROM ROUTE 8 & 9 TO ROUTE 8	11,181,141	Quantified	5,032	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2015
607900	PITTSFIELD- TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS AT CENTER STREET AND WEST HOUSATONIC STREET (ROUTE 20)	2,372,226	Quantified	34,012	Quantified Decrease in Emissions from Traffic Operational Improvement		2016
606462	LENOX- RECONSTRUCTION & MINOR WIDENING ON WALKER STREET	8,521,062		6,202	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		

Berkshire Region Completed Transit Projects GHG								
FTA Activity Line Item ▼	Transit Agency ▼	Project Description ▼	Total Cost ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year Programmed (2015 and forward) ▼
RTD0002943	BRTA	Buy Replacement Van (5)	350,000	Quantified	28354	Quantified Decrease in Emissions from Bus Replacement		2015

2020 Berkshire Region Highway Project GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
607328	ADAMS- PAVEMENT REHABILITATION & RELATED WORK ON ROUTE 8	\$6,949,161	Qualitative		Qualitative Decrease in Emissions	
607328	ADAMS- PAVEMENT REHABILITATION & RELATED WORK ON ROUTE 8	\$336,289	Qualitative		Qualitative Decrease in Emissions	
608645	NEW MARLBOROUGH- BRIDGE REPLACEMENT, N-08-006, CAMPBELL FALLS ROAD OVER WHITING RIVER	\$787,317	Qualitative		No assumed impact/negligible impact on emissions	
608646	TYRINGHAM- BRIDGE REPLACEMENT, T-10-007, MONTEREY ROAD OVER HOP BROOK	\$1,441,165	Qualitative		No assumed impact/negligible impact on emissions	
609161	ADAMS- SYSTEMATIC BRIDGE MAINTENANCE, A-04-001, ROUTE 8 (GROVE ST) OVER ASHUWILLTICOOK RAIL-TRAIL AND HOOSIC RIVER	\$522,200	Qualitative		No assumed impact/negligible impact on emissions	
608486	WILLIAMSTOWN - RESURFACING AND RELATED WORK ON ROUTE 43	\$3,093,750	Qualitative		Qualitative Decrease in Emissions	
608812	FLORIDA - SAVOY- RESURFACING AND RELATED WORK ON ROUTE 2	\$6,872,320	Qualitative		Qualitative Decrease in Emissions	
609104	LEE - RESURFACING AND RELATED WORK ON ROUTE 20	\$1,937,500	Qualitative		Qualitative Decrease in Emissions	
607756	GREAT BARRINGTON- INTERSECTION & SIGNAL IMPROVEMENTS ON US 7 (SOUTH MAIN STREET) AT SR 23 & SR 41 (MAPLE AVENUE)	\$1,463,774	Qualitative		Qualitative Decrease in Emissions	
606891	LANESBOROUGH- PITTSFIELD- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO CRANE AVENUE	\$2,704,236	Quantified	19,278	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
607254	WILLIAMSTOWN- MOHAWK BICYCLE/PEDESTRIAN TRAIL CONSTRUCTION	\$6,015,525	Quantified	4,369	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	

2021 Berkshire Region Highway Project GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
606406	HINSDALE- PERU- RECONSTRUCTION OF SKYLINE TRAIL (MIDDLEFIELD ROAD)	\$6,031,901	Qualitative		Qualitative Decrease in Emissions	
608768	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, FROM JUNCTION ROAD TO EAST STREET	\$1,464,036	Qualitative		Qualitative Decrease in Emissions	
608768	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, FROM JUNCTION ROAD TO EAST STREET	\$355,964	Qualitative		Qualitative Decrease in Emissions	
608636	LENOX- BRIDGE REPLACEMENT, L-07-006, ROARING BROOK ROAD OVER ROARING BROOK	\$1,122,880	Qualitative		No assumed impact/negligible impact on emissions	
608647	SAVOY- BRIDGE SUPERSTRUCTURE REPLACEMENT, S-06-003, CENTER ROAD OVER CENTER BROOK	\$813,740	Qualitative		No assumed impact/negligible impact on emissions	
608642	NEW MARLBOROUGH- SUPERSTRUCTURE REPLACEMENT, N-08-001, NORFOLK ROAD OVER UMPACHENE BROOK	\$5,461,456	Qualitative		No assumed impact/negligible impact on emissions	
609080	NEW MARLBOROUGH- SUPERSTRUCTURE REPLACEMENT, N-08-018, CANAAN-SOUTHFIELD ROAD OVER UMPACHENE RIVER	\$1,064,448	Qualitative		No assumed impact/negligible impact on emissions	
609081	NEW MARLBOROUGH- SUPERSTRUCTURE REPLACEMENT, N-08-017, LUMBERT CROSS ROAD OVER UMPACHENE RIVER	\$2,278,848	Qualitative		No assumed impact/negligible impact on emissions	
608854	PITTSFIELD- BRIDGE REPLACEMENT, P-10-034, MILL STREET OVER W. BRANCH OF HOUSATONIC RIVER	\$1,776,772	Qualitative		No assumed impact/negligible impact on emissions	
609164	NORTH ADAMS-BRIDGE MAINTENANCE (N-14-017) ROUTE 2 OVER HOOSIC RIVER	\$522,200	Qualitative		No assumed impact/negligible impact on emissions	
608485	PITTSFIELD-LANESBOROUGH RESURFACING AND RELATED WORK ON ROUTE 8	\$4,241,203	Qualitative		Qualitative Decrease in Emissions	
607570	LEE- BIKEWAY CONSTRUCTION, FROM STOCKBRIDGE T.L. TO WEST PARK STREET (PHASE 1)	\$5,267,069	Quantified	18,003	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	

2022 Berkshire Region Highway Project GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr)▼	GHG Impact Description ▼	Additional Description ▼
608767	EGREMONT- RECONSTRUCTION AND RELATED WORK ON ROUTE 23/41, FROM CREAMERY ROAD TO NORTH UNDERMOUNTAIN ROAD	\$2,264,260	Qualitative		Qualitative Decrease in Emissions	
608767	EGREMONT- RECONSTRUCTION AND RELATED WORK ON ROUTE 23/41, FROM CREAMERY ROAD TO NORTH UNDERMOUNTAIN ROAD	\$858,128	Qualitative		Qualitative Decrease in Emissions	
606233	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	\$4,240,582	Qualitative		Qualitative Decrease in Emissions	
606233	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	\$681,210	Qualitative		Qualitative Decrease in Emissions	
606233	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	\$482,528	Qualitative		Qualitative Decrease in Emissions	
606890	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	\$640,000	Qualitative		Qualitative Decrease in Emissions	
608856	OTIS- BRIDGE REPLACEMENT, O-05-007, TANNERY ROAD OVER W. BRANCH OF FARMINGTON RIVER	\$821,280	Qualitative		No assumed impact/negligible impact on emissions	
608860	PITTSFIELD- BRIDGE REPLACEMENT, P-10-055, EAST NEW LENOX ROAD OVER SACKETT BROOK	\$573,504	Qualitative		No assumed impact/negligible impact on emissions	
609162	WILLIAMSTOWN- SYSTEMATIC BRIDGE MAINTENANCE, W-37-013, ROUTE 7 (MOODY BRIDGE) OVER HOOSIC RIVER & PAN-AM RR	\$522,200	Qualitative		No assumed impact/negligible impact on emissions	
609103	NORTH ADAMS - FLORIDA RESURFACING AND RELATED WORK ON ROUTE 2	\$5,941,253	Qualitative		Qualitative Decrease in Emissions	
608813	LANESBOROUGH - RESURFACING AND RELATED WORK ON ROUTE 7	\$2,033,942	Qualitative		Qualitative Decrease in Emissions	
606890	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	\$6,677,100	Quantified	23,423	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	

2023 Berkshire Region Highway Project GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
604003	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9)	\$6,171,438	Qualitative		Qualitative Decrease in Emissions	
604003	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9)	\$482,759	Qualitative		Qualitative Decrease in Emissions	
608737	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	\$2,376,866	Qualitative		Qualitative Decrease in Emissions	
609070	ALFORD- BRIDGE REPLACEMENT, A-06-004, WEST ROAD OVER SCRIBNER BROOK	\$1,809,024	Qualitative		No assumed impact/negligible impact on emissions	
609078	NEW MARLOBOROUGH- BRIDGE REPLACEMENT, N-08-020, KEYES HILL ROAD OVER UMPACHENE RIVER	\$2,802,900	Qualitative		No assumed impact/negligible impact on emissions	
609072	WILLIAMSTOWN- BRIDGE REPLACEMENT, W-37-010, MAIN STREET OVER HEMLOCK BROOK	\$2,612,784	Qualitative		No assumed impact/negligible impact on emissions	
609074	MONTEREY- BRIDGE REPLACEMENT, M-29-001, CURTIS ROAD OVER KONKAPOT RIVER	\$1,212,288	Qualitative		No assumed impact/negligible impact on emissions	
608857	CHESHIRE- BRIDGE REPLACEMENT, C-10-002, SAND MILL ROAD OVER DRY BROOK	\$2,462,448	Qualitative		No assumed impact/negligible impact on emissions	
605843	NORTH ADAMS- BRIDGE REPLACEMENT, N-14-016, ROUTE 2 OVER THE HOOSIC RIVER	\$18,315,704	Qualitative		No assumed impact/negligible impact on emissions	
609105	WINDSOR - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 9	\$9,420,365	Qualitative		Qualitative Decrease in Emissions	
608754	DALTON- INTERSECTION IMPROVEMENTS AT ROUTES 8 & 9 (MAIN ST) AT SOUTH ST & WEST HOUSATONIC ST	\$1,568,000	Qualitative		Qualitative Decrease in Emissions	

2024 Berkshire Region Highway Project GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
608737	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	\$8,697,694	Qualitative		Qualitative Decrease in Emissions	
609068	SHEFFIELD- BRIDGE REPLACEMENT, S-10-015, KELSEY ROAD OVER SCHENOB BROOK,	\$1,805,424	Qualitative		No assumed impact/negligible impact on emissions	
609069	BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN BROOK	\$2,040,672	Qualitative		No assumed impact/negligible impact on emissions	
609076	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-006, COTTAGE STREET OVER HOUSATONIC RIVER	\$5,143,440	Qualitative		No assumed impact/negligible impact on emissions	
608859	TYRINGHAM- BRIDGE REPLACEMENT, T-10-003, JERUSALEM ROAD OVER HOP BROOK	\$2,679,600	Qualitative		No assumed impact/negligible impact on emissions	
609428	LANESBOROUGH- BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK	\$1,176,240	Qualitative		No assumed impact/negligible impact on emissions	
609394	CHESHIRE - ADAMS - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8	\$10,348,128	Qualitative		Qualitative Decrease in Emissions	
609289	PITTSFIELD- ASHUWILLTICOOK BIKE TRAIL EXTENSION, CRANE AVENUE TO MERRILL ROAD	\$2,088,000	Qualitative		Qualitative Decrease in Emissions	

2020 Berkshire Region Transit Project GHG Tracking

2020 Berkshire Region Transportation Improvement Program								
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0007499	Preventive Maintenance	\$ 150,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 150,000		
RTD0007503	Buy Replacement <30 ft Bus (2) Fixed Route	\$ 192,248	Qualitative		Qualitative Decrease in Emissions	\$ 192,248		
RTD0007511	Mid-life Fare Collection System Upgrade	\$ 500,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 500,000		
RTD0007502	Buy 2 Replacement 35-ft Buses	\$ 825,902	Qualitative	52,256	Qualitative Decrease in Emissions	\$ 825,902		

2021 Berkshire Region Transit Project GHG Tracking

2021 Berkshire Region Transportation Improvement Program								
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0007500	Preventive Maintenance	\$ 150,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 150,000		
RTD0007501	Rhab/Renovate - Admin/Maint Facility - Bus Deck	\$ 150,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 150,000		
RTD0007505	Rehab/Renovate-Shop Equipment	\$ 25,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 25,000		
RTD0007509	Buy Replacement 30-ft Bus (1) Fixed (5339)	\$ 436,914	Qualitative		Qualitative Decrease in Emissions	\$ 436,914		
RTD0007510	Buy Replacement 30-ft Bus (2) Fixed (5339)	\$ 192,248	Qualitative		Qualitative Decrease in Emissions	\$ 192,248		

2022 Berkshire Region Transit Project GHG Tracking

2022 Berkshire Region Transportation Improvement Program								
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0007506	Preventive Maintenance	\$ 150,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 150,000		
RTD0007507	Acquire - Shop Equipment	\$ 25,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 25,000		
RTD0007508	Security	\$ 25,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 25,000		
RTD0008111	Rehab/Renovate - Bus Station-Bus Deck	\$ 150,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 150,000		

2023 Berkshire Region Transit Project GHG Tracking

2023 Berkshire Region Transportation Improvement Program								
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0007512	Preventive Maintenance	\$ 150,000	Qualitative		No assumed impact/negligible impact on emissions			
RTD0007513	Support Vehicles Plow Truck	\$ 65,000	Qualitative		No assumed impact/negligible impact on emissions			
RTD0007514	Buy Replacement <30 ft Bus 3 Fixed Route Mini Buses	\$ 288,372	Qualitative		Qualitative Decrease in Emissions			

2024 Berkshire Region Transit Project GHG Tracking

2024 Berkshire Region Transportation Improvement Program								
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0008125	Buy Replacement <30ft bus (3) Fixed Route	\$ 288,372	Qualitative		Qualitative Decrease in Emissions			
RTD0008126	Preventive Maintenance	\$ 150,000	Qualitative		No assumed impact/negligible impact on emissions			
RTD0008127	Acquire - Misc Support Equipment Purchase (2) Electric Chargers	\$ 100,000	Qualitative		No assumed impact/negligible impact on emissions			

310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation

Self-Certification Compliance Statement for Metropolitan Planning Organizations

This will certify that the FFY 2020 – 2024 TIP for Berkshire MPO is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation. The regulation requires the Metropolitan Planning Organizations (MPOs) to:

1. 310 CMR 60.05, 3(b)(1)(a): Evaluate and track the GHG emissions and impacts of RTPs and TIPs;
2. 310 CMR 60.05, 3(b)(1)(b): In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs, TIPs, and STIPs based on factors that include GHG emissions and impacts;
3. 310 CMR 60.05, 3(b)(1)(c): Quantify net GHG emissions and impacts resulting from the projects in RTPs and TIPs and have made efforts to minimize GHG emissions and impacts;
4. 310 CMR 60.05, 3(b)(1)(d): Determine in consultation with the RPA that the appropriate planning assumptions used for 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, 4(a)(2)(a): Develop RTPs and TIPs;
6. 310 CMR 60.05, 4(a)(2)(b): Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05, 4(a)(2)(c): Perform regional GHG emissions analysis of RTPs and TIPs;
8. 310 CMR 60.05, 4(a)(2)(d): Calculate GHG emissions for RTPs and TIPs;
9. 310 CMR 60.05, 4(a)(2)(e): Develop public consultation procedures for GHG reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05, 4(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the GHG Assessment and information on related GWSA activities in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs.
11. 310 CMR 60.05, 6(a): After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs 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.


Stephanie Pollack
MassDOT Secretary and CEO
Berkshire MPO Chairman

Date 5/28/19

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Attachment 7

FHWA & FTA TITLE VI CERTIFICATIONS & ASSURANCES

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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 of race, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. §794 *et seq.*), as amended, (prohibits discrimination on the basis of disability);
- 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

Federal Highway Administration Assurances for Title VI and Other Nondiscrimination Statutes and Regulations

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.

Federal Highway Administration Assurances for Title VI and Other Nondiscrimination Statutes and Regulations

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:

1. 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.”;

Federal Highway Administration Assurances for Title VI and Other Nondiscrimination Statutes and Regulations

3. 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;
5. 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.”*

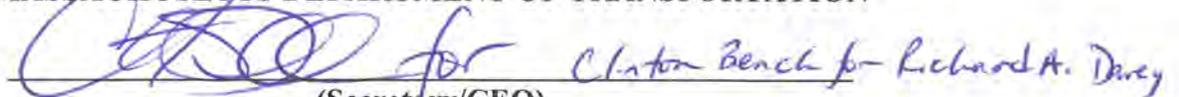
6. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance shall extend to the entire facility and facilities operated in connection therewith;
7. That where the Recipient receives Federal financial assistance in the form, or for the 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:
 - a. 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:
 - a. The period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

Federal Highway Administration Assurances for Title VI and Other Nondiscrimination Statutes and Regulations

- 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, sub-grantees, 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, sub-recipients, 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)

DATED 24 Jun 14

Federal Highway Administration Assurances for Title VI and Other
Nondiscrimination Statutes and Regulations

**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 24 Jan 14 _____

Federal Highway Administration Assurances for Title VI and Other Nondiscrimination Statutes and Regulations

APPENDIX A

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

1. **Compliance with Regulations:** The contractor 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:

Federal Highway Administration Assurances for Title VI and Other Nondiscrimination Statutes and Regulations

- 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.

Federal Highway Administration Assurances for Title VI and Other Nondiscrimination Statutes and Regulations

CLAUSES FOR DEEDS TRANSFERRING 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 above-mentioned 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

Federal Highway Administration Assurances for Title VI and Other Nondiscrimination Statutes and Regulations

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.**

Federal Highway Administration Assurances for Title VI and Other Nondiscrimination Statutes and Regulations

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, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - 1. 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, permittee, 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
 - 2. 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.

Federal Highway Administration Assurances for Title VI and Other Nondiscrimination Statutes and Regulations

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, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that (1) no person on the ground of race, color, national origin, 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, permittee, 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

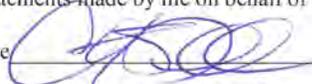
BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all Federal statutes and regulations, and follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on 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

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature



Date:

24 Jan 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 under 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:

<u>Group</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_ X _
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.	_____

Transportation Improvement Program

APPENDIX

1. PUBLIC NOTICE
2. PUBLIC COMMENTS

1. PUBLIC NOTICE

**Berkshire Metropolitan
Planning Organization
PUBLIC REVIEW AND COMMENT**

The Berkshire MPO is seeking public comment on the following:

2019-2023 Transportation Improvement Program (TIP) Amendment- An amendment (2nd amendment) has been proposed concerning projects: 608532-Pittsfield bridge replacement increase cost to \$2,726,004; 608351 Ashuwillticook rail trail resurfacing, increase cost to \$5,326,510; 603255 Pittsfield bridge replacement, increase cost to \$3,649,960; 607760 Pittsfield intersection improvements, increase cost to \$3,862,669, and 607254 N. Adams-Williams bike trail, remove project from FFY 2019. The amendment also incorporates a narrative outlining performance measures adopted by the MPO including target setting procedures.

2020-2024 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 the amendment can be obtained by:

1. Phone: Berkshire Regional Planning Commission (BRPC), 413-442-1521, ext. 20;
2. BRPC web site: www.berkshireplanning.org;
3. Walk-in: BRPC, 1 Fenn Street, Suite 201, Pittsfield MA 01201.

Comments are due by 5:00 PM on May 15, 2019 and should be addressed to the Berkshire Metropolitan Planning Organization/BRPC, 1 Fenn Street, Suite 201, Pittsfield MA 01201 or via email to info@berkshireplanning.org.

The Berkshire MPO is tentatively scheduled to approve the TIP and TIP amendment on May 28, 2019. The MPO meetings are at 4 PM at the BRPC offices. 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.

04/24/19

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Wednesday, April 24, 2019

2. PUBLIC COMMENTS



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



May 9, 2019

Thomas Matuszko, Executive Director
Berkshire Regional Planning Commission
1 Fenn Street - Suite 201
Pittsfield, MA 01201

Dear Mr. Matuszko:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft Federal Fiscal Year (FFY) 2020 – 2024 Transportation Improvement Program (TIP) released by the Berkshire Metropolitan Planning Organization (MPO) on April 23, 2019. The following MassDOT comments include both general guidance and specific comments on the MPO's 3C planning process related to the content of this document as released for public review.

Please note the following comments specific to the information contained in the MPO's draft FFY 2020 – 2024 TIP.

General

- Please ensure that the document is available in languages specified within the regional Title VI Plan.
- Please ensure that the Notice of Nondiscrimination Rights and Protections to Beneficiaries is included at the beginning of the document.
- Please include a list of acronyms and partner agencies.
- Please check the document for accessibility and make changes to the extent feasible.

Narrative

- Please provide a brief discussion on how the TIP is linked to the Unified Planning Work Program (UPWP).
- Page i: Please add signature lines for each member of the Berkshire MPO.
- Page iii: Please add page numbers within the Table of Contents for the appendices.
- Page 9: Please list the names of current MPO members.
- Page 9: Please increase the size of the tables or move them to their own page to ensure they are as readable as possible.

- Pages 12 – 13: Please revise “2019 – 2023” to “2020 – 2024” throughout this section.
- Page 13: Please clarify the statement, “there are no projects proposed to receive discretionary funding in the Berkshire region at this time” and better connect to the discussion of evaluation criteria. Given that discretionary 5339 funding is programmed for the Berkshire Regional Transit Authority (BRTA), it is important to distinguish between what is meant by “discretionary” and “target” funding.
- Page 15: Please provide language connecting the discussion on BRTA’s fixed route operating company to the public participation process for the TIP.
- Page 15: Please define more specifically what constitutes a “major change in project cost” that would trigger a TIP amendment. Note that 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.
- Pages 17 – 18: Please ensure the list of transportation funding sources is ordered alphabetically, or consider sorting it by highway and transit categories.
- Page 20: Please revise the language on this page to better match the categories and information within the TIP template. For example, it is inaccurate to classify Section 2 of the TIP template as non-federal aid (this is Section 4 within the TIP template, and there are currently no NFA projects in the region); the manner in which “Project Description” is described better aligns with “STIP Program” in the TIP template; all funding sources included in the TIP template should be included here; and “Target Projects” should be revised as “Regionally Prioritized Projects.”
- Page 48: Please remove the following projects within the table entitled, “Berkshire Region TIP: Section 3:” 601319 (Stockbridge Road), which has been deactivated in MassDOT’s Project Info database and 608769 (Rt. 41 Resurfacing), which will be completed by MassDOT District 1 using non-federal funding sources.
- Page 58: Please revise “STP” to “STBG.”
- Page 69: Please provide context and narrative descriptions of these high priority projects and add language for why they are included within their own section.
- Page 70: Please move the following projects to the upper table on this page and revise their costs: 608243 in New Marlborough, with a new cost of \$1,518,608, the amount at which the project was advertised, and 608523 in Pittsfield at the scheduled advertising amount of \$2,365,095.
- Page 95: Please provide within the equity analysis section an assessment summarizing the implications of the equity analysis and describe whether programmed TIP projects in Title VI and Environmental Justice areas have provided a benefit to these populations.

- Pages 96 – 97: In addition to providing a table of programmed highway projects between FFY 2011 – 2019, please include a similar table with currently programmed highway projects between FFY 2020 – 2024.
- Pages 99 – 100: Please remove references to GreenDOT and reference pages 88 – 93 of the current FFY 2019 – 2023 State Transportation Improvement Program (STIP) for the most updated language on greenhouse gas (GHG) tracking.
- Appendix: Please ensure that the public notice and summary of public comments are included in the final version of the document.

Highway Project Listing

General

- Please add information within the “STIP Program” column, as highlighted in the revised TIP template provided by OTP.

FFY 2020

- 607328: Please revise the total cost for this project to \$7,285,450 with the following funding source breakdown, per the 75% design estimate received on 3/28/19: \$6,949,161 of STBG and \$336,289 of CMAQ.
- 608812: Please update the project description to “FLORIDA-SAVOY-RESURFACING AND RELATED WORK ON ROUTE 2,” and change the municipality name to “multiple.”

FFY 2023

- Please ensure that the “MassDOT District” column is filled in for the target projects.
- 609164: Please move this project from FFY 2023 to FFY 2021 under Section 2A, Bridge Program/Systematic Maintenance. Additionally, please add the municipality name to the project description to match the description in MassDOT’s Project Info.

FFY 2024

- For the project entitled, CHESHIRE - ADAMS - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8, please revise the Project ID to 609394 (currently labeled as “TBD”).
- For the project entitled, LANESBOROUGH-BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK, please revise the Project ID to 609428 (currently labeled as “TBD”).

Greenhouse Gas (GHG) Assessment

2020 Transit

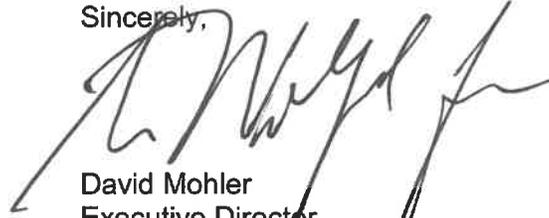
- The analysis for project RTD0007502 should be quantified.
- The analysis for project RTD0007503 should be quantified.

2021 Transit

- The analysis for project RTD0007509 should be quantified
- The analysis for project RTD0007510 should be quantified

Please contact me at (857) 368-8865 or Derek Krevat at (857) 368-8868 if you have any questions.

Sincerely,



David Mohler
Executive Director
Office of Transportation Planning

Cc: Jeffrey McEwen, Division Administrator, Federal Highway Administration
Peter Butler, Acting Regional Administrator, Federal Transit Administration
Francisca Heming, District 1 Highway Director
Astrid Glynn, Rail and Transit Division Administrator

Berkshire MPO Draft FFY 2020-2024 TIP

Comments received for project #607254 North Adams – Williamstown Mohawk Bicycle / Pedestrian Trail

DATE RECEIVED	NAME	EMAIL/ADDRESS	COMMENT/CONCERN
5/3/19	Kathy Keeser	kathykeeser@gmail.com	In support of project 607254. Opposed to project delay. Project is needed for safe and healthy commuting and is important for growth and well-being of North Berkshire.
5/7/19	Shira Wohlberg	shiralynnx@gmail.com	In support of project 607254. Opposed to project delay. Project is important for alternative transportation options, improved pedestrian safety, and enhanced health benefits.
5/8/19	Ann Krawet & David Krawet	anndavek@gmail.com	In support of project 607254. Opposed to project delay.
5/9/19	Lauren Stevens	lstevens@berkshire.net	In support of project 607254 and is frustrated by the delay.
5/9/19	Kris Maloney	kmaloney@williams.edu	In support of project 607254 and opposes its delay. Project is key component for economic growth in North Adams.
5/9/19	Elizabeth Bartels	elizabeth@bartelsdesign.com	In support of project 607254. Frustrated and dismayed by project delay. Requests that advertising for the project begin no later than the end of December 2019, so construction can commence in spring 2020.
5/10/19	Rich Remsberg	rich@atlasfilms.org	In support of project 607254 and opposes further delay. Project supports alternative travel modes, enhances recreational and health benefits, increases property values, and can help draw young professionals to the area.
5/14/19	Joseph Thompson	JThompson@massmoca.org	In support of project 607254. It's time to build the Williamstown > North Adams bike path. Project is important to residents' health and circumnavigation of Mt. Greylock.

5/14/19	Paul Olchváry	paul@neweuropebooks.com	In support of project 607254. Opposed to project delay. Project is important for residents' and visitors' safety alike.
5/14/19	Shaun Weigand	shaunweigand@hotmail.com	In support of project 607254. Opposed to project delay. Project is vital to economic development along with the safety and health of all non-motorized users.
5/14/19	Tom Hyde	Thomas.hyde@yahoo.com	In support of project 607254. Opposed to project delay. Would like to see bike path segment go through Spruce Park in Williamstown.
5/14/19	Debbie Turnball Submitted on behalf of Williamstown Select Board: Signatories include Anne O'Connor (Chairperson), Jeffrey Thomas and Jane Patton	dturnball@williamstownma.gov	In support of project 607254. Disappointed and frustrated at project delay. Projected has been supported by Williamstown for many years and was highlighted in Williamstown's 2015 Economic Development Strategy for economic and recreational benefits. This project is also a highlighted element in both the 2016 Master Plan and 2016 Open Space and Recreation Plan. Requests that DOT be diligent in minimizing delay and request that DOT commit to advertising no later than December 2019, so construction can commence in spring 2020.
5/14/19	Benjamin Lamb	lambb813@strose.edu	In support of project 607254. Opposes any more project delays. Project presents opportunities for both municipalities and Berkshire as a whole. Project is important for economic growth, residents' well-being.
5/14/19	Spencer Moser	Spencer.moser@mcla.edu	In support of project 607254. Opposed to any more project delays.

5/14/19	David Deming	Davedeming1@gmail.com	Opposed to project 607254. Introducing more people to the river front in Williamstown will spoil the semi-peaceful environment.
5/14/19	Ramona Fabregas	Ramona.fabregas@gmail.com	Please do not delay the construction of the bike path.
5/14/19	Sergio Demo	Sdemo66@aol.com	In support of project 607254. Build it now.
5/14/19	Ash Austin	Ara4791@gmail.com	In support of project 607254. Project is important for alternative and safer travel options.
5/14/19	Paula Consolini	pconsoli@williams.edu	In support of project 607254. Keep the North Adams Williamstown bike path on schedule. Project is important for overall community development in the region.
5/14/19	Susan Chilson	Susan.chilson@gmail.com	In support of project 607254. Project is important to wellness, good health, lower medical bills, and safe routes to school.
5/14/19	Al Bashevkin	abashevkin@gmail.com	In support of project 607254. Opposed to project delay. Time is right to commence project construction.
5/13/19	Joshua Moran	joshuajmoran@hotmail.com	In support of project 607254. Project will be an asset to both communities and will get everyone outside in safest possible manner.
5/14/19	Len Radin	lenradin@gmail.com	In support of project 607254. Opposed to delay of the Mohawk bike path. Project is important to aesthetic and recreational aspects of area.
5/14/19	Amanda Chilson	achilson@nbccoalition.org	In support of project 607254. Strongly opposed to any project delays. Project is important to community connectivity and increased opportunity for active transportation.
5/14/19	Evan Webb	Ewebb585@gmail.com	In support of project 607254. Opposed to project delay.
5/14/19	Janet Johns	janlewhohns@hotmail.com	In support of project 607254. Opposed to project delay.

			Project will increase biking safety.
5/14/19	Matt Shiebler	mshiebler@nbcoalition.org	In support of project 607254. Opposed to project delay. Project will be enormous boon to health, well-being, and overall happiness of North County residents.
5/14/19	Kirsten Rose	Kirsten.e.rose@gmail.com	In support of project 607254. Dismayed over project delay. Project is important to unsafe routes along Route 2.
5/14/19	Alicia Canary	acanary@gmail.com	In support of project 607254. Opposed to project delay. Project is important alternative to high traffic roads with unsuitable paving and unsafe shoulders. Also important for expanding transportation options.
5/14/19	Chanda Shin	Millett_shin@hotmail.com	In support of project 607254. Opposed to project delay. Project is important alternative to biking along unsafe Route 2.
5/14/19	Bella Vendetta	Bellavendetta666@gmail.com	In support of project 607254. Opposed to delay of the Williamstown/North Adams bike trail. Project is important for economic development, green transportation, and strengthening community ties.
5/14/19	Jennifer Civello	civellojennifer@gmail.com	In support of project 607254. Project is important to tourism and outdoor recreational opportunities for all. Opposed to project delay.
5/14/19	Tony Pisano	antpisano@hotmail.com	In support of project 607254. Project is important for alternative and safe transportation and outdoor recreation. Project is important to connect people with assets like museums, hiking trails, streams and lakes, and much more.
5/14/19	Nicole Methot Keogh	Nicole.methot@gmail.com	In support of project 607254. Opposed to any further delays.

			Project is important for alternatives to automobile travel and having safe place to ride with our children.
5/14/19	David Rossitter	rossitter@gmail.com	In support of project 607254. Project will assist in frequent commutes taken between Williamstown and North Adams. Let's do this thing.
5/14/19	Richard Reynolds	richardreynolds@yahoo.com	In support of project 607254. Disappointed with the project delay, particularly as Williamstown is ready to move ahead with project.
5/14/19	Valerie Hall	vlphall@yahoo.com	In support of project 607254. Opposed to any further delays. Project is important for recreational enjoyment, residents' health, and tourism benefits.
5/14/19	Sarah Russell	Sarah.russell29@gmail.com	In support of project 607254. Project is pivotal to compliment North Adams' growth and expansion.
5/14/19	Veronica Bosley	Veronica.i.bosley@gmail.com	In support of project 607254. Opposed to any further project delays. Project is important to green transportation and strengthening community ties.
5/14/19	Randal Fippinger	randalfipp@gmail.com	In support of project 607254. Opposed to project delay, particularly in Williamstown. Project will provide safer alternative to Route 43 and provide safer access to center of town.
5/14/19	Keren Oberfield	koberfield@gmail.com	In support of project 607254. Opposed to project delay. Project is important for bikers, walkers, runners, strollers, and wheelchairs and will increase property values. Project is further important for residents' health, general travel and tourism.
5/14/19	Roberta Lamb	Lambo58@aol.com	In support of project 607254. Opposed to project delay.

			Project is important for safe routes, exercise, and keeping up with trends in walking and biking.
5/14/19	Kevin Pink	kevinpink@gmail.com	In support of project 607254. Opposed to project delay. Project is important to enhancing general quality of life for residents and visitors, as well as promotes community development, healthy lifestyles, and safer travel. Please keep project 607254 in FY19 TIP.
5/14/19	Aaron Williams	Aw14@williams.edu	In support of project 607254. Strongly oppose project delay. Project is important to safe, daily commuting to employment while also riding with and dropping child off at school. Important for lifestyle.
5/14/19	Emily Schiavoni	emilyschiavoni@gmail.com	In support of project 607254. Disappointed to hear about delay. Requests the State reconsider project delay, as this project is important to the region, in terms of raising property values and overall economic development.
5/14/19	Amber Besaw	Albesaw24@hotmail.com	In support of project 607254. No more delays. Project is important for economic development and health and wellness of community.
5/14/19	Dale B. Fink	Dale.fink@gmail.com	In support of project 607254. Please continue without delaying the plans for this vital path. Project will help improve cyclists' safety.
5/14/19	Seth B.	osirusb@gmail.com	In support of project 607254. Dismayed at delay. Project will help reduce pollution.
5/14/19	Tim Shiebler	tshiebler@nbccoalition.org	In support of project 607254. Opposed to any further delays.
5/14/19	Kira Guidon	sandspringspoolcare@gmail.com	In support of project 607254. Oppose to project delay. Project will be a tremendous asset to the community.

5/14/19	Nancy Maier	nmnyce@earthlink.net	In support of project 607254. Strongly oppose any delay in construction. Project is needed for local recreational use and tourism. Project will increase opportunity for alternative transportation options.
5/14/19	Jessica McNair	Jessica.s.dennis@gmail.com	In support of project 607254. This project is important to constituents and the bike path in general offers opportunities for safe exercise and outdoor enjoyment. Project is important for tourism. Don't delay. Start the project.
5/14/19	Francine Field	francines@roadrunner.com	In support of project 706254. Tired of project delays.
5/14/19	Kathleen Igoe	judgeigoe@gmail.com	In support of project 607254. Please do not delay bike path project.
5/14/19	Joe Johnson	Joe.johnson.3720@gmail.com	In support of project 607254. Project delays have become intolerable. Project is important to ensure safe, easy, and pleasant bike travel, and important for physical exercise and reducing carbon footprint. Any further delay is unwarranted.
5/14/19	Thalia Rossitter	t.rossitter@gmail.com	In support of project 6907254. Our roads and destinations deserve to be accessible and safe for current and future residents/cyclists.
5/14/19	Amanda Turner	Abt1@williams.edu	In support of project 607254. Business community invested in the construction of this project and project is important for green transportation, strengthening community ties, and supporting economic development.
5/14/19	Lisa and Bill	Sweetlife5565@yahoo.com	In support of project 706254. Please do not delay the North Adams portion any longer. We need easy and inexpensive outdoor recreation for residents

			and their children. Please make this happen.
5/14/19	Anne O'Connor	anne@lolalux.com	In support of project 607254. Distressed over project delay. Project will support residents' ability to get to town events in a safe manner while bicycling. Bike path will be enormously beneficial and successful once installed.
5/14/19	Tim Lebetsky	Tj13@williams.edu	In support of project 607254. Writing to express strong opposition to proposed project delay. As a resident of North Adams and a professor in Williamstown, project would allow commute on bicycle.
5/14/19	Patrick Brannan	pjbrannan@gmail.com	In support of project 607254. Writing to express displeasure with extended project delays. No more delays.
5/14/19	Gretchen Long	glong@williams.edu	In support of project 607254. Project is important for a more sustainable and economically viable future. Project is a common sense improvement to improve quality of life and tourism.
5/14/19	Vanessa Brown	Vanessabrown13@gmail.com	In support of project 607254. Writing to express concern with yet another project delay. Project delay is extremely frustrating and upsetting as our family has looked forward to this project and will enable safe, outdoor recreational activities. I urge you to move forward with project as planned.
5/14/19	Steve Sauve	Sauveguitars1@gmail.com	In support of project 607254. Please do not delay project any further. Project will be enjoyed by residents and tourists alike. Keep on track with the FY19 plan for project 607254.
5/14/19	Noah Shin	Noahshin615@gmail.com	In support of project 607254. We should not delay this project. This will benefit all the middle-

			and high-schoolers who cannot drive yet.
5/14/19	Matthew Konsa and Nina Konsa	matthewkonsa@gmail.com	In support of project 607254. Writing to express grave concern at yet another delay. Please reconsider, as I am tired of risking injury while biking along Route 2.
5/14/19	Thomas Ennis	tomennis@roadrunner.com	In support of project 607254. Writing to express disappointment at DOT/BRPC for this delay.
5/14/19	Kim Perry	Kim.Perr@american-national.com	In support of project 607254. Please do not delay this project. Project is important to residents' well-being, reconnecting with nature, and for tourism.
5/14/19	Katarzyna Pieprzak	kpieprza@williams.edu	In support of project 607254. Writing to express frustration at project delay. Project is long overdue and will be a safer alternative to cycling along Route 2.
5/14/19	Janine Hetherington	Janine.hetherington@gmail.com	In support of project 607254. Project is important to promote healthy, safe biking. Please do not delay the Williamstown portion.
5/14/19	Keith Taft	goodnewsunderground@gmail.com	In support of project 607254.
5/14/19	Senator Adam Hinds		In support of project 607254. Reaffirm support for anticipated construction date of summer 2020. Encouraging outdoor recreation activities in Berkshire, Franklin and Hampden Counties continued to be important for our regional economy. Project will likely encourage tourism, visitor spending, business investment and job creation.
5/15/19	Alan Marden	Amarden1@verizon.net	In support of project 607254. Project delay is unacceptable and a slap in the face to former State Representative Gailanne Carridi.
5/15/19	Dan Caplinger	caplinger@utexas.edu	In support of project 607254. Urge the MPO to move forward

			with the Williamstown portion of the project. North Adams portion may take a substantial amount of time to resolve. Project important to alternative transportation options and economic development. Please do not delay construction.
5/15/19	Donna Motta	davedonnamotta@yahoo.com	In support of project 607254. Strongly encourage decision-makers to move forward with the proposed bike path without any further delay. The project is important to increase healthy travel through the City of North Adams. The project aligns with city's health initiatives to increase community and individual health. Project will benefit tourism which in turn will spur more economic development.
5/15/19	Kira Bingemann	Kira.bingemann@gmail.com	In support of project 607254. Please do not delay the building of this path any longer. Continuing to delay affirms notion that small, rural communities are overlooked.
5/15/19	Cathy Keating	ernkernk@gmail.com	In support of project 607254. Please do not delay this project.
5/15/19	Abbie Hatton	abhatton@gmail.com	In support of project 607254. Please, no further project delays.
5/15/19	Elizabeth Smith and Sam Smith	elizabeth@caretakerfarm.org	In support of project 607254. Project will be beneficial for recreation, commuting, tourism, and will bring the two communities closer together culturally and politically.
5/15/19	Julius Rosenwald	jrnvt@sover.net	In support of project 607254. Project should not be subject to any further delay. Project will have positive impact on our community's health, environment, and economy.
5/15/19	Jeff Grandchamp	jeff@grinnellpartners.com	In support of project 607254. Urges decision-makers to keep the project on schedule. The

			project will benefit local residents and enhance burgeoning tourist economy.
5/15/19	Ken Kuttner	kkuttner@gmail.com	In support of project 607254. Project will be a boon to recreational cyclists in the area and facilitate alternative transportation options. No more unnecessary delays; let's move it forward.
5/15/19	Katie Schmidt	katiehazlett@msn.com	In support of project 607254. Please keep the project in FY19 TIP. Project will display that our region is forward-thinking and will assist outdoor recreational pursuits. Project will spur further economic development.
5/15/19	Laura Bentz	laurabentz@gmail.com	In support of project 607254. Writing to express deep concern over further project delays. Project will offer alternative travel route, helping to reduce emissions. No more delays.
5/15/19	Michael Keleher	Mk22067@gmail.com	In support of project 607254. Project will help encourage green transportation, strengthen community ties, and support further economic development. Project is important to community.
5/15/19	Michael Nixon	Michaelnixon60@gmail.com	In support of project 607254. Please do not delay this project any further. Project is important for community and will benefit the economy, tourism m health and general well-being.
5/15/19	Tara Jacobs	Tara.jack.jacobs@gmail.com	In support of project 607254. Please do not delay the project any further. Project is crucial to the community to support bike enjoyment, tourism, and critical linkage to Ashuwillticook Rail Trail.

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Subject: FW: opposed to delay for bike path
Date: Monday, May 13, 2019 10:19:34 AM

From: Kathy Keeser <kathykeeser@gmail.com>
Sent: Friday, May 3, 2019 4:29 PM
To: BRPC <info@berkshireplanning.org>
Subject: opposed to delay for bike path

Hi As a committee member of bike path committees for more than 15 years and as a bike rider, I am opposed to the delay proposed again to the Williamstown and North Adams pieces of the Mohawk Bike path. This path is needed for all who live, work in or just come to enjoy Northern Berkshire. We need the path for commuting safely and for healthful local exercise.

Please do not delay this important path that is necessary to the growth and well-being of North Berkshire.

Kathy Keeser

--

Kathy Keeser

Louison House

413.663.6323 (KK CELL: 413.664.4006)

At the Flood House, 149 Church St., North Adams, MA 01247

MAIL: Louison House, [PO Box 54, Adams, MA 01220](#)

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Subject: FW: The Mohawk Bike Path in Williamstown and North Adams
Date: Monday, May 13, 2019 10:19:16 AM

-----Original Message-----

From: Sh berg <shiralyynn@gmail.com>
Sent: Tuesday, May 7, 2019 10:27 AM
To: BRPC <info@berkshireplanning.org>
Subject: The Mohawk Bike Path in Williamstown and North Adams

Dear Berkshire Metropolitan Planning Organization/BRPC,

Please please do not continue to delay our bike path, The Gail Trail. We have been waiting for years for it! In the meanwhile, our kids are growing up without a safe place to ride and are being indoctrinated into car culture with no alternatives at a moment in time when laying down this essential infrastructure is truly essential for the future.

My partner lives in North Adams and I live in Williamstown. There is no safe way for me to get back and forth as a pedestrian. I have been hit once on my bicycle by a truck on the main road and have gone before city council to ask for a speed reduction going out of NA toward Williamstown on the windy back road. They could not do this because it would require by the state a traffic study -- which is an expense rather than a common sense, local solution.

We have plenty of struggling and low income people here as well as people without licenses. The buses are limited and also an expense when you are counting pennies -- not to mention the health impacts both immediate and long-term of having to hitchhike or maintain a car.

I have lived in Boston, California, Colorado, Montreal and the Pioneer Valley and almost always commuted by bicycle. Berkshire County, New England, and the country need this bike path asap.

Thank you.

Sincerely,
Shira Wohlberg

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Subject: FW: Bike Path
Date: Monday, May 13, 2019 10:18:58 AM

-----Original Message-----

From: Ann Krawet <anndavek@gmail.com>
Sent: Wednesday, May 8, 2019 7:13 AM
To: BRPC <info@berkshireplanning.org>
Subject: Bike Path

Hello-

We oppose any delay in completing the N. Adams- Williamstown bike path.
Ann and David Krawet

From: [BRPC](#)
To: [Justin Gilmore](#); [Eammon Coughlin](#)
Subject: FW: MPO: bike path
Date: Monday, May 13, 2019 10:18:07 AM

-----Original Message-----

From: Lauren Stevens <lstevens@berkshire.net>
Sent: Thursday, May 9, 2019 1:51 PM
To: BRPC <info@berkshireplanning.org>; Andy Hogeland <hogelands@gmail.com>
Subject: MPO: bike path

Friends: I am 81 years old. I started working toward a North Adams to Williamstown bike path when I was 60—or before. Come on. I'm not going to be peddling forever.

But the idea goes way back. The Transcript of July 18, 1896, called for "connect[ing] Williamstown and North Adams with a bicycle path."

It seems as though every time the idea comes forward it is postponed. If at least the Williamstown end can't begin in 2019, can we please make sure it happens in 2020?

Lauren R. Stevens

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Subject: FW: Please Do Not Delay the Mohawk Bike Path
Date: Monday, May 13, 2019 10:18:41 AM
Attachments: [Memo to MPO re Bike Path Delay 041619 \(1\).pdf](#)

From: Kris Maloney <kmaloney@williams.edu>
Sent: Thursday, May 9, 2019 1:15 PM
To: BRPC <info@berkshireplanning.org>
Subject: Please Do Not Delay the Mohawk Bike Path

Berkshire Metropolitan Planning Organization/BRPC,

As noted in the attached letter from Andy Hogeland, there are many residents in Northern Berkshire County who have attended numerous meetings supporting the North Adams Bicycle/Pedestrian Trail. I am opposed to delaying the project any further, it's been in the process for many years. The addition of this trail will be positively received and accessible by residents and visitors. It has the potential to be a key component of the growth occurring in North Adams. Please reconsider delaying any further.

Thank you,

Kris Maloney
447 Walnut Street
North Adams, MA 01247

kmaloney@williams.edu

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Subject: FW: Mohawk Trail Bike Path Delay
Date: Monday, May 13, 2019 10:18:41 AM

-----Original Message-----

From: Bartels/Architecture+Landscape Design <elizabeth@bartelsdesign.com>
Sent: Thursday, May 9, 2019 11:50 AM
To: BRPC <info@berkshireplanning.org>
Subject: Mohawk Trail Bike Path Delay

To the MPO:

I am writing to express my frustration and dismay that the Mohawk Trail Bike path in Williamstown and North Adams is apparently delayed, yet again!

This bike path has been in the planning stages for an unduly long period of time, and it is not acceptable, after repeated delays, that it be delayed to FY 2020. What is the problem?

I request that advertising for the project begin no later than the end of December 2019, so that construction on the project can finally begin in the spring of 2020.

I know that I am joined in this request by many members of the Williamstown and North Adams community who are looking forward to completion of this long-awaited project.

Sincerely,

Elizabeth Bartels
42 Thomas Street
Williamstown, MA

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Subject: FW: Mohawk Bike Path
Date: Monday, May 13, 2019 10:17:54 AM

From: Rich Remsberg <rich@atlasfilms.org>
Sent: Friday, May 10, 2019 11:38 AM
To: BRPC <info@berkshireplanning.org>
Subject: Mohawk Bike Path

I am writing in support of project 607254, the bike path between Williamstown and North Adams.

My personal interest in the bike path is that in addition to recreational cycling, virtually all of my local transportation is done by bicycle or on foot. The exceptions are all when I have to go to Williamstown or the western part of North Adams: to Williams College, the grocery store, restaurants, and visiting friends. If there were a safe and efficient bike path, I would almost never drive locally.

More broadly, the town would benefit from such a project by the value it would bring to recreation, the economic benefits of such a recreational draw, and as a highly important incentive to young professionals considering relocating to North Adams.

My work often takes me to communities around the country that have invested in bike / walking paths, and I always use them. The rewards are immediately evident, from the people using them (commuters, families, hospital patients getting fresh air, seniors walking clubs) to increased real estate values and business opportunities that develop near the path.

The Ashuwilticook is such an asset to our region. I urge you to create a path here; it is long overdue.

Thank you,
Rich Remsberg

Rich Remsberg Image Research
18 Cherry Street
North Adams, MA 01247
413-664-4516
atlasfilms.org

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Enough delay already...
Date: Tuesday, May 14, 2019 10:21:52 AM

From: Joseph Thompson <JThompson@massmoca.org>
Sent: Tuesday, May 14, 2019 10:17 AM
To: BRPC <info@berkshireplanning.org>
Subject: Enough delay already...

Dear friends at BMPO:

We've spent plenty of time and good work on planning and paperwork : now let's please just build the Williamstown>North Adams bike path, and put the cash into actual grading, asphalt, and signage!

A circumnavigation of Mt Greylock will be as large and as lasting a draw as MASS MoCA, or the Clark, or the Williamstown Theater Festival (and even better for your cardio-vascular system!). Please put this critical section on the priority list for this year, not next.

Thank you.

--

Joseph Thompson
Director | MASS MoCA
[MM Program Trailer](#) www.massmoca.org
(413) 664.4481 x8100

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: project 607254: no delay on bike path
Date: Tuesday, May 14, 2019 10:22:04 AM

From: paul@neweuropebooks.com <paul@neweuropebooks.com>
Sent: Tuesday, May 14, 2019 10:05 AM
To: BRPC <info@berkshireplanning.org>
Subject: project 607254: no delay on bike path

To Whom It May Concern:

When I divorced in 2013 and moved to Williamstown from North Adams, my son was five years old. Before long I heard that plans were in the works for a bike path to connect the two communities. This was heartening news. Aside from the fact that my son could someday ride to his mom's house in Blackinton without risking his life on narrow-shouldered Mass Avenue, it is hard to overestimate the number of area residents and tourists alike who'd use the path. Imagine! Year by year we've waited. And waited. Now word comes that another delay is imminent. No delay, please! How can it be that new hotels are rising up, that Williams College is building until the end of time, and a railroad museum is planned for North Adams that could rival the Mass MOCA as a tourism draw, but not an inch of the bike path has yet been laid?

Thank you for your attention.

Kind regards,

Paul Olchvary, Publisher
New Europe Books
54 Hall Street, #2
Williamstown, Massachusetts 01267
<http://www.NewEuropeBooks.com>
Tel: 413.458.8763 (mobile)

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: North Adams-Williamstown Bicycle/Pedestrian Trail, Project 607254
Date: Tuesday, May 14, 2019 10:22:43 AM

From: Shaun Weigand <shaunweigand@hotmail.com>
Sent: Tuesday, May 14, 2019 9:58 AM
To: BRPC <info@berkshireplanning.org>
Subject: North Adams-Williamstown Bicycle/Pedestrian Trail, Project 607254

Dear Berkshire MPO Members,

I respectfully and strongly request that you do not delay further any plans to continue forward with this project. It is vital to the safety and health benefits of all non-motorized users as well as to the overall economic development of the Northern Berkshire area.

Please reconsider your current plans to delay.

Regards,
Shaun Weigand
73 Cambridge Ave.
Pittsfield, MA 01201

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Mohawk Bike Path
Date: Tuesday, May 14, 2019 10:23:05 AM

From: thomas.hyde@yahoo.com <thomas.hyde@yahoo.com>
Sent: Tuesday, May 14, 2019 9:58 AM
To: BRPC <info@berkshireplanning.org>
Subject: Mohawk Bike Path

Hello,

I am very disappointed in the many years that creating this bike path through North Adams and Williamstown has been so delayed. I particularly want its segment going through the Spruces Park in Williamstown as soon as possible because I am sure it will be a very popular and frequently used bicycle path there.

Best,

Tom Hyde
Williamstown, MA



OFFICE OF SELECT BOARD

Ann D'Connor | aconnor@williamstownma.gov | 413458.3500

31 North Street, Williamstown, MA 01267 | www.WilliamstownMa.gov

May 13, 2019

Berkshire Metropolitan Planning Organization
c/o Berkshire Regional Planning Commission
via email: info@berkshireplanning.org

Re: Comments on Proposed Delay in TIP for North Adams-Williamstown Bicycle/Pedestrian Trail Project 607254

We are writing to express our disappointment and frustration that the community is faced with a proposal to again delay, for another fiscal year, the North Adams-Williamstown Bicycle/Pedestrian Trail, Project 607254.

This bike path project has been in the planning stages for an unduly long period of time. Finally, about three years ago, it was placed in the TIP for advertising for bids in FY 2018. In early 2017, the draft TIP for 2018-2022 went out for public comment, and included DOT's proposed slippage for this project to FY 2019. About 25 commenters opposed the delay, highlighting the support for this project and for keeping it on schedule. The MPO voted and approved a response which concurred with the public comments that the project be not delayed further, and be kept in the TIP for FY 2018 or, if that was not feasible, as early as possible in FY 2019.

Despite the strongly expressed public opinion and the MPO's own position against any further delay, the project did slip to FY 2019. The expectation was that it would be ready 'early' in FY 2019. Now that FY 2019 is half over, the DOT is proposing the project bid advertising again be delayed to FY 2020.

This project has been strongly supported by Williamstown for many years. It is included in our 2015 Economic Development Strategy since we recognize the economic and recreational attractions of such an amenity. It is part of our 2016 master plan for the Spruces Park to be a recreational resource for the entire community. It is a key element of our 2016 Open Space and Recreation Plan.

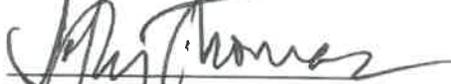
We regrettably recognize the reality that the wheels are already in motion to approve the delay, but we urgently request that DOT be diligent in minimizing the amount of the delay. We request that DOT develop an updated schedule that commits to an advertising date by no later than the end of December 2019, so the project can commence construction in the spring 2020 construction season, and that DOT will take all feasible steps to adhere to that schedule. Under no circumstances should we tolerate delays which will make us lose another construction season.

Thank you for your attention to this matter.

Williamstown Select Board



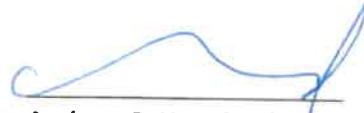
By: Anne O'Connor, Chairperson



Jeffrey Thomas



Jane Patton



Andrew S. Hogeland



Hugh M. Daley

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Public Comment - North Adams / Williamstown Bike Trail
Date: Tuesday, May 14, 2019 10:23:38 AM

From: Benjamin Lamb <lambb813@strose.edu>
Sent: Tuesday, May 14, 2019 10:23 AM
To: BRPC <info@berkshireplanning.org>
Subject: Public Comment - North Adams / Williamstown Bike Trail

Hello,

I would like to formally voice my support for moving forward with the North Adams / Williamstown Bike Trail, and to urge the MADOT to **not slow the process** any further. This bike trail is one that offers immense opportunity, not only for the communities of North Adams and Williamstown, but for the entirety of the Berkshires. By moving closer to a cohesive bike route throughout the county and into our neighboring states, we have the opportunity to create entire new layers of economic growth for our region. Additionally, the added benefits of having safe outdoor recreation space is key to improving the lives of our families and youth in this area. As an area with limited resources to move these projects forward ourselves, any delay caused by the state could result in the ultimate termination of these much needed projects. Please, do not cause any unnecessary delays in this project. This is an opportunity for the commonwealth to step up and support the rural communities in the Berkshires, rather than restricting our ability to grow and thrive.

Thank you

Sincerely,

--

Benjamin Lamb
North Adams City Councilor

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Mohawk Bike Path
Date: Tuesday, May 14, 2019 10:23:54 AM

From: Spencer Moser <Spencer.Moser@mcla.edu>
Sent: Tuesday, May 14, 2019 9:24 AM
To: BRPC <info@berkshireplanning.org>
Subject: Mohawk Bike Path

Hello,

I am writing regarding my strong support of the Mohawk Bike Path connecting Williamstown and North Adams. I want to share my feelings that there has been ample time provided, residents have been patient and now the project move forward without any, once again, further delay.

Thank you,

Spencer

Spencer Moser
MCLA
Director, Civic Engagement
spencer.moser@mcla.edu
(P) 413-662-5251
(F) 413-662-5170
He/His Pronouns

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: River bike trail
Date: Tuesday, May 14, 2019 10:24:28 AM

From: davedeming1 <davedeming1@gmail.com>
Sent: Tuesday, May 14, 2019 9:23 AM
To: BRPC <info@berkshireplanning.org>
Subject: River bike trail

I'm sorry to say it but, introducing more 'people' to the river front in Williamstown will spoil an otherwise semi-peaceful environment. Noise & trash....that is the reality of 'people'. I cherish the proximal walk along the river near the Spruces site. I think it's already pretty generous that the corn farmer allows people to walk across their property. Again, 'people' (and their dogs) at a distance are usually not a problem....but sometimes are!

It's a favorite area which is good for quiet reflection. Too many people and 'poof' it's gone. Thoreau witnessed, and loathed the trampling of New England & beyond.

Thank you for this venue of expression.

David Deming
Williamstown

Sent from my Verizon, Samsung Galaxy smartphone

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Re Mohawk bike path connecting Williamstown and North Adams
Date: Tuesday, May 14, 2019 10:24:49 AM

-----Original Message-----

From: Ramona Fabregas <ramona.fabregas@gmail.com>
Sent: Tuesday, May 14, 2019 9:22 AM
To: BRPC <info@berkshireplanning.org>
Subject: Re Mohawk bike path connecting Williamstown and North Adams

Please do not delay construction of the path!!

Thank you,
Ramona Fabregas
24 Main St
Williamstown
Sent from my iPhone

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: BIKE PATH DELAY
Date: Tuesday, May 14, 2019 10:25:01 AM

From: Sergio Demo <sdemo66@aol.com>
Sent: Tuesday, May 14, 2019 9:15 AM
To: BRPC <info@berkshireplanning.org>
Subject: BIKE PATH DELAY

Another delay? Really? Let's get going on this project now. I don't see where another delay is beneficial to anything. Build it now! Sergio Demo 66 Chestnut Street North Adams MA

Sent from AOL Mobile Mail

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Bike Path Delay
Date: Tuesday, May 14, 2019 10:25:16 AM

From: Ashley Austin <ara4791@gmail.com>
Sent: Tuesday, May 14, 2019 9:14 AM
To: BRPC <info@berkshireplanning.org>
Subject: Bike Path Delay

Hello,

I'm writing to insist that you do not delay the bike path in Northern Berkshire county. We desperately need alternative travel options as well as safer ways to move around the city. We need this bike path.

Thank you for your consideration,
Ash Austin

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Please keep the North Adams Williamstown bike path on schedule. It is part of an overall community development plan much needed in this region! Many thanks for pressing the DOT on this important issue for North Berkshire County! Sincerely, Paula Conso
Date: Tuesday, May 14, 2019 10:25:28 AM

From: Paula Consolini <pconsoli@williams.edu>
Sent: Tuesday, May 14, 2019 8:55 AM
To: BRPC <info@berkshireplanning.org>
Subject: Please keep the North Adams Williamstown bike path on schedule. It is part of an overall community development plan much needed in this region! Many thanks for pressing the DOT on this important issue for North Berkshire County! Sincerely, Paula Consolini

--

Paula Consolini, Ph.D.
Adam Falk Director of the
Center for Learning in Action
Williams College
G10 Brooks House
983 Main Street
Williamstown, MA 01267
T: 413-597-5039

pronouns: she/her/hers

Register to vote and get absentee ballots here: williams.turbovote.org

The Center for Learning in Action: Connecting Curriculum and Campus to Community
<https://learning-in-action.williams.edu/>

"The difficult we do now, the impossible takes a little longer."

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Don't delay bike path
Date: Tuesday, May 14, 2019 10:26:01 AM

From: Susan Chilson <susan.chilson@gmail.com>
Sent: Tuesday, May 14, 2019 8:50 AM
To: BRPC <info@berkshireplanning.org>
Subject: Don't delay bike path

To Whom It May Concern;

Please prevent the delay of the Williamstown/North Adams bike path delay. It has been in the plans for too long to allow another delay. The plans are set and waiting to be implemented.

What better way to fight for wellness, good health and lower medical bills than to have this bike path, operable and ready for the contribution to health and wellness, as well as a safe route to school or work!!!

No more delays, please!

Sincerely,

Susan Chilson

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Move the Mohawk Bike Path Forward!
Date: Tuesday, May 14, 2019 10:26:17 AM

From: Al Bashevkin <abashevkin@gmail.com>
Sent: Tuesday, May 14, 2019 8:45 AM
To: BRPC <info@berkshireplanning.org>
Subject: Move the Mohawk Bike Path Forward!

I am writing to ask that the DOT not delay the implementation of the Mohawk Bike Path from Williamstown to North Adams, Project 607254. This project has been delayed too long and with the changes that are occurring in North Adams, the time is ripe to complete planning for the project and to commence its construction.

Thank you for including my hopes in your comments about the project.

--

Al Bashevkin, MSW
Non-Profit Consultant
213 Settlers Road
Bennington, VT 05201
abashevkin@gmail.com
www.albashevkin.com
802 447-2486

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Project #607254 Recreational Trail
Date: Tuesday, May 14, 2019 10:26:35 AM

-----Original Message-----

From: Joshua Moran <joshuajmoran@hotmail.com>
Sent: Monday, May 13, 2019 6:29 PM
To: BRPC <info@berkshireplanning.org>
Subject: Project #607254 Recreational Trail

To whom it may concern:

I support project #607254 to be included in the FFY 2018 of the FFY 2018-2022 TIP. The Mohawk-Mahican Recreational Trail will be an asset to both communities and a necessity to get everyone outside in the safest possible manner. I politely urge all to keep this project moving forward and not delay it another year. Thank you for your consideration.

Joshua Moran
North Adams City Councilor

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Mohawk Bike Path
Date: Tuesday, May 14, 2019 10:26:57 AM

From: Len Radin <lenradin@gmail.com>
Sent: Tuesday, May 14, 2019 7:48 AM
To: BRPC <info@berkshireplanning.org>
Subject: Mohawk Bike Path

I am writing to protest the delay of the Mohawk Bike Path. This bike path would be an important addition to the aesthetic and recreational aspects of the area. I hope construction will no be delayed.

--

Dr. Len Radin
Resident and tax payer of Williamstown
I have worked in and paid taxes to North Adams for 46 years.
www.drlenradin.com

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Delay in TIP for North Adams-Williamstown Bicycle/Pedestrian Trail Project 607254
Date: Tuesday, May 14, 2019 10:27:15 AM

From: Amanda Chilson <achilson@nbccoalition.org>
Sent: Tuesday, May 14, 2019 8:07 AM
To: BRPC <info@berkshireplanning.org>
Subject: Delay in TIP for North Adams-Williamstown Bicycle/Pedestrian Trail Project 607254

Dear Tom Matuszko,

This email is in response to the unnecessary delay that MA DOT is proposing for North Adams-Williamstown Bicycle/Pedestrian Trail Project 607254 and removing it from the TIP. Please share this with MPO delegates and alternates that delay of this trail is strongly opposed. This trail will build community, increase active transportation. is another piece to connectivity in North Adams, Williamstown and beyond. The community has worked too hard to keep this moving forward and we will do what it takes to continue that. I strongly oppose the delay of this project. Please share this with MA DOT and the MPO.

Thank you for your time and consideration!

Amanda Chilson
Project Coordinator Mass in Motion
Northern Berkshire Community Coalition
61 Main St. Suite 218
North Adams, MA 01247
413-663-7588 Ext. 16
www.nbccoalition.org



From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Bike Path Delay
Date: Tuesday, May 14, 2019 10:28:14 AM

From: Evan Webb <ewebb585@gmail.com>
Sent: Tuesday, May 14, 2019 8:17 AM
To: BRPC <info@berkshireplanning.org>
Subject: Bike Path Delay

Writing in to say please don't delay the bike path! I have to admit I'm not entirely sure of the reasons for the potential delay, but I wanted to express my support for getting the trail finished as soon as possible!

North Adams deserves its bike path and I can't wait to finally ride it!

Evan

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#)
Cc: [Clete Kus](#)
Subject: FW: Williamstown, North Adams bike path
Date: Tuesday, May 14, 2019 10:28:29 AM

From: Janet Johns <janlewjohns@hotmail.com>
Sent: Tuesday, May 14, 2019 8:08 AM
To: BRPC <info@berkshireplanning.org>
Subject: Williamstown, North Adams bike path

Please do NOT delay making the bike path. I am presently handicapped and I am so looking forward to a way to safely bike places. A delay just makes it harder for me to exercise and I am sure others are also looking forward to having the path.

Sincerely,
Janet Johns
128 Hawthorne Ave
North Adams, MA 01247

From: [BRPC](#)
To: [Justin Gilmore](#); [Eammon Coughlin](#); [Clete Kus](#)
Subject: FW: Bike path delay
Date: Tuesday, May 14, 2019 12:16:18 PM

From: Matt Shiebler <mshiebler@nbccoalition.org>
Sent: Tuesday, May 14, 2019 12:13 PM
To: BRPC <info@berkshireplanning.org>
Subject: Bike path delay

I urge MassDOT and the BRPC **not** to delay the bike path from Williamstown to North Adams any longer. The presence of a bike path between the two will be an enormous boon for the health, wellbeing and overall happiness of hundreds and quite possibly thousands of North County Residents. Please, do not delay the construction of the Mohawk Bike Path any longer. Thank you.

Matt Shiebler,
Northern Berkshire Neighbors Program Associate,
UNO Community Center Manager,
Northern Berkshire Community Coalition.

From: [BRPC](#)
To: [Eammon Coughlin](#); [Clete Kus](#); [Justin Gilmore](#)
Subject: FW: project No. 607254 - Williamstown-North Adams bike path
Date: Tuesday, May 14, 2019 12:16:30 PM

From: Kirsten Rose <kirsten.e.rose@gmail.com>
Sent: Tuesday, May 14, 2019 12:08 PM
To: BRPC <info@berkshireplanning.org>
Subject: project No. 607254 - Williamstown-North Adams bike path

I am writing concerning the Williamstown portion of the Williamstown-North Adams bike trail. Although the Williamstown portion is set and ready to go, the project has been delayed several times - and I was dismayed to hear it has been delayed yet again. I live very close to the eastern terminus of the path at the Spruces and have been eagerly awaiting construction so that I will have somewhere to walk and ride bikes in our neighborhood - currently there is nowhere to ride bikes without riding for a considerable distance on Route 2, which feels unsafe to me. The community as a whole supports this project and is eager to begin using it. I urge you to have no more delays and begin construction of the Williamstown portion of the bike path as soon as possible.

Thank you,

Kirsten Rose

From: [BRPC](#)
To: [Eammon Coughlin](#); [Clete Kus](#); [Justin Gilmore](#)
Subject: FW: Mohawk Bike trail
Date: Tuesday, May 14, 2019 12:16:41 PM

-----Original Message-----

From: Alicia Canary <acanary@gmail.com>
Sent: Tuesday, May 14, 2019 11:54 AM
To: BRPC <info@berkshireplanning.org>
Subject: Mohawk Bike trail

I'm am writing to you because I heard that you are again planning to delay the Mohawk bike connection between North Adams and Williamstown for another fiscal year.

The only biking routes between the two towns now are on high traffic roads with questionable paving and unsafe shoulders. Biking just for transportation is increasing in our towns as public transport is cut back. We need safer biking options now. Please do not delay this any further.

Thank you,
Alicia Canary
100 River St
North Adams,MA

Sent via passenger pigeon

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#); [Clete Kus](#)
Subject: FW: WILLIAMSTOWN BIKE PATH PLEASE
Date: Tuesday, May 14, 2019 12:16:51 PM

From: Chanda Millett Shin <millett_shin@hotmail.com>
Sent: Tuesday, May 14, 2019 11:50 AM
To: BRPC <info@berkshireplanning.org>
Subject: WILLIAMSTOWN BIKE PATH PLEASE

Please revolutionize our lives by finally building the bike path along the Hoosic River to connect North Adams to Williamstown. It is not safe for kids to bike along Route 2. We have been waiting 12 years for this, since one son was a baby and the other was a toddler (now ages 12 and 14). Adults would use this path as well!

Chanda Shin
103 Main Street
Williamstown

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#); [Clete Kus](#)
Subject: FW: Berkshire Metro Planning
Date: Tuesday, May 14, 2019 12:17:02 PM

From: Bella Vendetta <bellavendetta666@gmail.com>
Sent: Tuesday, May 14, 2019 11:47 AM
To: BRPC <info@berkshireplanning.org>
Subject: Berkshire Metro Planning

Dear
Berkshire Metropolitan Planning Organization /BRPC

Please don't delay work on the Williamstown/North Adams bike trail. Many community members and business are invested on the completion of this trail. We hope to encourage green transportation, strengthen community ties, and support exploring and spending money locally through amenities like this bike path. I urge you not to delay progress on this any further. As a smaller part of the state, we are too often pushed to the side when it comes to investment and following through on plans like this. This project is important to our community. I urge you to support your neighbors in the Berkshires in the endeavor.

Bella Vendetta community member and artist

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#); [Clete Kus](#)
Subject: FW: North Adams / Williamstown bike trail
Date: Tuesday, May 14, 2019 12:17:19 PM

From: Jennifer Civello <civellojennifer@gmail.com>
Sent: Tuesday, May 14, 2019 12:16 PM
To: BRPC <info@berkshireplanning.org>
Subject: North Adams / Williamstown bike trail

Good morning,

I'm writing today to share my option regarding a delay on pursuing the North Adams/Williamstown bike trail. As a Berkshire County resident, I can see the value to our entire community with the continuation of the bike trail. Our county is in a very good place with respect to tourism and capturing the visitor experience. This trail can only enhance the experience that visitors have, while also improving the outdoor recreation opportunities for all that live here currently.

I implore you to consider moving this project along so that our entire county and visitors alike can take part in this truly beneficial experience.

Jennifer Civello
8 Walnut Street
Adams MA 01220

--

Jennifer R. Civello, MA CTTS
413.652.7100

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#); [Clete Kus](#)
Subject: FW: Bike path
Date: Tuesday, May 14, 2019 12:17:32 PM

-----Original Message-----

From: Tony the Beekeeper <antpisano@hotmail.com>
Sent: Tuesday, May 14, 2019 11:47 AM
To: info@berkshireplanning.org
Subject: Bike path

Hi, This message is for the Berkshire Metropolitan Planning Organization. I live in North Adams, and literally for years, we have been waiting and hoping for the bike path to come through town, and get extended to Williamstown. The last mile extension in Adams was encouraging. We really do need this bike trail, not just for recreation, but for transportation. There is no truly safe way to travel on a bike from North Adams to Williamstown, where I work, or to Adams without either riding on a large busy road like Rts 2 and 7, or a narrow busy road like Mass Ave extension, or Church St.

On the recreational level, the number of people visiting our area increases every year. Many of these people come with bikes, and a completed bike trail would be a boon to the area and it's businesses. We have great museums, hiking trails, streams and lakes, and so much more that make people want to visit. The one missing piece of the puzzle is completion of a bike path from Pittsfield all the way to Williamstown.

Please do not delay the completion of this trail yet again. I am turning 66 next month. I'd like to have a trail to ride on before I die of old age.

Thank you.

Tony Pisano
131 Front St
North Adams
01247

If governments issued Instruments instead of Weapons, we could achieve World Peace...one song at a time!!! Tony
P. Love and Peace

From: [BRPC](#)
To: [Eammon Coughlin](#); [Clete Kus](#); [Justin Gilmore](#)
Subject: FW: Bike Path Delay in Williamstown MA
Date: Tuesday, May 14, 2019 12:17:44 PM

From: Nicole Methot <nicole.methot@gmail.com>
Sent: Tuesday, May 14, 2019 11:35 AM
To: BRPC <info@berkshireplanning.org>
Subject: Bike Path Delay in Williamstown MA

To Whom It May Concern,

There is a great effort to avoid any further delays to the progress of the bike path planned to go through Williamstown.

I am in agreement to move forward with the path!

So many of us have been looking forward to the chance to ride bikes instead of driving cars and have a safe place to ride with our children.

Thanks for your attention to this,

Sincerely,
Nicole Methot Keogh
Williamstown, MA

--

****Please note: Williamstown Wellness is now located at 296 Main Street-2nd Floor****

www.williamstownwellness.com

Nicole Methot, LMT
Licensed Massage Therapist
Williamstown Wellness
413.386.3244
nicole.methot@gmail.com
www.nicolemethot.com

From: [BRPC](#)
To: [Eammon Coughlin](#); [Clete Kus](#); [Justin Gilmore](#)
Subject: FW: Project 607254 North Adams-Williamstown Bicycle/Pedestrian Trail
Date: Tuesday, May 14, 2019 12:17:56 PM

From: David Rossitter <rossitter@gmail.com>
Sent: Tuesday, May 14, 2019 11:34 AM
To: BRPC <info@berkshireplanning.org>
Cc: Anne O'Connor <aoconnor@williamstownma.gov>; Gretchen Long <Gretchen.Long@williams.edu>
Subject: Project 607254 North Adams-Williamstown Bicycle/Pedestrian Trail

Madams, Sirs:

I write in respect of MPO project No. 607254, a much delayed bike-path to connect North Adams and Williamstown.

I speak as a resident of Williamstown, and a homeowner and former longtime resident of North Adams.

As often as weather permits I commute between Williamstown and North Adams by bicycle. I have heard from many others that they might do the same, but that they do not feel safe, or comfortable, cycling alongside cars and trucks. Tourists are even less likely to undertake the ride between local museums which ought to be easy and inviting.

I wish to express my strongest possible support for this project. Indeed I worry for the future of our region if we are unable to accomplish such easy and obvious environmentally-positive quality-of-life undertakings.

Please do not let this opportunity slip into the ever-receding future. Let's do this thing.

Respectfully,
DAR

From: [BRPC](#)
To: [Eammon Coughlin](#); [Clete Kus](#); [Justin Gilmore](#)
Subject: FW: Possible delays to Project 607254 in Williamstown
Date: Tuesday, May 14, 2019 12:18:10 PM

From: Richard Reynolds <richardreynolds@yahoo.com>
Sent: Tuesday, May 14, 2019 11:29 AM
To: BRPC <info@berkshireplanning.org>
Subject: Possible delays to Project 607254 in Williamstown

Berkshire Metropolitan Planning Organization

I am writing to express my disappointment that the Town of Williamstown is again faced with a potential delay on the North Adams-Williamstown Bicycle/Pedestrian Trail, Project 607254.

Every community certainly has the right to define itself. Williamstown is overwhelming behind this project as part of our own vision for our town. Unfortunately, the City of North Adams has sent mixed messages on their commitment to the project. I think the time has come to separate the two halves and move forward with the Williamstown portion of this project. Once North Adams comes together and agrees to a vision for their portion of the rail trail, that would benefit from having an established trail on both the Adams and Williamstown sides. Please - let's avoid penalizing Williamstown and move ahead with the project - even if just the Williamstown segment.

Thanks for listening.

Richard Reynolds
9 Harwood St
Williamstown, MA 01267

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#); [Clete Kus](#)
Subject: FW: Williamstown North Adams Bike Path
Date: Tuesday, May 14, 2019 12:18:36 PM

From: Valerie Hall <vlphall@yahoo.com>
Sent: Tuesday, May 14, 2019 11:25 AM
To: BRPC <info@berkshireplanning.org>
Cc: Amanda Chilson <achilson@nbccoalition.org>
Subject: Williamstown North Adams Bike Path

Dear Berkshire Regional Planning Commission,

I am writing to advocate for the Williamstown- North Adams section of the Bike Path. We have been waiting for the bike path for years and are eager for it to move forward without further delay.

Not only will the bike path provide enjoyment and healthy activity for our local citizens, but it will be an additional attraction for the visitors who are important contributors to our economy.

Let's get the funding to complete this project as soon as possible!

Valerie Hall
Williamstown, MA

From: [BRPC](#)
To: [Eammon Coughlin](#); [Clete Kus](#); [Justin Gilmore](#)
Subject: FW: Berkshire Metropolitan Planning Organization /BRPC
Date: Tuesday, May 14, 2019 12:18:49 PM

From: Sarah Russell <sarah.russell29@gmail.com>
Sent: Tuesday, May 14, 2019 11:22 AM
To: BRPC <info@berkshireplanning.org>
Subject: Berkshire Metropolitan Planning Organization /BRPC

Please don't continue to delay this important project, the North Adams / Williamstown Bike Trail, for Northern Berkshire County. As North Adams in particular continues important growth and expansion, this bike path is a pivotal part of that. Western Massachusetts often suffers as a somewhat rural area and projects like this are integral to the revitalization of our economy.

Best regards,
Sarah Russell
North Adams, MA Resident

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#); [Clete Kus](#)
Subject: FW: Berkshire Metropolitan Planning Organization /BRPC
Date: Tuesday, May 14, 2019 12:19:00 PM

From: Veronica Bosley <veronica.j.bosley@gmail.com>
Sent: Tuesday, May 14, 2019 11:19 AM
To: BRPC <info@berkshireplanning.org>
Subject: Berkshire Metropolitan Planning Organization /BRPC

Please don't delay work on the Williamstown/North Adams bike trail. Many community members and business are invested on the completion of this trail. We hope to encourage green transportation, strengthen community ties, and support exploring and spending money locally through amenities like this bike path. I urge you not to delay progress on this any further. As a smaller part of the state, we are too often pushed to the side when it comes to investment and following through on plans like this. This project is important to our community. Please support your neighbors in the Berkshires in the endeavor.

Veronica Bosley
North Adams, MA

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#); [Clete Kus](#)
Subject: FW: Please:no further delay on the BIKE PATH between North Adams And Williamstown
Date: Tuesday, May 14, 2019 12:19:28 PM

From: Keren Oberfield <koberfield@gmail.com>
Sent: Tuesday, May 14, 2019 11:01 AM
To: BRPC <info@berkshireplanning.org>
Subject: Please:no further delay on the BIKE PATH between North Adams And Williamstown

Bike Paths are not just for Bikers , they are for Walkers ,Runners , Strollers And wheelchairs . And they are good for property values !

Why are you delaying something that would be so beneficial to so many , not just to locals but also to Tourists ? !

Please consider finishing something that is so important , to our heart rate AND to the economy !

Thank you .

Keren and Dr. Richard Oberfield .
26 Saulnier Drive
Williamstown , MA

[Koberfield@gmail.com](mailto:koberfield@gmail.com)
Richard.A.Oberfield@Lahey.org

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#); [Clete Kus](#)
Subject: FW: Delay in Bike Path
Date: Tuesday, May 14, 2019 12:19:39 PM

From: Roberta Lamb <lambo58@aol.com>
Sent: Tuesday, May 14, 2019 11:00 AM
To: BRPC <info@berkshireplanning.org>
Subject: Delay in Bike Path

To the Berkshire MPO,

There is so much momentum in North Adams right now around increasing bike culture that it would be a shame to delay the project any further. We deserve a safe route to ride our bikes for exercise and enjoy recreation. Let's keep up with the trends around the country showing a shift from driving to more walking and bicycling. Please do not delay!

Thank you for listening!

Roberta Lamb
48 Cherry Street
North Adams, MA 01247

From: [BRPC](#)
To: [Eammon Coughlin](#); [Justin Gilmore](#); [Clete Kus](#)
Subject: FW: Project 607254
Date: Tuesday, May 14, 2019 12:19:54 PM

From: Kevin Pink <kevinmpink@gmail.com>
Sent: Tuesday, May 14, 2019 10:51 AM
To: BRPC <info@berkshireplanning.org>
Subject: Project 607254

Dear Berkshire Metropolitan Planning Organization,

I write in support of Project 607254, the Mohawk Bike Trail connecting North Adams and Williamstown. I believe this project will enhance the general quality of life for residents of and visitors to the two communities, as well as promoting community development, healthy lifestyles, and safer travel. Please keep Project 607254 in the FY2019 Transportation Improvement Plan.

Thank you in advance for your consideration.

Sincerely,

Kevin Pink

From: [Williams, Aaron](#)
To: [BRPC](#)
Subject: Proposed Delay on the Mohawk Bike Path
Date: Tuesday, May 14, 2019 2:29:32 PM

Hello,

This message is to voice my strong objection to the proposed delay in construction the Mohawk Bike Path connecting Williamstown and North Adams.

Starting this summer I will be a new faculty member in Computer Science at Williams College. My life partner is a faculty member at MCLA. Based on our employment we have decided to live in downtown North Adams. We also have a young child who will be attending the Williams Children's Centre in Williamstown starting in September

A big part of our life planning has been based on the construction of the Mohawk Bike Path -- it will allow me to commute safely between North Adams and Williamstown with my young son using a cargo bike.

The bike path will also allow our family to continue living with only a single car. This is because our son needs to be breastfed at lunch time and my partner will be driving between North Adams and Williamstown for this every day. This plan will not be possible if I take the car to work each morning. It is also difficult for us to use public transportation in our situation since the Williams Children's Centre is a fairly long walk from the BRTA 3 bus line.

The DOT has already delayed this bike path once before and it shameful to think that it is proposing to do so again. People like myself rely on the fulfillment of these plans for the betterment of our lives. Without the path our family may end up purchasing another car, and our son will grow up in car seat. Please make good on your promises.

Thank you,
Aaron Williams
Assistant Professor of Computer Science
Williams College

From: [Emily Schiavoni](#)
To: [BRPC](#)
Subject: North Adams and Williamsotwon Bike Trail
Date: Tuesday, May 14, 2019 2:15:38 PM

Dear Berkshire Metropolitan Planning Organization,

It was a disappointment to hear that the North Adams/Williamstown Bike Trail is being postponed by the MA DOT once again. I hope the state will reconsider as this project is important to our region, directly affects our property values and will have a positive economic impact.

Sincerely,
Emily Schiavoni
23 Marion Ave.
North Adams, MA

From: [Amber Besaw](#)
To: [BRPC](#)
Subject: Berkshire Metropolitan Planning Organization/BRPC
Date: Tuesday, May 14, 2019 2:06:56 PM

As a cycling enthusiast in the north Berkshire region, I believe it is imperative to continue the efforts to create the Williamstown to Adams Bike Trail...No More Delays! This is important work for our economic development, as well as the health and wellness of our community.
Amber Besaw, North Adams

Sent from my iPhone

From: [Dale Borman Fink](#)
To: [BRPC](#)
Subject: Bike path
Date: Tuesday, May 14, 2019 1:17:41 PM

i am 69 years old, a tenured full time professor at MCLA with a residence in Williamstown. i have been cycling between Williamstown and North Adams since 2006 anywhere from 40 round trips to 80 round trips per year, depending on how accommodating the weather is. (This fall and spring have been the worst ever, with all the rain and wind and generally nasty weather!)

i am so eager to have a bike path that would allow me to stop riding on main Street/Route 2. i was hit once by a driver exiting Dunkin Donuts while heading east. i was hit another time by a driver making a turn into Flynn & Dagnoli Funeral Home while travelling west during my commute home. My health is robust and I have been able to recover from these collisions and heal my various bruises. But i do not look forward to continuing to commute on the road with cars. Even if i retire before the path gets completed, i would look forward for many years to riding on a well marked, well designed bike path. PLEASE CONTINUE WITHOUT DELAY THE PLANS FOR THIS VITAL PATH.

THANKS.

--

Dale B. Fink
Williamstown, Massachusetts
Cell phone (413) 884-4657

From: [Seth](#)
To: [BRPC](#)
Subject: ATTN: Berkshire Metropolitan Planning Organization/BRPC -- re: Williamstown-North Adams Bike Trail
Date: Tuesday, May 14, 2019 1:14:27 PM

I know many folks here are dismayed
Each time this crucial project's delayed.
This would help connect towns,
And keep pollution down.
It's our hope for the taxes we've paid.

--Seth B., North Adams

www.RisingPun.com

From: [Tim Shiebler](#)
To: [BRPC](#)
Subject: Bike Path Delay
Date: Tuesday, May 14, 2019 12:44:17 PM

I am writing to express my concern with the proposed delay to the completion of the North Adams-Williamstown bike path. It is my firm belief that this project's delay will hinder the progress and improvement that the region is experiencing. The project has already experienced a great deal of set back and delay, and to do so again is unfair to the people who have put so much time and energy into this project.

Thank you for your consideration.

Tim Shiebler

--

Tim Shiebler
Program Coordinator-UNITY
Northern Berkshire Community Coalition

61 Main St. Suite 219

North Adams, MA 01247

[\(413\)-663-7588](tel:(413)663-7588)

tshiebler@nbccoalition.org

From: [Kira Guidon](#)
To: [BRPC](#)
Subject: Stop the delay of the Bike Path!
Date: Tuesday, May 14, 2019 12:35:06 PM

As a resident of Williamstown, I ask that you please not continue the delay of the bike path. Please move forward and begin to develop what will be a tremendous asset to our community!

Best,
Kira Guidon
1589 Green River Road
Williamstown, MA 01267

From: [Nancy Maier](#)
To: [BRPC](#)
Subject: Project #607254 Williamstown North Adams Bike Path
Date: Tuesday, May 14, 2019 12:22:48 PM

To: Berkshire Metropolitan Planning Organization/BRPC
From: Nancy Maier-Ide Road Williamstown
Date: May 14, 2019
Subj: Mohawk Bike/Pedestrian Path Connecting Williamstown and North Adams

I strongly oppose any delay in the construction of this much needed bike path. I have been advocating for this bike path for over 10 years. As a resident of Williamstown and now a business owner in North Adams, the bike/pedestrian path is needed for local recreational use and for tourism. As more hotels and business open on the corridor between North Adams and Williamstown we need alternate forms of transportation for local residents and visitors. In order for North Adams to continue developing we need to offer full transportation and recreational options for all our residents and tourists. Please start construction on our promised bike path in 2019.

Nancy Maier
nmnyc@earthlink.net
112 Ide Road

From: [Jessica McNair](#)
To: [BRPC](#)
Subject: Berkshire Metropolitan Planning Organization/BRPC
Date: Tuesday, May 14, 2019 3:52:46 PM

To Whom It May Concern,

I am a resident of Berkshire County and a frequent user of our current rail (bike and walking) trail. I have heard that the MA DOT is proposing yet another delay to the development of the North Adams/Williamstown bike trail. This project is important to the constituents of Berkshire County, and should move forward without delay. Bike trails offer opportunities for local families and individuals to exercise safely, and enjoy the beauty of our natural environment. We all know that both of those things lead to improved physical and mental health! It also goes without saying, that an expansion of our trail would help boost tourism in a part of our state that is routinely forgotten about by the East. Please don't forget us again. Don't assume that we're not paying attention to what's happening in Boston because we're out West. Don't delay. Start the project.

Thank you,
Jessica McNair

From: [Francine Field](#)
To: [BRPC](#)
Subject: 607254
Date: Tuesday, May 14, 2019 3:51:19 PM

I want to state and I am tired of the bike bath delays. I would like this to move forward and out families can enjoy it.

Thanks

Francine Field

Owner/LMT

Tsubo Massage and Integrative Wellness

(413) 458-0321

(413) 441-9882

Changing the world one muscle at a time!

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From: [Kathleen Igoe](#)
To: [BRPC](#)
Subject: Bike Path
Date: Tuesday, May 14, 2019 3:44:37 PM

To Whom It May Concern,

Please do not delay the bike path. We are so excited for it!

Thank you,

Kathleen

From: [Joe Johnson](#)
To: [BRPC](#)
Subject: Project 607254
Date: Tuesday, May 14, 2019 3:38:48 PM

To whom it may concern:

The delay in the Williamstown bike path has become intolerable. Such a vital resource would make bike travel much safer, easier, and more pleasant for many Williamstown residents who would love to both exercise more and reduce their carbon footprint, as well as putting one more brick in the wall of the long-awaited greater Berkshires bike path. I feel any further delay is unwarranted. We need this now.

Thank you,

Joe Johnson
69 Lindley Terrace
Williamstown, MA 01267

Sent from my iPhone

From: [Thalia Rossitter](#)
To: [BRPC](#)
Cc: [David Rossitter](#)
Subject: MPO bike path project
Date: Tuesday, May 14, 2019 3:11:01 PM

Madams, Sirs:

I write to add my full support to the construction (and upkeep) of a respect of MPO project No. 607254, a much needed bike-path to connect North Adams and Williamstown.

My primary mode of transportation is bicycling in my current city of Cambridge, Massachusetts, and I write in as a concerned citizen, and longtime resident of both North Adams and Williamstown.

Here in Cambridge, MA, the city is strengthened by the protected bike lanes, which ease congestion, provide peace of mind to drivers, cyclists, and pedestrians, and save us fuel consumption. Construction will begin on the long-delayed bike path around the scenic Charles River by the museum of science soon. [For a gruesome reason](#). We have the opportunity to take action here in Williamstown/North Adams before it is too late. Our roads and destinations deserve to be accessible and safe for current cyclists and future citizens.

I wish to express my strongest possible support for this project. The evidence is clear that this will improve quality of life and be a beacon of environmental preservation that we can be proud of.

The best way to have a better future is to take action.

Respectfully,
Thalia Rossitter

From: [Amanda Turner](#)
To: [BRPC](#)
Subject: Berkshire Metropolitan Planning Organization/BRPC
Date: Tuesday, May 14, 2019 2:54:28 PM

Please don't delay work on the Williamstown/North Adams bike trail. Many community members and business are invested on the completion of this trail. We hope to encourage green transportation, strengthen community ties, and support exploring and spending money locally through amenities like this bike path. I urge you not to delay progress on this any further. As a smaller part of the state, we are too often pushed to the side when it comes to investment and following through on plans like this. This project is important to our community. I urge you to support your neighbors in the Berkshires in the endeavor.

Best,
Amanda

Amanda Turner
Assistant Registrar
Williams College
413-597-4998
Pronouns: She/Her

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From: [Lisa and Bill](#)
To: [BRPC](#)
Subject: Bike Trail North Adams /BRPC
Date: Wednesday, May 15, 2019 8:13:47 AM

I am writing to voice my opinion as a taxpayer. Please do not delay the North Adams portion of the bike path any longer. We are tired of driving to Adams and Cheshire and it wastes gas and gives benefits to those communities but not to our city. We need easy, inexpensive outdoor recreation that our kids and residents at all levels of income can enjoy. Please make this happen.

[Sent from Yahoo Mail for iPhone](#)

From: anne@lotalux.com
To: [BRPC](#)
Subject: North Adams-Williamstown Bicycle/Pedestrian Trail, Project 607254
Date: Tuesday, May 14, 2019 11:59:18 PM

Berkshire Metropolitan Planning Organization/BRPC
1 Fenn Street, Suite 201
Pittsfield MA 01201

May 14, 2019

To whom it may concern,

I write as a resident of Williamstown to add my voice to the many who are distressed at the ongoing delay to the proposed bike path in Williamstown, project 607254. The new Spruces Park has begun to host family-friendly and child-friendly events, such as the recent Easter Egg Hunt and the Hoosic River Watershed Association's Riverfest. Increasingly, families are choosing to ride bicycles to get to these events, or even just to visit the park. At present, this means riding down a bumpy, uneven sidewalk alongside a stretch of heavily trafficked highway, crossing repeated driveway entrances to commercial businesses. This puts bicycle riders, especially children, who might view the sidewalk as a safer environment than the road (it is not), at considerable risk. We need to move forward with the bike path as rapidly as possible, before a local child loses their life at the hands of an inattentive motorist exiting or entering a business along the Rte 2 strip to The Spruces Park.

It is more than evident that the bike path will be enormously successful and popular once installed. Please do everything you can to avoid any further delays.

Thank you,

Anne O'Connor
201 Cole Ave, Apt 103
Williamstown, MA 01267

From: [Lebestky, Tim](#)
To: [BRPC](#)
Subject: delays to bike path
Date: Tuesday, May 14, 2019 11:13:37 PM

To whom it may concern,

I strongly oppose further delays to the Mohawk Bike Path that would connect North Adams and Williamstown. As a North Adams resident and Professor in Williamstown, this path would allow me to commute to work safely and increase connections between the two communities. I hope you consider moving forward with the path as soon as possible.

Best,
Tim Lebestky

--

Tim Lebestky
Associate Professor
Dept of Biology
Williams College
Williamstown, MA 01267
Ph: [413-597-4508](tel:413-597-4508)

From: [Patrick Brannan](#)
To: [BRPC](#)
Subject: project No. 607254
Date: Tuesday, May 14, 2019 10:15:44 PM

I am writing to express my displeasure with the extended delays associated with the Mohawk Bike Trail project. It has been on hold for too long. The residents of Williamstown have given their full support and it is time to get things started. No more delays!

Sincerely,
Patrick Brannan
88 Thornliebank Road
Williamstown, MA 01267

From: [Vanessa Brown](#)
To: [BRPC](#)
Subject: Support for Project 607254: Williamstown Bike Trail
Date: Tuesday, May 14, 2019 9:01:43 PM

Berkshire Metropolitan Planning Organization:

I am a resident of Williamstown, and am writing to express my concern with yet another potential delay to the North Adams-Williamstown Bicycle/Pedestrian Trail, Project 607254. My family and I have very much looked forward to the construction of the bike path, as it would permit us a safe place to walk and ride bikes in town. It is extremely disappointing and very frustrating that my three year old son may not have the opportunity to enjoy safe, outdoor recreational activities close to home because of state delays. I urge you to move forward with the Williamstown/ North Adams bike trail, as planned.

Sincerely,
Vanessa Brown
25 Longview Ter, Williamstown

--

Vanessa Brown

612.382.0951

From: [Steve Sauve](#)
To: [BRPC](#)
Subject: Bike trail
Date: Tuesday, May 14, 2019 8:50:00 PM

To whom it may concern at Berkshire Planning Commission,
I am writing to ask you to please not delay project 607254, Mohawk Bike Trail, any further. As a local business owner I'm sure the bike trail will be enjoyed and appreciated by North Berkshire residents young and old as well as a tourist destination and an attraction to anyone contemplating moving to North Adams. Please, for the benefit of our community, keep on track with the FY2019 plan for project 607254.

Thank you for your consideration,
Steve Sauve/ Sauve Guitars, North Adams, MA

--

Sent from Gmail Mobile

From: [Noah Shin](#)
To: [BRPC](#)
Subject: Bike path
Date: Tuesday, May 14, 2019 8:25:10 PM

I definitely think that we shouldn't delay the building of the bike paths. There are many middle-schoolers and high-schoolers who can't drive yet but still need to get around town, and being one of them, I believe that the bike paths would solve the problem.

From: [matthew konsa](#)
To: [BRPC](#)
Subject: NO MORE DELAYS on our Mohawk Bike Trail!
Date: Tuesday, May 14, 2019 5:47:40 PM

Dear Planning Organization,

I am writing to express my grave concern regarding the 2nd delay to the construction of the strongly supported and desperately needed Williamstown - North Adams bike trail!

I am tired of risking injury when biking on route 2 just to go to the park!

PLEASE RECONSIDER and start construction now.

Thank you so much!

Best Regards,
Matthew and Nina Konsa

From: [Thomas Ennis](#)
To: [BRPC](#)
Cc: adam.hinds@masenate.gov
Subject: Mohawk Bike Path Williamstown/North Adams
Date: Tuesday, May 14, 2019 4:54:36 PM

To the members of the Berkshire Metropolitan Planning Organization.

Once again I find it necessary to express disappointment that the DOT and or, the Regional Planning Organization has singled out this project for further delay. Last year, after expressing our opinions, we were told that it was already decided, that the project was delayed, and funding was the problem.

I hope this year, when the explanation is offered, that we will be told how many other scheduled projects were delayed, and what criteria was used in making the decisions. Does the fact that it was already delayed enter into the decision at all?

Can we be given any assurances that we will not have to go through this next year?

My unease with this situation is compounded by the report that the decision this year was made at a meeting at which the Williamstown representative to your board could not be in attendance.

Tom

Thomas Ennis
167 Longview Ter.
Williamstown, MA
tomennis@roadrunner.com

From: [Perry, Kim](#)
To: [BRPC](#)
Subject: North Adams/Williamstown Bike Trail
Date: Tuesday, May 14, 2019 4:36:26 PM

Attn: Berkshire Metropolitan Planning Organization/BRPC:

Please do not delay the plans for the bike path in North Adams/Williamstown, MA. This path would increase tourism and bring locals back outside to nature for their health and well being. My office is in Williamstown and my home is in North Adams. I would love to enjoy this path as much as possible with my family.

Thank you!

Best Regards,
Kim Perry
1362 Massachusetts Ave
North Adams, MA 01247

KIMBERLY PERRY | Agent



115 Water St | Williamstown, MA 01267-3245

O: 413.458.6037 | **C:** 413.346.3077 | **F:** 413.458.9353

<http://an.insure/kimperry>

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From: [Katarzyna Pieprzak](#)
To: [BRPC](#)
Subject: Williamstown-North Adams Bike Path
Date: Tuesday, May 14, 2019 4:30:41 PM

To Whom It May Concern,

I am writing to express my frustration at the possible continued delay in the construction of the bike path between Williamstown and North Adams. This project has already taken what feels like an eternity to get to this point. As a resident of Williamstown, a bike path would not only make a huge difference in my family's health and wellbeing. It is also a safety issue. Biking along route 2 for my kids and my husband and I always feels like a gamble in traffic. A bike path is long overdue.

Thank you,

Katarzyna Pieprzak
Associate Dean of Faculty
Professor, French and Comparative Literature

Williams College
880 Main St.
Williamstown, MA 01267
tel. 413.597.2352

pronouns: she/her/hers
<http://cflc.williams.edu/profile/kpieprza/>

From: [Janine Hetherington](#)
To: [BRPC](#)
Subject: Project No. 607254 - Please do NOT delay
Date: Tuesday, May 14, 2019 4:14:19 PM

To Whom it May Concern,

Let us promote healthy, safe biking in our community! Please do ignore the support of our town's residents, and please do not delay the Williamstown portion of the bike path. As the parent of five boys, all of whom LOVE to bike, I am continually restricting their freedom when it comes to biking around town because of real safety concerns. As a life-long runner and biker, I would love to have safer local options. Currently, biking on sidewalks in town seems to be the safest option yet that poses real dangers for pedestrian traffic. Rt 43 is beautiful, yet has no shoulder and speeding cars around tight corners are a huge issue.

I would like to see us split from the North Adams portion of this project if they need more time to evaluate the plan. While it would be ideal to have a complete trail that connects both towns, I'd argue that half a trail is far better than none, and there are still miles that can be enjoyed in the near future on the Williamstown side of the town line.

Thank you for your consideration.

-Janine Hetherington
1501 Hancock Road
Williamstown, MA 01267

From: [keith taft](#)
To: [BRPC](#)
Subject: williamstown green river road and route 2 mohawk trail bike path delay project No. 607254
Date: Tuesday, May 14, 2019 4:11:07 PM

my dad who was in the 10th mountain division used write governor sargent about green river road and got speeding large trucks banned from our street when we were little kids

i know trump keeping immigrants out of the u s is reducing roadwork because of a lack of road crew labor but this is a great project and will reward whichever politico who has to sign off on it with great pub

must be a fed gov program that lets people into the u s for special projects has anyone googled it ?

ty mass is a great state

keith taft
112 coolidge st
van buren, maine
04785
207-496-9636



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR ADAM G. HINDS

*Berkshire, Hampshire, Franklin
and Hampden District*

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Chairman

JOINT COMMITTEE ON TOURISM,
ARTS AND CULTURAL DEVELOPMENT

Vice Chairman

JOINT COMMITTEE ON
ECONOMIC DEVELOPMENT
AND EMERGING TECHNOLOGIES

May 14, 2019

Mr. Thomas Matuszko, Executive Director
Berkshire Metropolitan Planning Organization/BRPC
1 Fenn Street, Suite 201
Pittsfield, MA 01201

Re: North Adams-Williamstown Mohawk Bicycle/Pedestrian Trail Project 607254

Dear Mr. Matuszko:

I wish to reiterate my continued interest in the North Adams-Williamstown Mohawk Bicycle/Pedestrian Trail Project and reaffirm my support for an anticipated construction start date in summer of 2020.

I understand a slight delay has been proposed for issuing the required Request for Proposals, but, hope that any such change in the timeframe for administrative actions overseeing the project will not negatively affect construction timelines.

I believe encouraging investment and participation in outdoor recreation activities in Berkshire, Franklin, Hampshire and Hampden Counties is imperative for the success of our regional economy. Our area is well-placed to receive national recognition for hosting premier outdoor recreation sites, which, with the right exposure, will encourage tourism, visitor spending, business investment and job creation in western Massachusetts.

I encourage the Berkshire Metropolitan Planning Organization to continue all efforts to advance this project forward, as completion of the North-Adams-Williamstown Mohawk Bicycle/Pedestrian Trail will have a tremendous economic development impact across northern Berkshire County.

Thank you, in advance, for your consideration of this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Adam G. Hinds".

ADAM G. HINDS, State Senator
Berkshire, Hampshire, Franklin & Hampden

AGH/bss

From: [Alan Marden](#)
To: [BRPC](#)
Subject: Williamstown-North Adams Bikepath
Date: Wednesday, May 15, 2019 9:12:22 AM

I write to express my deep concern at the report that progress on development of the bike path between Williamstown and North Adams seemingly is at a standstill. That is unacceptable and a slap in the face to the efforts and legacy of former state representative Gailanne Carridi; the important project being a priority of hers.

Alan Marden
Former City Council colleague of Rep. Carridi

From: [Dan Caplinger](#)
To: [BRPC](#)
Subject: Public comment on project 607254 - Williamstown/North Adams Bike Path
Date: Wednesday, May 15, 2019 9:07:14 AM

To whom it concerns:

I'm writing to comment on the proposed delay in the Williamstown/North Adams bike path. I urge the Metropolitan Planning Organization to allow the Williamstown portion of the project to go forward.

I understand the desire to bid the combined North Adams/Williamstown path as a single project. However, the North Adams portion has stoked controversy among residents that could take substantial time to resolve. In the meantime, Williamstown residents have reached consensus about where the path should go.

Moreover, the Williamstown portion would have benefits for residents even before the North Adams portion is complete. Residents will have more transportation options, and many local businesses will benefit from greater accessibility.

Please do not delay construction of the bike path in Williamstown. Thank you for your consideration.

best,
dan

Dan Caplinger
70 Hamel Ave, Williamstown

From: [Donna Motta](#)
To: [BRPC](#)
Subject: Bike path
Date: Wednesday, May 15, 2019 6:05:34 AM

Dear Berkshire Metropolitan Planning Organization/ BRPC,

My name is Donna Motta. I am a homeowner in North Adams, Ma.

This letter is in response to the proposed delay of the construction of the North Adams Bike Path. We are strongly encouraging decision makers to please move forward with the proposed bike path without further delay.

The path, once completed will:

Increase healthy travel throughout our city.

Increase Community and Individual health as a vital part of our City's ongoing, dynamic health initiatives.

Connect us to paths already in place in neighboring Adams and Lanesboro; causing increased tourism as result.

Create increased tourist revenue; which in turn, increases overall County/State Economy/Revenue.

The benefits of a completed bike path are far reaching.

We have been patiently waiting for some time now. Respectfully- I feel both overall, and personally as a homeowner in this City, there would be strong voter appreciation seen as result of a completed path as this is a large Community concern which many Citizens feel passionately about.

Thank you for your time in reading.

Very Best,

Donna Motta

Sent from my iPad

From: [Kira Bingemann](#)
To: [BRPC](#)
Subject: Williamstown bike path delay
Date: Wednesday, May 15, 2019 12:58:26 PM

>> Dear Berkshire Planning, Metropolitan Planning Organization and Department of Transportation,

>> Please do NOT delay the building of this path any longer. Williamstown, which has many cyclists and bike path enthusiasts, should not have to wait. There is little opposition and the path is sure to be appreciated and used. It has already taken many years since it was proposed - I remember going to a meeting when my middle-schooler was a toddler when the route was already pretty clear. It was also being discussed enthusiastically in 2002 when we first moved here.

>>

>> I take offense at the notion that just because we have fewer numbers means that we are less important and that you think you can take advantage of our rural, small-town status in your planning. We are already denied attention in so many ways relative to our eastern counterparts. Please do not make this just one more pursuit you can ignore in Western Mass.

>>

>> We need this path! Bike paths aren't just for bikes - they are for walkers, runners, strollers, wheelchairs, safe avenues for children, and attract tourists to our area.

>>

>> Thank you for your attention,

>>

>> Kira Bingemann

>> 46 Saulnier Drive

>> Williamstown, MA 01267

>> 413-362-0925

>>

>

>

From: [C.Keating](#)
To: [BRPC](#)
Subject: please don't delay bike path any longer
Date: Wednesday, May 15, 2019 11:52:12 AM

Dear Berkshire Metropolitan Planning Organization/BRPC

Please don't delay the building of the Mohawk Bike Path connecting Williamstown and North Adams again.

Cathy Keating

From: [Abbie Hatton](#)
To: [BRPC](#)
Subject: Mohawk Bike Path
Date: Wednesday, May 15, 2019 11:33:54 AM

Attention: BRPC

Just a quick note in favor of continuing to urge the DOT to work on creating the Mohawk Bike Path connecting Williamstown and North Adams. Please, no further delay on this project.

Thank you,
Abbie Hatton
24 Elliott Dr.
Williamstown, MA 01267

From: [Elizabeth Smith](#)
To: [BRPC](#)
Subject: Project 607254
Date: Wednesday, May 15, 2019 10:32:13 AM

Dear BRPC People!

Please do not delay the bike path connecting North Adams with Williamstown: Project 607254. This path is needed for multiple reasons: recreation, commuting, tourism and most particularly as a way to bring North Adams and Williamstown closer together culturally and politically!

Thank you,

Elizabeth and Sam Smith
1216 Hancock Rd
Williamstown, MA

From: jrnvt@sover.net
To: [BRPC](#)
Cc: achilson@nbccoalition.org
Subject: 607254
Date: Wednesday, May 15, 2019 10:30:47 AM

To Whom It May Concern:

I write in support of Project #607254 and believe this endeavor should not be subject to any further delay. The existence of a bike path linking the communities of northwestern Massachusetts has myriad benefits that inevitably result upon the completion of such a corridor. Our community's health (biking and walking), environment (fewer trips by automobile) and economy (an aging population of retirees is drawn to car-free links) will surely have a positive impact from Project #607254.

Respectfully submitted,

Julius Rosenwald (Pownal, VT)

jrnvt@sover.net

From: [Jeff Grandchamp](#)
To: [BRPC](#)
Subject: Mohawk Bike Trail
Date: Wednesday, May 15, 2019 10:02:44 AM

Good Morning,

I am a local businessman and avid cyclist and runner. I fully support the Mohawk Bike Trail (project 207654). The project will benefit local residents and enhance the areas burgeoning tourist economy.

I urge you keep the project, on schedule so that it may started and completed as soon as possible.

Regards,
Jeff

Jeffrey P. Grandchamp
Grinnell Partners, LLC
173 Water Street, Suite 7
P.O. Box 576
Williamstown, MA 01267
Office: 413-458-9601
Mobile: 413-822-9587
Fax: 413-458-9435
jeff@grinnellpartners.com

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From: [Ken Kuttner](#)
To: [BRPC](#)
Subject: Mohawk Bike Path - please move forward!
Date: Wednesday, May 15, 2019 9:49:31 AM

Hello,

I am writing to urge you to move forward expeditiously with the Mohawk Bike Path connecting Williamstown to North Adams.

The bike path would be a huge boon to recreational cyclists in the area -- *and* facilitate bicycle-based transportation between the two cities. (Personally, I would run some errands to North Adams on the bike, rather than the car, if I didn't have to contend with the traffic on Route 2.)

So please, no more unnecessary delays! It's a worthy project, let's move it forward.

Ken Kuttner
58 Jamieson Heights Rd, Williamstown, MA 01267

From: [Katie Schmidt](#)
To: [BRPC](#)
Subject: BMPO
Date: Wednesday, May 15, 2019 9:30:46 AM

Good morning,

I write to let you know that I support, wholeheartedly, the Mohawk Bike Trail, connecting North Adams and Williamstown. Please keep project 607254 in the FY2019 TIP (Transportation Improvement Plan).

It is an important project that will further help put our region 'on the map', tell the world that we are forward thinking and, that this will further our region as a destination for outdoor pursuits. In turn, the above will benefit those who run hotels/motels, restaurants, breweries and businesses.

Let's put out the welcome flag for the beautiful Berkshires by inviting people to peddle, at their leisure, through this amazing little corner of the planet!

Katie Schmidt
Pownal, VT

From: [Laura Bentz](#)
To: [BRPC](#)
Subject: No more delays on Williamstown-North Adams bike path extention, please
Date: Wednesday, May 15, 2019 9:27:30 AM

I am writing to express my deep concern, about further delays to this already more than a decade old proposed project!

In an era of climate crisis, this bike path will greatly improve transit options, helping to reduce carbon emissions! And, this is not the only benefit of the bike path.

Please, discuss this soon and please, no more delays!

Laura Bentz
Williamstown, MA

From: [ketchabone.](#)
To: [BRPC](#)
Subject: Berkshire Metropolitan Planning Organization /BRPC
Date: Wednesday, May 15, 2019 9:27:10 AM

Please don't delay work on the Williamstown/North Adams bike trail. Many community members and business are invested on the completion of this trail. We hope to encourage green transportation, strengthen community ties, and support exploring and spending money locally through amenities like this bike path. I urge you not to delay progress on this any further. As a smaller part of the state, we are too often pushed to the side when it comes to investment and following through on plans like this. This project is important to our community. I urge you to support your neighbors in the Berkshires in the endeavor.

Thank You, Michael Keleher

From: [Michael Nixon](#)
To: [BRPC](#)
Subject: Mohawk Bike Path
Date: Wednesday, May 15, 2019 1:01:15 PM

To whom it may concern:

I am in support of the Mohawk Bike Path that would connect Williamstown and North Adams. Please do not delay the path again. It would be a great addition to the community for numerous reasons - economic, tourism, health and general well-being.

There is so much support for this venture.

Thanking you,

Michael Nixon

61 Jamieson Heights
Williamstown 01267

413-458 8474

From: [BRPC](#)
To: [Justin Gilmore](#)
Cc: [Anuja Koirala](#)
Subject: FW: North Adams bike trail
Date: Thursday, May 16, 2019 8:40:24 AM

From: Tara Jacobs <tara.jack.jacobs@gmail.com>
Sent: Wednesday, May 15, 2019 4:59 PM
To: BRPC <info@berkshireplanning.org>
Subject: North Adams bike trail

Please do not delay the project further. This is a crucial project for our community to support safety for bike enjoyment, promote tourism and a critical next step in moving to connect the bike trail we hope to eventually have go to the Ashuwiltook trail to allow biking safely and with enjoyment through the entire corridor.

Tara Jacobs
North Adams resident

Response to public comments

The Berkshire Metropolitan Planning Organization (MPO) received 87 public comments on the proposed delay of project 607254, the North Adams-Williamstown Mohawk Trail Bicycle/Pedestrian Trail. This represents the most public comments received by the MPO on any TIP project. All but one of the 87 current comments expressed support for the project, that they did not want to see it delayed further, and requested that it be kept in the TIP schedule for advertising by the end of FY 19, or at least promptly thereafter. In 2017, when this same project was being proposed for delay, the overwhelming number of public comments similarly were opposed to further delay. In 2017, the Berkshire MPO concurred with the comments against delay and asked that all reasonable efforts be made to have this project ready for advertising by the end of FY18 or, if that was not possible, as early as feasible in early FY19. That schedule was not met.

In response to the current proposed delay, the MPO requested that MassDOT and the entire project team maintain a high level of diligence in keeping the Williamstown section of the project on schedule and establish it as a priority to ensure that advertising is accomplished by the end of 2019 and in no event should the project be delayed so as to lose the 2020 construction season. The North Adams section of the project to be programmed in a future TIP year. We ask that MassDOT and the entire project team commit themselves to timely completion of all steps required to ensure no further delays.