

# Berkshire County Metropolitan Planning Organization

Skyline Trail – Hinsdale

Routes 23/41 - Egremont

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, 2020 – September 30, 2025



Resurfacing Intersections Upgr

Programmed Drainage Widening Rest

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munities Project Planning Improvements

**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.

### State Nondiscrimination Protections

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

### Additional Information

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

Title VI Coordinator/MPO Manager

BRPC

1 Fenn Street, Suite 201

Pittsfield, MA 01201

413-442-1521

TTY: 771 or 1-800-439-2370

[info@berkshireplanning.org](mailto:info@berkshireplanning.org)



### Complaint Filing

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

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

Massachusetts Commission Against Discrimination (MCAD)

One Ashburton Place, 6th Floor

Boston, MA 02109

617-994-6000

TTY: 617-994-6196

### Translations

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

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

**Chinese Simple:** 果需要使用其它语言了解信息 · 请联系Berkshire大都会规划组织 (BMPO) 《民权法案》第六章协调员 · 电话 413-442-1521。

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

**BERKSHIRE METROPOLITAN PLANNING ORGANIZATION**

**BERKSHIRE REGIONAL PLANNING COMMISSION**

**1 FENN STREET, SUITE 201, PITTSFIELD, MASSACHUSETTS 01201**

**TELEPHONE (413) 442-1521 · FAX (413) 442-1523**

[www.berkshireplanning.org](http://www.berkshireplanning.org)

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FOR**

**THE BERKSHIRE REGION**

**OCTOBER 1, 2020 - SEPTEMBER 30, 2025**

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  
TELEPHONE (413) 442-1521 · FAX (413) 442-1523

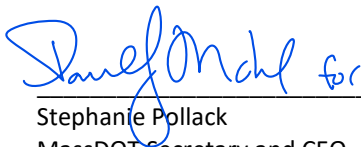
[www.berkshireplanning.org](http://www.berkshireplanning.org)

## MPO CERTIFICATION

### Transportation Improvement Program (TIP) FFY 2021 – 2025

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 2021 - 2025, 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 2021-2025 TIP document on their behalf.



Stephanie Pollack  
MassDOT Secretary and CEO  
Berkshire MPO Chairman

Date



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# **Transportation Improvement Program**

## **Part A: INTRODUCTION**

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

## INTRODUCTION

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

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

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

The TIP is also necessary for two other reasons. First, the TIP is a requirement of the transportation planning process as most recently legislated by the 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) 2020. 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 2020 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 five of these measures reflect a modest decrease in statewide trends. 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 “no increase” in non-motorized fatalities and injuries for CY 2020. In recent years, MassDOT and the Berkshire MPO have invested in “complete streets,” bicycle and pedestrian infrastructure, intersection and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) to address increasing mode share and to incorporate safety mitigation elements into projects. Moving forward, Berkshire MPO, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts and to continue analyzing crash clusters and crash counts that include both motorized and non-motorized modes in order to address safety issues at these locations.

In all safety categories, MassDOT has established a long-term target of “Toward Zero Deaths” through MassDOT’s Performance Measures Tracker<sup>1</sup> 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 2020, and that Berkshire MPO has adopted, are as follows:

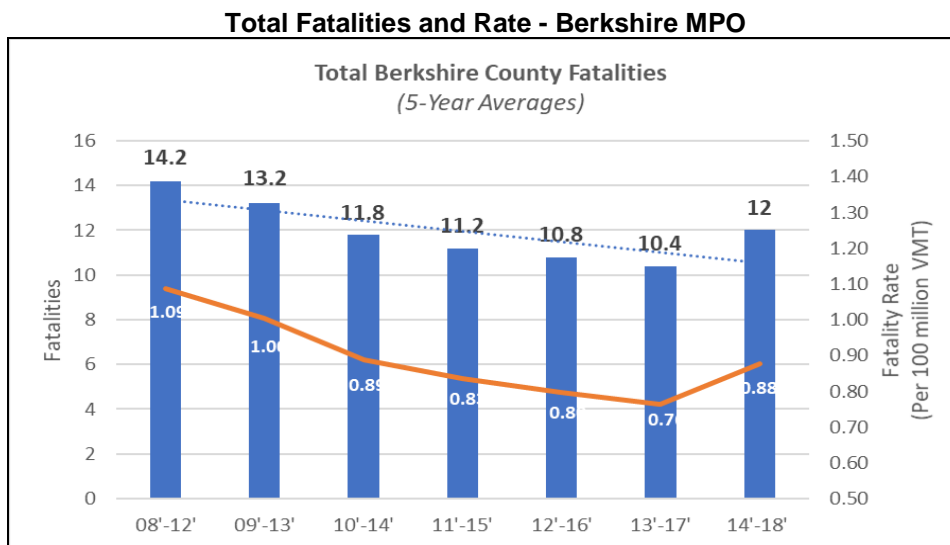
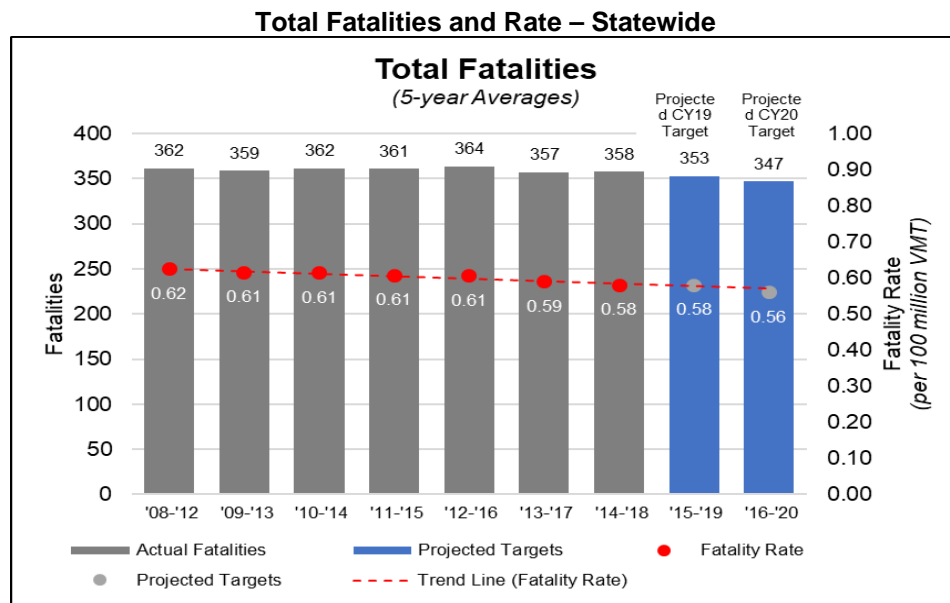
- 1) Fatalities: The target number of fatalities for years CY 2020 is 347, a modest decrease from the average of 358 fatalities for the years 2014-2018.
- 2) Rate of Fatalities per 100 million VMT: The target fatality rate for years CY 2020 is 0.56, down from a 0.58 average for years 2014–2018.

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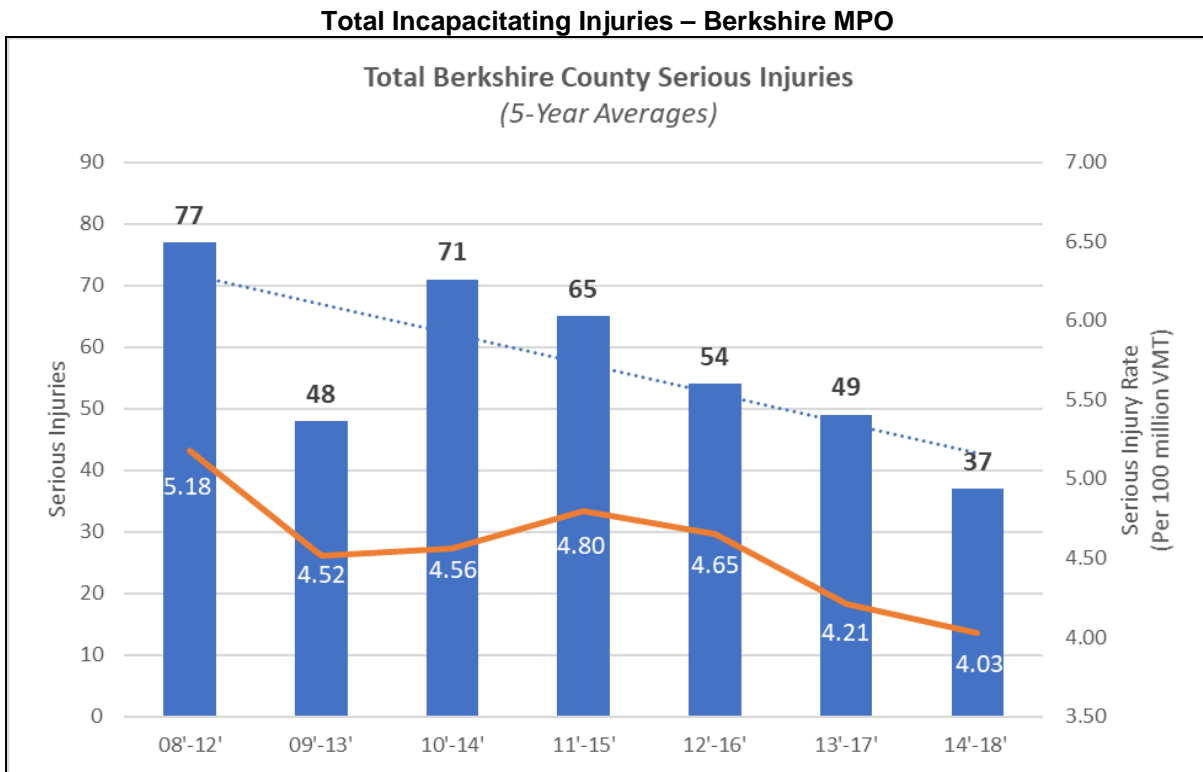
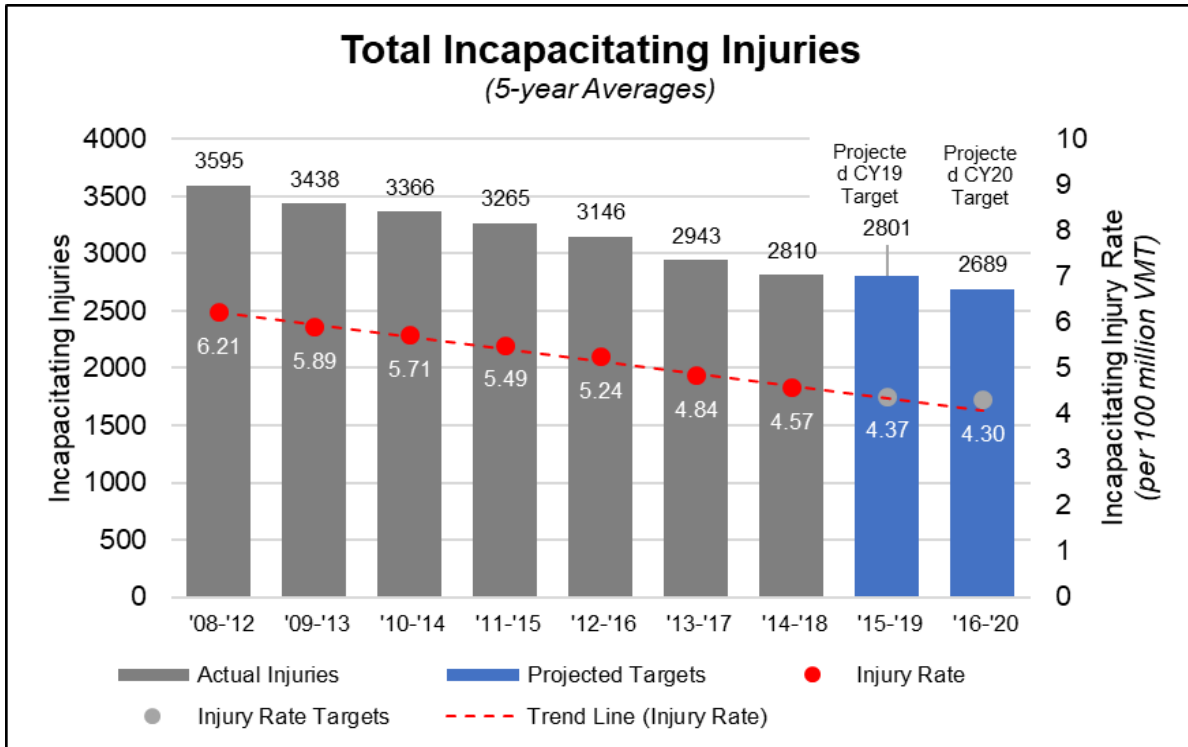
<sup>1</sup> <https://www.mass.gov/lists/tracker-annual-performance-management-reports>

- 3) Serious Injuries: The target number of incapacitating injuries for CY 2020 is 2689, down from the average of 2810 for years 2014–2018.
- 4) Rate of Incapacitating Injuries per 100 million VMT: The incapacitating injury rate target for CY 2020 is 4.30 per year, down from the 4.57 average rate for years 2014–2018.
- 5) Total Number of Combined Incapacitating Injuries and Fatalities for Non-Motorized Modes: The CY 2020 target number of fatalities and incapacitating injuries for non-motorists is 505 per year, the same as the average for years 2014–2018 - reflecting a target of “no increase.”

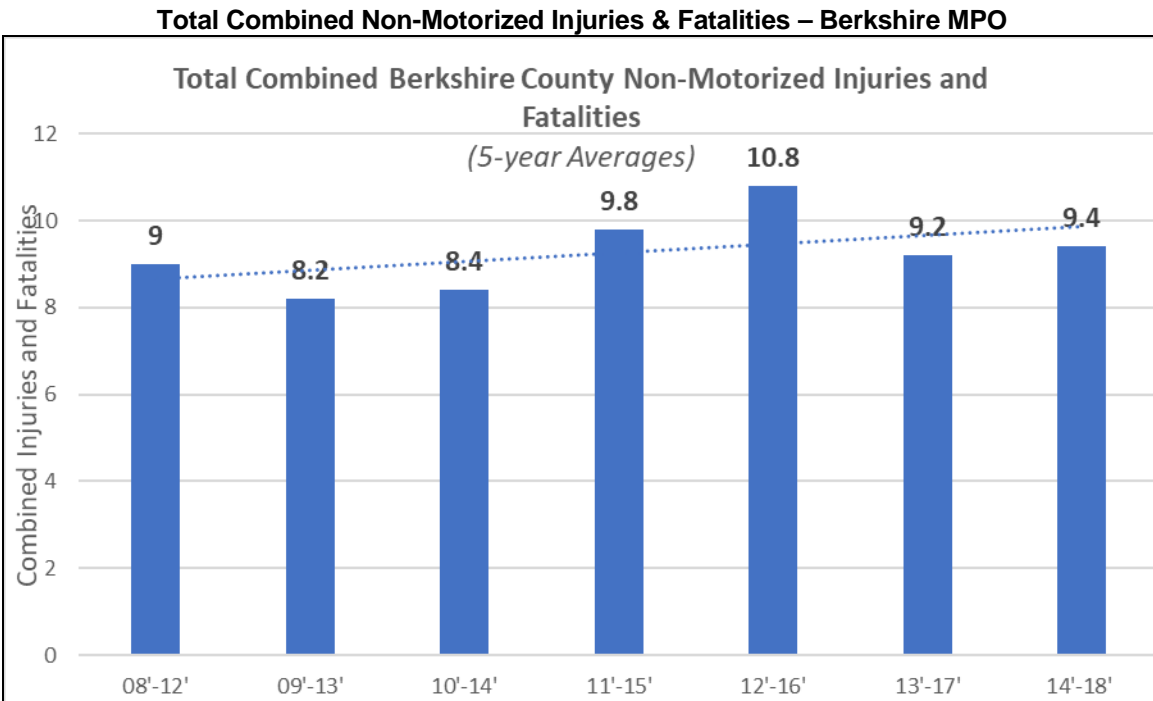
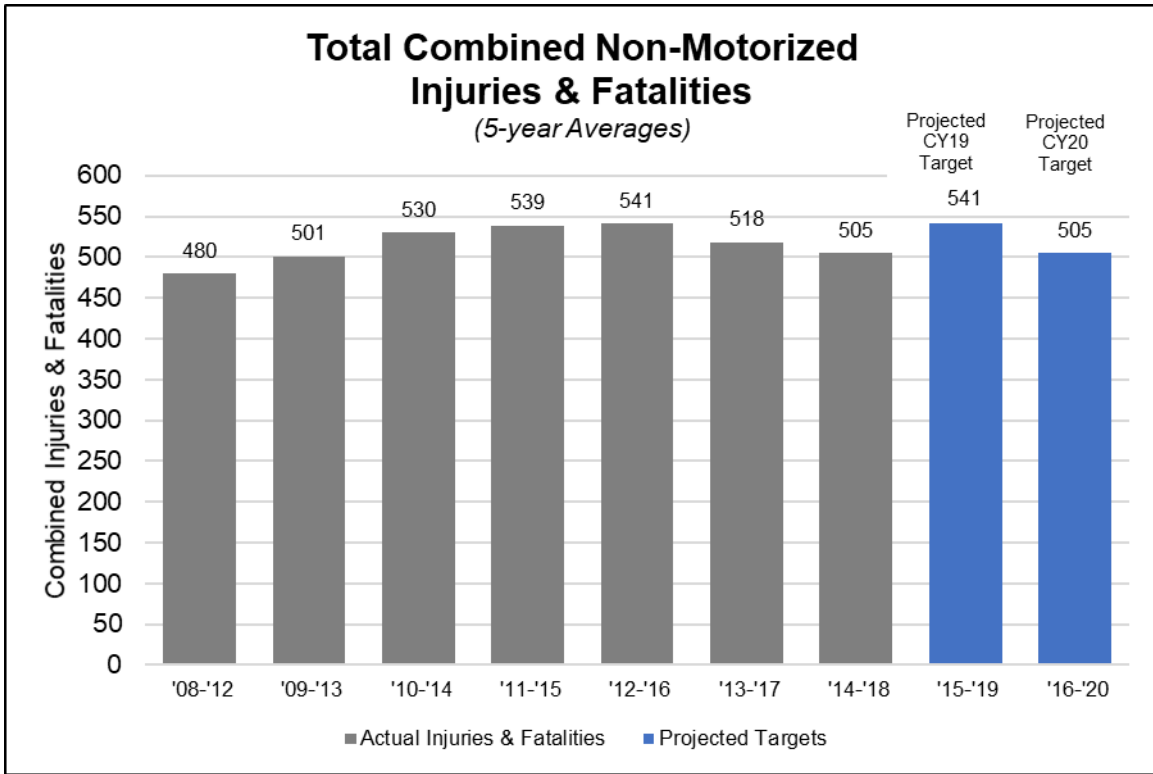
**Comparison of Statewide and Berkshire MPO Region Safety Performance Measures and Trends:**  
 The Berkshire Region matches statewide trends for each of the safety performance measures, including the decreases in fatalities and serious injuries and the increasing number of nonmotorized fatalities and injuries seen over the last few years. The Berkshire region has a higher rate of fatalities than statewide, but has a lower rate of serious injuries based on the 2014-2018 averages.



### Total Incapacitating Injuries - Statewide



### Total Combined Non-Motorized Injuries & Fatalities - Statewide



**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 20<sup>th</sup>, 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)
<b>Bridges in good condition</b>	15.22%	15%	16%
<b>Bridges in poor condition</b>	12.37%	13%	12%
<b>Interstate Pavement in good condition</b>	74.2%	70%	70%
<b>Interstate Pavement in poor condition</b>	0.1%	4%	4%
<b>Non-Interstate Pavement in good condition</b>	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 20<sup>th</sup>, 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 50<sup>th</sup> percentile travel time and the 80<sup>th</sup> percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50<sup>th</sup> percentile travel time and the 90<sup>th</sup> 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
<b>Rolling Stock</b>	Age - % of revenue vehicles with a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	<b>Marginal rate 20% or less. Poor rate of 10% or less.</b>
All revenue vehicles: fixed route, paratransit, and MAP		
<b>Equipment</b>	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<b>Marginal rate 20% or less. Poor rate of 10% or less.</b>
Non-revenue support vehicles, stations, systems, and equipment		
<b>Facilities</b>	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	<b>Marginal rate 20% or less. Poor rate of 10% or less. Total asset rating above 3 on the TERM scale</b>
All buildings or structures		



## Berkshire Metropolitan Planning Organization Membership:

In the Berkshire region, the MPO presently consists of ten members and two Ex-Officio members:

MPO members:

- Massachusetts Department of Transportation, Secretary and CEO
- Massachusetts Department of Transportation Highway Division, Administrator
- Berkshire Regional Planning Commission, Chair
- Berkshire Regional Transit Authority, Administrator
- City of Pittsfield, Mayor
- City of North Adams, Mayor
- North Towns Representative
- North Central Towns Representative
- Southeast Towns Representative
- Southwest Towns Representative

Ex-Officio members:

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

### MPO Signatories

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 Vivian Mason, Hinsdale (alternate)
South East	Jim Huebner, Washington Vacant (alternate)
South West	James Lovejoy, Mount Washington Martin Mitsoff, Sheffield (alternate)

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

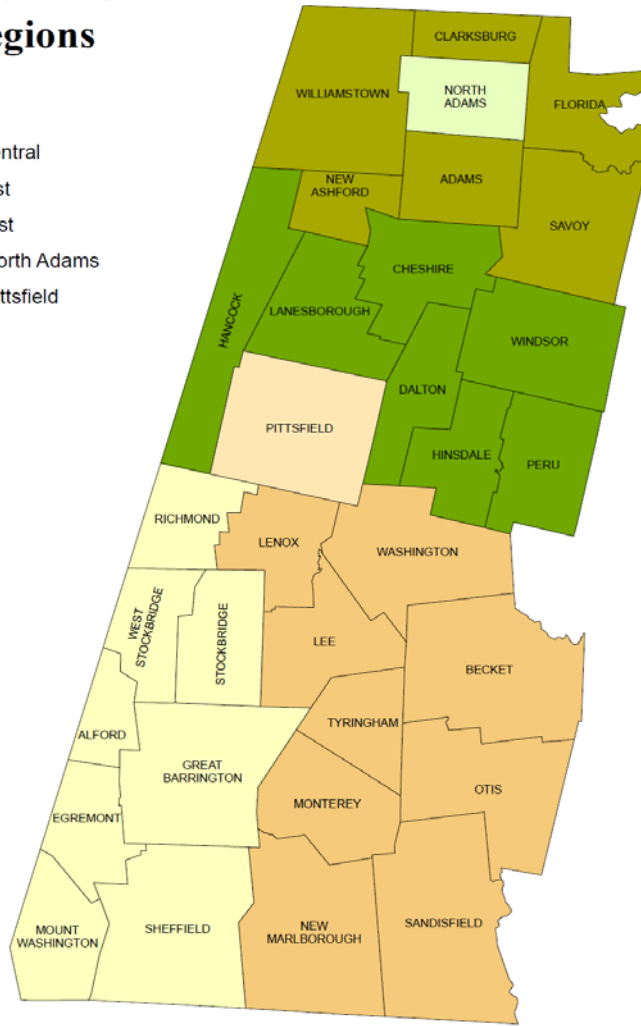
The Berkshire MPO has also established the Transportation Advisory Committee (TAC) which serves as a standing advisory committee that provides for the involvement of local government officials, transportation professionals and other representatives of transportation providers, user groups, and other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

Berkshire Regional Planning Commission  
Transportation Advisory Committee Membership (as of October 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>	1BERKSHIREs CHAMBER OF COMMERCE	Jonathan Butler
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>David Kokindo</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>Chris Morris</i>		
PERU	Sam Haupt		
PITTSFIELD	Ricardo Morales		
RICHMOND	Roger W. Manzolini		
SANDISFIELD	<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	Tom Johnson		
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

- North
- North-Central
- Southeast
- Southwest
- City of North Adams
- City of Pittsfield



### 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 conformity review, fiscal constraint, and other requirements.
4. The fourth section contains attachments: lists of the TIP projects arranged by mode and by town; transportation network map; TIP projects map, GHG monitoring and evaluation; FHWA & FTA Title VI Certifications & Assurances.
5. The final section is an appendix containing all comments, and corresponding responses, that were offered during the formal 21-day Public Review Period.

## 1. TIP DEVELOPMENT

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

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

### Applicability

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

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

## 2. PRIORITIZATION

Because the TIP must be fiscally constrained within the anticipated available federal funding for transportation projects in the region, not all projects can be programmed in the five-year TIP period. Regional decision-makers are faced with difficult choices about which projects to program and which projects to put off. A system for prioritizing projects has been developed as one tool to assist in that process. In programming improvement projects, the Berkshire MPO considers transportation deficiencies that are in need of improvement and uses various performance metrics to identify priorities. The resulting projects which are selected for implementation do support one or more of the seven National Performance Goals contained in MAP-21 [§ 1203; 23 USC 150(b)].

For the Federal Fiscal year 2021 – 2025 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 2021 – 2025 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.

**2021-2025 Berkshire TIP Project Evaluation**  
**Results of MPO Staff Evaluation of Highway Projects, February 7th, 2020, 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 2021-2025 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.							
608233	BMC AREA IMPROVEMENTS	PITTSFIELD	0	1	1	1	1	0	1	1	6	\$6,518,700	<25%	√	√	NA	2023
604003	EAST STREET (LYMAN ST TO MERRILL RD)	PITTSFIELD	1	1	1	1	0	0	1	1	6	\$6,091,247	<25%			5	2024
608767	ROUTES 23/41	EGREMONT	1	0	1	1	1	0	1	1	6	\$2,891,100	<25%			5	2022
608737	DALTON DIVISION ROAD	DALTON	1	0	1	1	1	0	1	1	6	\$9,888,000	<25%	√		6	2024 & 2025
608768	MERRILL ROAD (ROUTE 9)	PITTSFIELD	1	0	1	1	1	0	1	1	6	\$4,375,000	<25%		√	4	2022
609292	EAST STREET (LYMANN ST TO ELM ST)	PITTSFIELD	1	0	1	1	1	0	1	1	6	\$4,314,000	<25%	√	√	4	
609465	ROUTE 7 & ROUTE 23	GREAT BARRINGTON	1	0	1	0	1	0	1	1	5	\$12,700,000	<25%	√		5	
609277	ASHLAND STREET	NORTH ADAMS	1	0	0	0	1	0	1	1	4	\$5,792,500	<25%	√		5	
609215	SOUTH MAIN STREET (ROUTE 7)	GREAT BARRINGTON	1	0	1	0	0	0	1	1	4	\$6,931,990	<25%			6	
608406	SKYLINE TRAIL (MIDDLEFIELD RD)	HINSDALE	1	0	1	0	0	1	0	0	3	\$6,016,380	75%			4	2021
609256	ROUTE 7	LANESBOROUGH	1	0	1	0	0	0	1	0	3	\$3,400,000	<25%			7	
609508	CENTER ST, COLUMBIA ST, BRADLEY ST & MILL ST	LEE	1	0	0	0	0	0	1	1	3	\$12,691,138	<25%	√		5	
608547	MOUNT WASHINGTON ROAD	EGREMONT	1	0	1	0	0	0	0	0	2	\$8,320,000	<25%			5	
607500	ROUTE 143	HINSDALE	1	0	0	0	0	0	0	0	1	\$4,200,000	<25%			4	
609464	ROUTE 23/ 183	GREAT BARRINGTON	0	0	1	0	0	0	0	0	1	\$2,750,000	<25%			6	

### 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 28, 2020 and May 26, 2020 are summarized in the Appendix.

#### Private Enterprise Participation

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

Massachusetts law requires that a private company operate the BRTA's fixed route service. Berkshire Transit Management (BTM), a division of First Transit, Inc. is the current fixed route operating company. BTM was selected over other private companies in a competitive bidding process in 2003 and replaced the previous operator since January 2004. The current contract between BRTA and BTM is a three-year contract with an option to extend one year for each of 2 subsequent years. The BRTA contract with BTM end on June 30, 2020, 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.

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

In order to minimize constraints on programming projects, relatively minor adjustments can be made to the TIP without formal MPO action. Minor adjustments could include such actions as moving a project from Year 2 to Year 1, or a change in funding category. This can be accomplished through written correspondence whereby any MPO agency may submit a request for a minor adjustment to BRPC. BRPC will then seek concurrence from the other agencies and forward these to the requesting agency. The

amendment/adjustment procedures described above apply to highway and transit projects.

### 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 2022 to construct a multi-use sidewalk along Route 23/41 in Egremont.
- In FFY 2023 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 2024 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.

### 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.
NHPP:	NATIONAL HIGHWAY PERFORMANCE PROGRAM – This is the funding source that provides funding for construction and maintenance projects located on the NHS.
NHFP:	NATIONAL HIGHWAY FREIGHT PROGRAM - To improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals.
STBG:	SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – This is the most common source of funding for regional highway projects in the TIP. Eligible projects include the construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges. The Federal share is 80 percent and the State share is 20 percent.
STBG-TE:	TRANSPORTATION ENHANCEMENTS - Landscaping, pedestrian and bicycle facilities, scenic easements, preservation of abandoned RR ROW, mitigation, and the like. The Federal share is 80 percent and the State share is 20 percent.
STPP:	Surface Transportation Priorities Project earmark.

- Sec.115: SECTION 115 of the Transportation Appropriations Act of 2004, which set aside FHWA funding designated by members of Congress for specific projects.
- Sec.117: SECTION 117 of the Transportation Appropriations Act of 2005, which set aside FHWA funding designated by members of Congress for specific projects.
- Sec.112: SECTION 112 of the Transportation Appropriations Act of 2006, which set aside FHWA funding designated by members of Congress for specific projects.
- STP-BR-Off: Off – System Bridges.
- SRTS: Safe Routes to School.
- SBYWY: Scenic Byways.
- TAP: Transportation Alternatives Program.
- TCSP: TRANSPORTATION, COMMUNICATION & SYSTEM PRESERVATION EARMARK.
- TI: Transportation Improvement Project earmark.
- UNDET: UNDETERMINED – Shown for projects for which no funding is reasonably expected to be available at this time.
- Other FA: Other Federal Aid not already categorized.

#### **TRANSIT FUNDING PROGRAMS**

- 5307: TRANSIT OPERATING/CAPITAL - Previously known as Section 9, the FTA Act provides a formula grant program for the support of urban public transit operations and capital projects. Funds available to the Pittsfield area are apportioned by FTA. Federal operating assistance under this program may not exceed 50% of the net cost of service. Section 5307 funds for capital are derived from the formula program that also includes operating assistance. Federal support of approved projects is generally 80 percent, with the balance supported by State and/or local funds.
- 5309: TRANSIT CAPITAL ASSISTANCE - Federal assistance to support public transit capital needs. Previously known as Section 3, these Section 5309 funds are discretionary and are often earmarked by Congress before being made available for distribution by FTA. Federal support of approved projects is generally 80 percent, with the balance supported by State and/or local funds, although some Section 5309 earmarks have been 100% federally funded.
- 5310: PARATRANSIT VANS - FTA funding, administered through the MassDOT for the acquisition of vans for the elderly and disabled. Previously known as Section 16(b)2, the Federal share for Section 5310 funds is 80 percent and the State share is 20 percent.
- 5311: RURAL TRANSIT FUNDING - FTA funding, administered through the MassDOT for public transportation in non-urbanized areas. Previously known as Section 18, these Section 5311 funds may be used for both capital and operating projects.

# Transportation Improvement Program

## Part B: PROJECT LISTINGS

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

## 1. FHWA-FUNDED HIGHWAY, BRIDGE & ENHANCEMENTS PROJECTS

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

## 2. NON-FEDERAL AID (NFA) PROJECTS

Non-Federal (NFA) projects are to be funded from non-federal sources. The TIP is only required to list federally funded projects, but these are included to provide an indication of the overall level of investment in preserving the existing transportation system, which FAST does require. Projects listed under NFA projects are state-funded bridge projects. State-funded bridge projects have not been prioritized for the FY 2021-2025 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.

## 2021 Berkshire Region Transportation Improvement Program

STIP: 2021 - 2025														
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Earmark Details	Other Information
Federal Fiscal Year 2021								\$28,542,597	\$22,834,078	\$5,708,519				
Section 1A / Regionally Prioritized Projects								\$6,376,377	\$5,101,102	\$1,275,275				
Roadway Reconstruction								\$6,376,377	\$5,101,102	\$1,275,275				
2021	606406	Berkshire Region	Multiple	HINSDALE- PERU- RECONSTRUCTION OF SKYLINE TRAIL (MIDDLEFIELD ROAD)	1	STBG	\$6,016,381	\$6,016,381	\$4,813,105	\$1,203,276	3 of 8	27		STBG; Total Project Cost = 6,016,381
2021	607328	Berkshire Region	Adams	ADAMS- PAVEMENT REHABILITATION & RELATED WORK ON ROUTE 8	1	STBG	\$8,849,818	\$359,996	\$287,997	\$71,999	6 of 8	35		STBG; AC 2 of 2; Total Project cost = 8,849,818; AC 1 of 2 programmed in FFY 2020 \$8,489,822
Section 2A / State Prioritized Reliability Projects								\$22,166,220	\$17,732,976	\$4,433,244				
Bridge Off-system								\$12,323,857	\$9,859,086	\$2,464,771				
2021	608636	Berkshire Region	Lenox	LENOX- SUPERSTRUCTURE REPLACEMENT, L-07-006, ROARING BROOK ROAD OVER ROARING BROOK	1	STBG-BR-Off	\$1,450,658	\$1,450,658	\$1,160,526	\$290,132				
2021	608642	Berkshire Region	New Marlborough	NEW MARLBOROUGH- SUPERSTRUCTURE REPLACEMENT OF N-08-001, NORFOLK ROAD, N-08-017, LUMBERT ROAD, N-08-018, CANAAN SOUTHFIELD ROAD OVER UMPACHENE BROOK	1	STBG-BR-Off	\$7,631,387	\$7,631,387	\$6,105,110	\$1,526,277				
2021	608647	Berkshire Region	Savoy	SAVOY- BRIDGE SUPERSTRUCTURE REPLACEMENT, S-06-003, CENTER ROAD OVER CENTER BROOK	1	STBG-BR-Off	\$1,465,040	\$1,465,040	\$1,172,032	\$293,008				
2021	608854	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-034, MILL STREET OVER W. BRANCH OF HOUSATONIC RIVER	1	STBG-BR-Off	\$1,776,772	\$1,776,772	\$1,421,418	\$355,354				
Non-Interstate Pavement								\$9,320,163	\$7,456,130	\$1,864,033				
2021	609105	Berkshire Region	Windsor	WINDSOR- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 9	1	NHPP	\$9,320,163	\$9,320,163	\$7,456,130	\$1,864,033				
Bridge Systematic Maintenance								\$522,200	\$417,760	\$104,440				
2021	609164	Berkshire Region	North Adams	NORTH ADAMS- SYSTEMATIC BRIDGE MAINTENANCE, N-14-017, ROUTE 2 OVER HOOSIC RIVER	1	NHPP	\$522,200	\$522,200	\$417,760	\$104,440				

## 2022 Berkshire Region Transportation Improvement Program

STIP: 2021 - 2025														
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Earmark Details	Other Information
Federal Fiscal Year 2022								\$21,264,251	\$17,059,654	\$4,204,597				
Section 1A / Regionally Prioritized Projects								\$7,556,744	\$6,093,648	\$1,463,096				
Roadway Reconstruction								\$7,556,744	\$6,093,648	\$1,463,096				
2022	608767	Berkshire Region	Egremont	EGREMONT- RECONSTRUCTION AND RELATED WORK ON ROUTE 23/41, FROM CREAMERY ROAD TO NORTH UNDERMOUNTAIN ROAD	1	CMAQ	\$3,006,744	\$858,128	\$686,502	\$171,626	6 of 8	31.5		STBG + CMAQ; Total project cost = \$3,006,744; YOE = 4%
2022	608767	Berkshire Region	Egremont	EGREMONT- RECONSTRUCTION AND RELATED WORK ON ROUTE 23/41, FROM CREAMERY ROAD TO NORTH UNDERMOUNTAIN ROAD	1	STBG	\$3,006,744	\$2,148,616	\$1,718,893	\$429,723	6 of 8	31.5		STBG + CMAQ; Total project cost = \$3,006,744; YOE = 4%
2022	608768	Berkshire Region	Pittsfield	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, INCLUDING CONSTRUCTION OF SHARED-USE PATH	1	HSIP	\$4,550,000	\$482,528	\$434,275	\$48,253	6 of 8	35.5		STBG + HSIP; Total Project Score = \$4,550,000; YOE = 4%
2022	608768	Berkshire Region	Pittsfield	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, INCLUDING CONSTRUCTION OF SHARED-USE PATH	1	STBG	\$4,550,000	\$4,067,472	\$3,253,978	\$813,494	6 of 8	35.5		STBG + HSIP; Total Project Score = \$4,550,000; YOE = 4%
Section 2A / State Prioritized Reliability Projects								\$13,085,322	\$10,468,258	\$2,617,064				
Non-Interstate Pavement								\$8,235,629	\$6,588,503	\$1,647,126				
2022	608813	Berkshire Region	Lanesborough	LANESBOROUGH- RESURFACING AND RELATED WORK ON ROUTE 7	1	NHPP	\$2,206,966	\$2,206,966	\$1,765,573	\$441,393				
2022	609103	Berkshire Region	Multiple	FLORIDA- NORTH ADAMS- RESURFACING AND RELATED WORK ON ROUTE 2	1	NHPP	\$6,028,663	\$6,028,663	\$4,822,930	\$1,205,733				
Bridge Off-system								\$4,364,793	\$3,491,834	\$872,959				
2022	608856	Berkshire Region	Otis	OTIS- BRIDGE REPLACEMENT, O-05-007, TANNERY ROAD OVER W. BRANCH OF FARMINGTON RIVER	1	STBG-BR-Off	\$1,320,390	\$1,320,390	\$1,056,312	\$264,078				
2022	608860	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-055, EAST NEW LENOX ROAD OVER SACKETT BROOK	1	STBG-BR-Off	\$3,044,403	\$3,044,403	\$2,435,522	\$608,881				
Bridge Systematic Maintenance								\$484,900	\$387,920	\$96,980				
2022	609162	Berkshire Region	Williamstown	WILLIAMSTOWN- SYSTEMATIC BRIDGE MAINTENANCE, W-37-013, ROUTE 7 (MOODY BRIDGE) OVER HOOSIC RIVER & PAN-AM RR	1	NHPP	\$484,900	\$484,900	\$387,920	\$96,980				
Section 2B / State Prioritized Modernization Projects								\$622,185	\$497,748	\$124,437				
Roadway Reconstruction								\$622,185	\$497,748	\$124,437				
2022	610546	Berkshire Region	North Adams	NORTH ADAMS- BRAYTON ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	1	TAP	\$622,185	\$622,185	\$497,748	\$124,437				

## 2023 Berkshire Region Transportation Improvement Program

STIP: 2021 - 2025

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Earmark Details	Other Information
Federal Fiscal Year 2023								\$34,424,584	\$27,587,920	\$6,836,664				
Section 1A / Regionally Prioritized Projects								\$7,040,196	\$5,680,410	\$1,359,786				
Roadway Reconstruction								\$7,040,196	\$5,680,410	\$1,359,786				
2023	606233	Berkshire Region	Pittsfield	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	1	CMAQ	\$7,040,196	\$681,210	\$544,968	\$136,242	6 of 8	64.5		STBG + CMAQ + HSIP; Total Project Cost = 7,040,196; YOE = 8%
2023	606233	Berkshire Region	Pittsfield	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	1	HSIP	\$7,040,196	\$482,528	\$434,275	\$48,253	6 of 8	64.5		STBG + CMAQ + HSIP; Total Project Cost = 7,040,196; YOE = 8%
2023	606233	Berkshire Region	Pittsfield	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	1	STBG	\$7,040,196	\$5,876,458	\$4,701,166	\$1,175,292	6 of 8	64.5		STBG + CMAQ + HSIP; Total Project Cost = 7,040,196; YOE = 8%
Section 2A / State Prioritized Reliability Projects								\$27,384,388	\$21,907,510	\$5,476,878				
Bridge On-system NHS								\$18,313,074	\$14,650,459	\$3,662,615				
2023	605843	Berkshire Region	North Adams	NORTH ADAMS- BRIDGE REPLACEMENT, N-14-016, ROUTE 2 OVER THE HOOSIC RIVER	1	NHPP	\$18,313,074	\$18,313,074	\$14,650,459	\$3,662,615				
Bridge Off-system								\$9,071,314	\$7,257,051	\$1,814,263				
2023	608857	Berkshire Region	Cheshire	CHESHIRE- BRIDGE REPLACEMENT, C-10-002, SAND MILL ROAD OVER DRY BROOK	1	STBG-BR-Off	\$2,465,056	\$2,465,056	\$1,972,045	\$493,011				
2023	609072	Berkshire Region	Williamstown	WILLIAMSTOWN- BRIDGE REPLACEMENT, W-37-010, MAIN STREET OVER HEMLOCK BROOK	1	STBG-BR-Off	\$2,602,962	\$2,602,962	\$2,082,370	\$520,592				
2023	609074	Berkshire Region	Monterey	MONTEREY- BRIDGE REPLACEMENT, M-29-001, CURTIS ROAD OVER KONKAPOT RIVER	1	STBG-BR-Off	\$1,200,792	\$1,200,792	\$960,634	\$240,158				
2023	609078	Berkshire Region	New Marlborough	NEW MARLBOROUGH- BRIDGE REPLACEMENT, N-08-020, KEYES HILL ROAD OVER UMPACHENE RIVER	1	STBG-BR-Off	\$2,802,504	\$2,802,504	\$2,242,003	\$560,501				

## 2024 Berkshire Region Transportation Improvement Program

STIP: 2021 - 2025														
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Earmark Details	Other Information
Federal Fiscal Year 2024								\$22,767,734	\$18,421,387	\$4,346,347				
Section 1A / Regionally Prioritized Projects								\$9,149,430	\$7,319,544	\$1,829,886				
Roadway Reconstruction								\$9,149,430	\$7,319,544	\$1,829,886				
2024	604003	Berkshire Region	Pittsfield	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9)	1	CMAQ	\$6,822,197	\$491,198	\$392,958	\$98,240	6 of 8	52		STBG + CMAQ; Total Project Cost = 6,822,196; YOE = 12%
2024	604003	Berkshire Region	Pittsfield	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9)	1	STBG	\$6,822,197	\$6,330,998	\$5,064,798	\$1,266,200	6 of 8	52		STBG + CMAQ; Total Project Cost = 6,822,196; YOE = 12%
2024	608737	Berkshire Region	Dalton	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	1	STBG	\$11,074,560	\$2,327,234	\$1,861,787	\$465,447	6 of 8	43.3		AC 1 of 2 \$2,327,234 in 2024; AC 2 of 2 \$8,747,326 in 2025; Total project cost = \$11,074,560. YOE = 12%
Section 2A / State Prioritized Reliability Projects								\$11,546,304	\$9,237,043	\$2,309,261				
Bridge Off-system								\$1,809,024	\$1,447,219	\$361,805				
2024	609070	Berkshire Region	Alford	ALFORD- BRIDGE REPLACEMENT, A-06-004, WEST ROAD OVER SCRIBNER BROOK	1	STBG-BR-Off	\$1,809,024	\$1,809,024	\$1,447,219	\$361,805				
Non-Interstate Pavement								\$9,737,280	\$7,789,824	\$1,947,456				
2024	609394	Berkshire Region	Multiple	CHESHIRE- ADAMS- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8	1	NHPP	\$9,737,280	\$9,737,280	\$7,789,824	\$1,947,456				
Section 2B / State Prioritized Modernization Projects								\$2,072,000	\$1,864,800	\$207,200				
Intersection Improvements								\$2,072,000	\$1,864,800	\$207,200				
2024	608754	Berkshire Region	Dalton	DALTON- INTERSECTION IMPROVEMENTS AT ROUTES 8 & 9 (MAIN ST) AT SOUTH ST & WEST HOUSATONIC ST	1	HSIP	\$2,072,000	\$2,072,000	\$1,864,800	\$207,200				



## 2025 Berkshire Region Transportation Improvement Program



Berkshire MPO FFY 2021 - 2025 TIP  
2025

STIP: 2021 - 2025

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Earmark Details	Other Information
Federal Fiscal Year 2025								\$40,551,960	\$32,441,568	\$8,110,392				
Section 1A / Regionally Prioritized Projects								\$8,747,326	\$6,997,861	\$1,749,465				
Roadway Reconstruction								\$8,747,326	\$6,997,861	\$1,749,465				
2025	608737	Berkshire Region	Dalton	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	1	STBG	\$11,074,560	\$8,747,326	\$6,997,861	\$1,749,465	6 of 8	43.3		AC 1 of 2 \$2,327,234 in 2024; AC 2 of 2 \$8,747,326 in 2025; Total project cost = \$11,074,560. YOE = 12%
Section 1B / Earmark or Discretionary Grant Funded Projects								\$640,000	\$512,000	\$128,000				
Earmark Discretionary								\$640,000	\$512,000	\$128,000				
2025	606890	Berkshire Region	Multiple	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	1	HPP	\$7,914,100	\$640,000	\$512,000	\$128,000		27	HPP 2850	Construction/ PSAC Score 27; (SAFETEA-LU, HPP 2850 - MA Berkshire County Bike Paths, Design & Construction - \$5,007,375 (Earmark Total)
Section 2A / State Prioritized Reliability Projects								\$15,342,930	\$12,274,344	\$3,068,586				
Bridge Off-system								\$15,342,930	\$12,274,344	\$3,068,586				
2025	608859	Berkshire Region	Tyringham	TYRINGHAM- SUPERSTRUCTURE REPLACEMENT, T-10-003, JERUSALEM ROAD OVER HOP BROOK	1	STBG-BR-Off	\$2,674,467	\$2,674,467	\$2,139,574	\$534,893				
2025	609076	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-006, COTTAGE STREET OVER HOUSATONIC RIVER	1	STBG-BR-Off	\$4,872,013	\$4,872,013	\$3,897,610	\$974,403				
2025	609428	Berkshire Region	Lanesborough	LANESBOROUGH- BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK	1	STBG-BR-Off	\$1,996,450	\$1,996,450	\$1,597,160	\$399,290				
2025	610777	Berkshire Region	Adams	ADAMS- QUALITY STREET (A-04-038) OVER HOOSIC RIVER		STBG-BR-Off	\$5,800,000	\$5,800,000	\$4,640,000	\$1,160,000				
Section 2C / State Prioritized Expansion Projects								\$15,821,704	\$12,657,363	\$3,164,341				
Bicycle and Pedestrian								\$15,821,704	\$12,657,363	\$3,164,341				
2025	606890	Berkshire Region	Multiple	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	1	CMAQ	\$7,914,100	\$7,274,100	\$5,819,280	\$1,454,820		27	HPP 2850	Construction/ PSAC Score 27; (SAFETEA-LU, HPP 2850 - MA Berkshire County Bike Paths, Design & Construction - \$5,007,375 (Earmark Total)
2025	607570	Berkshire Region	Lee	LEE- BIKEWAY CONSTRUCTION, FROM STOCKBRIDGE T.L. TO WEST PARK STREET (PHASE 1)	1	CMAQ	\$6,459,604	\$6,459,604	\$5,167,683	\$1,291,921		28		
2025	609289	Berkshire Region	Pittsfield	PITTSFIELD- ASHUWILLTICOOK BIKE TRAIL EXTENSION, CRANE AVENUE TO MERRILL ROAD	1	CMAQ	\$2,088,000	\$2,088,000	\$1,670,400	\$417,600		25		

### 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
ASHLAND STREET	RECONSTRUCTION	NORTH ADAMS	609277	UNDET	4	5,792,500
ROUTE 7/ SOUTH MAIN STREE	RECONSTRUCTION	GREAT BARRINGTON	609215	UNDET	3	6,931,990
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
ROUTE 57	RESURFACING	SANDISFIELD	XXX17C	UNDET		5,000,000
HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	PITTSFIELD	XXX17A	UNDET		
HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	GREAT BARRINGTON	XXX16D	UNDET		4,500,000
SUMMER STREET	REHABILITATION	LANESBOROUGH	XXX14B	UNDET		1,600,000
CENTER ST, COLUMBIA ST, BR	RECONSTRUCTION, COMPLETE STREET IMPLEMENTATIO	LEE	609508	UNDET		12,691,138
ROUTE 23/ 183	RESURFACING AND RELATED WORK	GREAT BARRINGTON	609464	UNDET		2,750,000
ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	GREAT BARRINGTON	609465	UNDET		12,700,000
ROUTE 57	REHABILITATION, CAPACITY IMPROVEMENT	NEW MARLBOROUGH	XXX08B	UNDET		8,000,000
<b>Total for UNDETERMINED</b>						<b>79,285,628</b>
<b>Total for HIGHWAYS (14 projects) \$</b>						<b>79,285,628</b>

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 (FY2021)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
5307	RTD0008416	Berkshire Regional Transit Authority	1000002	PREVENTIVE MAINTENANCE		\$160,000	\$40,000	\$0	\$0	\$200,000
					Subtotal	\$160,000	\$40,000	\$0	\$0	\$200,000
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5311</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5339</b>										
5339	RTD0008422	Berkshire Regional Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (1) Fixed Route (5339)		\$397,490	\$99,373	\$0	\$0	\$496,863
5339	RTD0008423	Berkshire Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS (2) Fixed Route (5339)		\$218,581	\$54,645	\$0	\$0	\$273,226
					Subtotal	\$616,071	\$154,018	\$0	\$0	\$770,089
<b>5320</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
					<b>Total</b>	<b>\$776,071</b>	<b>\$194,018</b>	<b>\$0</b>	<b>\$0</b>	<b>\$970,089</b>

Funds listed under the Carrv 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	RTD0008419	Berkshire Regional Transit Authority	1000002	PREVENTIVE MAINTENANCE		\$160,000	\$40,000	\$0	\$0	\$200,000
5307	RTD0009035	Berkshire Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS		\$218,581	\$54,645	\$0	\$0	\$273,226
5307	RTD0009037	Berkshire Regional Transit Authority	134211	PURCHASE - SUPPORT VEHICLES ( Plow Truck)		\$32,000	\$8,000	\$0	\$0	\$40,000
					Subtotal	\$410,581	\$102,645	\$0	\$0	\$513,226
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										
Other Non-Federal	RTD0009038	Berkshire Regional Transit Authority	114210	ACQUIRE - MOBILE FARE COLLECTION EQUIPMENT		\$0	\$500,000	\$0	\$0	\$500,000
					Subtotal	\$0	\$500,000	\$0	\$0	\$500,000
					Total	\$410,581	\$602,645	\$0	\$0	\$1,013,226

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
<b>5307</b>										
5307	RTD0008424	Berkshire Regional Transit Authority	1000002	PREVENTIVE MAINTENANCE		\$160,000	\$40,000	\$0	\$0	\$200,000
5307	RTD0008425	Berkshire Regional Transit Authority	114211	SUPPORT VEHICLES plow truck		\$52,000	\$13,000	\$0	\$0	\$65,000
5307	RTD0008426	Berkshire Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS 3 Fixed Route Mini Buses		\$327,871	\$81,968	\$0	\$0	\$409,839
					Subtotal	\$539,871	\$134,968	\$0	\$0	\$674,839
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5311</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5339</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5320</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$539,871	\$134,968	\$0	\$0	\$674,839

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
<b>5307</b>										
5307	RTD0008428	Berkshire Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS (3) FIXED ROUTE		\$298,066	\$74,516	\$0	\$0	\$372,582
5307	RTD0008429	Berkshire Regional Transit Authority	1000002	PREVENTIVE MAINTENANCE		\$160,000	\$40,000	\$0	\$0	\$200,000
5307	RTD0008430	Berkshire Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT- Purchase (2) Electric Chargers		\$80,000	\$20,000	\$0	\$0	\$100,000
					Subtotal	\$538,066	\$134,516	\$0	\$0	\$672,582
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5311</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5339</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5320</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>										
Other Federal	RTD0009039	Berkshire Regional Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (2)		\$794,981	\$198,745	\$0	\$0	\$993,726
					Subtotal	\$794,981	\$198,745	\$0	\$0	\$993,726
<b>Other Non-Federal</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$1,333,047	\$333,261	\$0	\$0	\$1,666,308

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



## Transportation Improvement Program (TIP)

### Project List (FY2025)

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	RTD0009040	Berkshire Regional Transit Authority	1000002	PREVENTIVE MAINTENANCE		\$160,000	\$40,000	\$0	\$0	\$200,000
5307	RTD0009041	Berkshire Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS(4)		\$437,162	\$109,290	\$0	\$0	\$546,452
					Subtotal	\$597,162	\$149,290	\$0	\$0	\$746,452
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	\$597,162	\$149,290	\$0	\$0	\$746,452

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
<b>Total</b>	<b>\$9,479,900</b>	

# 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	8.662	0.000	0.000	0.000		8.662	6.376	0.000	0.000	0.000	0.522	12.324	19.222
Y2	8.838	0.000	0.000	0.000		8.838	6.216	0.858	0.483	0.622	0.485	4.365	13.029
Y3	9.031	0.000	0.000	0.000		9.031	5.876	0.681	0.483	0.000	18.313	9.071	34.425
Y4	9.149	0.000	0.000	0.000		9.149	8.658	0.491	0.000	0.000	0.000	1.809	10.958
Y5	8.936	0.000	0.000	0.000		8.936	8.747	0.000	0.000	0.000	0.000	15.343	24.090
<b>Total</b>	<b>44.616</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>		<b>44.616</b>	<b>35.874</b>	<b>2.031</b>	<b>0.965</b>	<b>0.622</b>	<b>19.320</b>	<b>42.912</b>	<b>101.724</b>

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	0.970	0.000	0.970
Y2	0.000	1.013	0.000	1.013
Y3	0.000	0.675	0.000	0.675
Y4	0.000	1.666	0.000	1.666
Y5	0.000	0.746	0.000	0.746
<b>Total</b>	<b>0.000</b>	<b>5.071</b>	<b>0.000</b>	<b>5.071</b>

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	6.376	0.000	0.000	0.000	0.522	12.324	0.000	9.320	0.000	0.970	29.513
Y2	6.216	0.858	0.483	0.622	0.485	4.365	0.000	8.236	0.000	1.013	22.277
Y3	5.876	0.681	0.483	0.000	18.313	9.071	0.000	0.000	0.000	0.675	35.099
Y4	8.658	0.491	0.000	0.000	0.000	1.809	0.000	11.809	0.000	1.666	24.434
Y5	8.747	0.000	0.000	0.000	0.000	15.343	0.640	15.822	0.000	0.746	41.298
<b>Total</b>	<b>35.874</b>	<b>2.031</b>	<b>0.965</b>	<b>0.622</b>	<b>19.320</b>	<b>42.912</b>	<b>0.640</b>	<b>45.187</b>	<b>0.000</b>	<b>5.071</b>	<b>152.622</b>

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):**

<b>Funding Category</b>	<b>FFY 1</b>	<b>FFY 2</b>	<b>FFY 3</b>	<b>FFY 4</b>	<b>FFY 5</b>	<b>Total</b>
Bridge NHPP	0.522	0.485	18.313	0.000	0.000	19.320
Bridge Off	12.324	4.365	9.071	1.809	15.343	42.912
CMAQ	0.000	0.858	0.681	0.491	0.000	2.031
HSIP	0.000	0.483	0.483	0.000	0.000	0.965
TAP	0.000	0.622	0.000	0.000	0.000	0.622
NHPP	9.320	8.236	0.000	9.737	0.000	27.293
STBG	6.376	6.216	5.876	8.658	8.747	35.874
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	0.000	0.000	0.000	0.000	15.822	15.822
Statewide -HSIP	0.000	0.000	0.000	2.072	0.000	2.072
STBG-Safety	0.000	0.000	0.000	0.000	0.000	0.000
HPP	0.000	0.000	0.000	0.000	0.640	0.640
S.112	0.000	0.000	0.000	0.000	0.000	0.000
S.115	0.000	0.000	0.000	0.000	0.000	0.000
S.117	0.000	0.000	0.000	0.000	0.000	0.000
TCSP	0.000	0.000	0.000	0.000	0.000	0.000
SBYWY	0.000	0.000	0.000	0.000	0.000	0.000
SRTS	0.000	0.000	0.000	0.000	0.000	0.000
<b>FHWA TOTAL</b>	<b>28.543</b>	<b>21.264</b>	<b>34.425</b>	<b>22.768</b>	<b>40.552</b>	<b>147.551</b>
FTA-Program						
5307	0.200	0.513	0.675	0.673	0.746	2.807
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	0.770	0.000	0.000	0.000	0.000	0.770
Other Federal	0.000	0.000	0.000	0.994	0.000	0.994
Other Non Federal	0.000	0.500	0.000	0.000	0.000	0.500
<b>FTA TOTAL</b>	<b>0.970</b>	<b>1.013</b>	<b>0.675</b>	<b>1.666</b>	<b>0.746</b>	<b>5.071</b>
<b>GRAND TOTAL</b>	<b>29.513</b>	<b>22.277</b>	<b>35.099</b>	<b>24.434</b>	<b>41.298</b>	<b>152.622</b>

## 2. FEDERAL REGIONAL TARGETS

FFY 2021–2025 STIP  
2021–2025 BUDGET (Federal Aid + Match)

	2021 Current Obligation authority	2021 Proposed Obligation authority (91%)*	2022 Current Obligation authority	2022 Proposed Obligation authority (91%)*	2023 Current Obligation Authority	2023 Proposed Obligation authority (91%)*	2024 Current Obligation authority	2024 Proposed Obligation authority (91%)*
Base obligation authority	\$ 641,988,270.00	\$ 621,541,829.00	\$ 658,744,163.00	\$ 634,503,827.00	\$ 676,662,004.60	\$ 647,736,142.00	\$ 689,684,332.90	\$ 661,244,412.00
Planned redistribution request	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00
Total estimated funding available	\$ 691,988,270.00	\$ 671,541,829.00	\$ 708,744,163.00	\$ 684,503,827.00	\$ 726,662,004.60	\$ 697,736,142.00	\$ 739,684,332.90	\$ 711,244,412.00
ABP GANS Repayment	\$ (85,190,000.00)	\$ (82,375,000.00)	\$ (89,590,000.00)	\$ (86,470,000.00)	\$ (93,985,000.00)	\$ (89,510,000.00)	\$ (98,715,000.00)	\$ (93,985,000.00)
Total non-earmarked funding available (federal aid)	\$ 606,798,270.00	\$ 589,166,829.00	\$ 619,154,163.00	\$ 598,033,827.00	\$ 632,677,004.60	\$ 608,226,142.00	\$ 640,969,332.90	\$ 617,259,412.00
Total non-earmarked funding available (federal aid + match)	\$ 750,612,944.18	\$ 728,325,042.88	\$ 766,455,220.10	\$ 739,775,237.22	\$ 782,700,504.29	\$ 752,059,445.48	\$ 792,949,657.91	\$ 763,212,630.54
Planning and Pass-throughs (excluding EWO)	\$ 47,887,887.47	\$ 48,138,639.97	\$ 47,887,887.47	\$ 48,186,662.47	\$ 45,080,547.47	\$ 45,428,785.47	\$ 45,080,547.47	\$ 45,479,733.47
Funding for Regional Priorities**	\$ 243,332,160.75	\$ 243,332,160.75	\$ 248,287,195.75	\$ 248,287,195.75	\$ 253,709,791.53	\$ 253,709,791.53	\$ 257,035,097.92	\$ 257,035,097.92
Highway Division Programs***	\$ 459,392,895.96	\$ 436,854,242.16	\$ 470,280,136.87	\$ 443,301,379.00	\$ 483,910,165.28	\$ 452,920,868.48	\$ 490,834,012.52	\$ 460,697,799.14

	2025 Proposed Obligation authority (91%)*
Base obligation authority	\$ 675,034,391
Planned redistribution request	\$ 50,000,000
Total estimated funding available	\$ 725,034,391
ABP GANS Repayment	\$ (122,185,000)
Total non-earmarked funding available	\$ 602,849,391.00
Total non-earmarked funding available (federal aid + match)	\$ 745,410,138.60
Planning and Pass-throughs (excluding EWO)	\$ 45,479,733.47
	3.5596% Berkshire \$ 8,935,836
	42.9671% Boston \$ 107,862,383
	4.5851% Cape Cod \$ 11,510,198
	8.6901% Central Mass \$ 21,815,177
	2.5397% Franklin \$ 6,375,531
	0.3100% Martha's Vineyard \$ 778,208
	4.4296% Merrimack Valley \$ 11,119,839
	4.4596% Montachusett \$ 11,195,149
	0.2200% Nantucket \$ 552,277
	3.9096% Northern Middlesex \$ 9,814,457
	4.5595% Old Colony \$ 11,445,933
	10.8099% Pioneer Valley \$ 27,136,613
	8.9601% Southeastern Mass \$ 22,492,971
Funding for Regional Priorities	\$ 251,034,571.91
Highway Division Programs	\$ 448,895,833.23

\*Base Obligation Authority based on 2.1% growth rate from actual FFY 2020 apportionment and average of Fast Act Obligation Authority (91%) through FFY 2020

\*\*MPO TIP targets will be held harmless from the change in proposed Obligation Authority

\*\*\*MassDOT Highway Division programs (including EWO/Awards/Adjustments) need revised based on new ABP GANS schedule and proposed Obligation Authority

**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		
<b>Total Estimated Funding Available</b>	<b>\$ 691,988,270</b>		
ABP GANS Repayment	\$ (85,190,000)		
<b>Total non-earmarked funding available</b>	<b>\$ 606,798,270</b>	<b>\$ 143,814,674</b>	<b>\$ 750,612,944</b>
<b>Planning / Adjustments / Pass-throughs</b>			
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>	<b>\$ 57,435,876</b>	<b>\$ 14,081,191</b>	<b>\$ 71,517,067</b>
<b>Funding for regional priorities</b>	<b>regional share %</b>	<b>MPO</b>	<b>Total federal aid</b>
			<b>Matching funds</b>
			<b>Total funding (proposed)</b>
	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>	<b>\$ 194,665,923</b>
Highway Division programs			\$ 48,666,432
Reliability programs			\$ 243,332,161
Bridge program			\$ 81,067,051
			\$ 55,414,829
			\$ 298,043,354
			\$ 143,847,945
			\$ 35,961,986
			\$ -
			\$ -
			\$ 10,000,000
			\$ 23,725,000
			\$ 118,625,000
			\$ 9,100,000
			\$ 2,275,000
			\$ 11,375,000
			\$ 28,500,000
			\$ 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
<b>Modernization programs</b>	<b>\$ 80,720,000</b>	<b>\$ 18,652,222</b>	<b>\$ 99,372,222</b>
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
<b>Expansion programs</b>	<b>\$ 28,000,000</b>	<b>\$ 7,000,000</b>	<b>\$ 35,000,000</b>
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		
<b>Total Estimated Funding Available</b>	<b>\$ 708,744,163</b>		
ABP GANS Repayment	\$ (89,590,000)		
<b>Total non-earmarked funding available</b>	<b>\$ 619,154,163</b>	<b>\$ 147,301,057</b>	<b>\$ 766,455,220</b>
<b>Planning / Adjustments / Pass-throughs</b>			
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>	<b>\$ 63,802,897</b>	<b>\$ 15,672,946</b>	<b>\$ 79,475,843</b>
<b>Funding for regional priorities</b>	<b>regional share %</b>	<b>MPO</b>	<b>Total federal aid</b>
			<b>Matching funds</b>
			<b>Total funding (proposed)</b>
	3.5596%	<b>Berkshire</b>	\$ 7,070,426
	42.9671%	<b>Boston</b>	\$ 85,345,463
	4.5851%	<b>Cape Cod</b>	\$ 9,107,375
	8.6901%	<b>Central Mass</b>	\$ 17,261,128
	2.5397%	<b>Franklin</b>	\$ 5,044,601
	0.3100%	<b>Martha's Vineyard</b>	\$ 615,752
	4.4296%	<b>Merrimack Valley</b>	\$ 8,798,505
	4.4596%	<b>Montachusett</b>	\$ 8,858,094
	0.2200%	<b>Nantucket</b>	\$ 436,986
	3.9096%	<b>Northern Middlesex</b>	\$ 7,765,631
	4.5595%	<b>Old Colony</b>	\$ 9,056,526
	10.8099%	<b>Pioneer Valley</b>	\$ 21,471,682
	8.9601%	<b>Southeastern Mass</b>	\$ 17,797,428
		<i>Total funding of regional priorities</i>	<b>\$ 198,629,796</b>
			<b>\$ 49,657,399</b>
			<b>\$ 248,286,997</b>
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
<b>Modernization programs</b>	<b>\$ 78,500,000</b>	<b>\$ 17,541,667</b>	<b>\$ 96,041,667</b>
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
<b>Expansion programs</b>	<b>\$ 28,000,000</b>	<b>\$ 7,000,000</b>	<b>\$ 35,000,000</b>
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		
<b>Total Estimated Funding Available</b>	<b>\$ 726,662,005</b>		
ABP GANS Repayment	\$ (93,985,000)		
<b>Total non-earmarked funding available</b>	<b>\$ 632,677,005</b>	<b>\$ 150,023,500</b>	<b>\$ 782,700,504</b>
<b>Planning / Adjustments / Pass-throughs</b>			
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>	<b>\$ 48,543,689</b>	<b>\$ 11,858,144</b>	<b>\$ 60,401,833</b>
<b>Funding for regional priorities</b>	<b>regional share %</b>	<b>MPO</b>	<b>Total federal aid</b>
			<b>Matching funds</b>
			<b>Total funding (proposed)</b>
	3.5596%	<b>Berkshire</b>	\$ 7,224,850
			\$ 1,806,213
	<b>42.9671%</b>	<b>Boston</b>	\$ 87,209,479
			\$ 21,802,370
	4.5851%	<b>Cape Cod</b>	\$ 9,306,287
			\$ 2,326,572
	8.6901%	<b>Central Mass</b>	\$ 17,638,125
			\$ 4,409,531
	2.5397%	<b>Franklin</b>	\$ 5,154,779
			\$ 1,288,695
	0.3100%	<b>Martha's Vineyard</b>	\$ 629,201
			\$ 157,300
	4.4296%	<b>Merrimack Valley</b>	\$ 8,990,672
			\$ 2,247,668
	4.4596%	<b>Montachusett</b>	\$ 9,051,563
			\$ 2,262,891
	0.2200%	<b>Nantucket</b>	\$ 446,530
			\$ 111,632
	3.9096%	<b>Northern Middlesex</b>	\$ 7,935,238
			\$ 1,983,810
	4.5595%	<b>Old Colony</b>	\$ 9,254,328
			\$ 2,313,582
	10.8099%	<b>Pioneer Valley</b>	\$ 21,940,642
			\$ 5,485,160
	8.9601%	<b>Southeastern Mass</b>	\$ 18,186,139
			\$ 4,546,535
		<i>Total funding of regional priorities</i>	<b>\$ 202,968,036</b>
			<b>\$ 50,741,958</b>
			<b>\$ 253,709,792</b>
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>	\$ -
			\$ 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
<b>Modernization programs</b>	<b>\$ 84,673,787</b>	<b>\$ 18,816,397</b>	<b>\$ 102,880,407</b>
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
<b>Expansion programs</b>	<b>\$ 28,890,241</b>	<b>\$ 7,222,560</b>	<b>\$ 36,112,801</b>
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		
<b>Total Estimated Funding Available</b>	<b>\$ 739,684,333</b>		
ABP GANS Repayment	\$ (98,715,000)		
<b>Total non-earmarked funding available</b>	<b>\$ 640,969,333</b>	<b>\$ 151,980,325</b>	<b>\$ 792,949,658</b>
<b>Planning / Adjustments / Pass-throughs</b>			
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>	<b>\$ 48,543,689</b>	<b>\$ 11,858,144</b>	<b>\$ 60,401,833</b>
<b>Funding for regional priorities</b>	<b>regional share %</b>	<b>MPO</b>	<b>Total federal aid</b>
			<b>Matching funds</b>
			<b>Total funding (proposed)</b>
	3.5596%	<b>Berkshire</b>	\$ 7,319,544
	42.9671%	<b>Boston</b>	\$ 88,352,510
	4.5851%	<b>Cape Cod</b>	\$ 9,428,262
	8.6901%	<b>Central Mass</b>	\$ 17,869,304
	2.5397%	<b>Franklin</b>	\$ 5,222,342
	0.3100%	<b>Martha's Vineyard</b>	\$ 637,448
	4.4296%	<b>Merrimack Valley</b>	\$ 9,108,510
	4.4596%	<b>Montachusett</b>	\$ 9,170,199
	0.2200%	<b>Nantucket</b>	\$ 452,382
	3.9096%	<b>Northern Middlesex</b>	\$ 8,039,243
	4.5595%	<b>Old Colony</b>	\$ 9,375,622
	10.8099%	<b>Pioneer Valley</b>	\$ 22,228,212
	8.9601%	<b>Southeastern Mass</b>	\$ 18,424,500
<i>Total funding of regional priorities</i>			<b>\$ 205,628,284</b>
<b>Highway Division programs</b>			<b>\$ 386,797,360</b>
<b>Reliability programs</b>			<b>\$ 271,555,215</b>
Bridge program			\$ 169,463,650
			\$ 42,365,912
		<i>Inspections</i>	\$ 14,320,000
		<i>Systematic maintenance</i>	\$ 8,756,680
		<i>On-system NHS</i>	\$ 94,900,000
		<i>On-System Non-NHS</i>	\$ 9,960,724
		<i>Off-system</i>	\$ 28,500,000
Interstate pavement program			\$ 25,076,422
Non-interstate DOT pavement program			\$ 57,248,203

**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
<b>Modernization programs</b>	<b>\$ 85,924,923</b>	<b>\$ 19,094,427</b>	<b>\$ 105,019,350</b>
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
<b>Expansion programs</b>	<b>\$ 29,317,223</b>	<b>\$ 7,329,306</b>	<b>\$ 36,646,529</b>
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 2020					
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 2020
BRPC	PITTSFIELD MA20	ENVIRONMENTAL STUDIES, P.E., AND DESIGN OF NORTH-SOUTH CONNECTOR IN PITTSFIELD TO IMPROVE ACCESS TO I-90	\$1,537,649	\$990,705	\$546,944

#### SUMMARY OF SAFETEA-LU HPP FUNDS AVAILABLE IN 2020 (Federal Funds only)

City/Town	Description	Amount Accrued 2005-2009 (Fed. funds only)	Programmed Amounts 2015-2025	
			Year	Amount
Region (MA 173)	Berkshire County Bike Paths, Design and Construction	\$4,005,900	2015 (Construction)	\$2,693,900
			2019 (Active Design)	\$800,000
			2025 (Construction)	\$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 10/01/19 to 03/31/20 in the BRPC Region**

Locale	Description	Advertised Amount	ID No.	Fund
Adams	Systematic Bridge Maintenance (A-04-001) Route 8 over Ashuwillticook Trail & Hoosic River	\$666,866	609161	National Highway Preservation Program (NHPP)
Florida, Savoy	Resurfacing and Related Work on Route 2	\$5,580,446	608812	National Highway Preservation Program (NHPP)
Tyringham	Bridge Replacement (T-10-007) Monterey Road over Hop Brook	\$1,643,810	608646	Surface Transportation Block Grant OFF-SYSTEM BRIDGE

**FHWA Funded Projects anticipated to be advertised (04/01/20 to 09/30/20)**

Locale	Description	Current TIP Programming*	ID No.	Fund
Adams	Pavement Rehabilitation and Related Work on Route 8	\$8,849,818	607328	Surface Transp. Block Grant and Congestion Mitigation Air Quality
Great Barrington	Intersection and Signal Improvements on Route 7 at Maple Avenue (Route 23/41)	\$2,339,521	607756	Statewide Highway Safety Improvement Program (HSIP)
Lee	Resurfacing and Related Work on Route 20	\$1,091,832	609104	National Highway Preservation Program (NHPP)
Lanesborough Pittsfield	Ashuwillticook Rail Trail Extension to Crane Avenue	\$2,704,236	606891	Statewide Congestion Mitigation Air Quality (CMAQ)
New Marlborough	Bridge Replacement (N-08-006) Campbell Falls Road over Whiting River	\$787,317	608645	Surface Transportation Block Grant OFF-SYSTEM BRIDGE
Williamstown	Resurfacing and Related Work on Route 43	\$3,093,750	608486	National Highway Preservation Program (NHPP)
Williamstown	Mohawk Bicycle/Pedestrian Trail Construction	\$5,585,900	607254	Statewide Congestion Mitigation Air Quality (CMAQ)

\* TIP programming includes State/Local match.



**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	\$ 1,489,304
Section 5307 Capital	\$ 302,970
Section 5311 Operating - Rural Areas	\$ <u>301,336</u>
Total Federal Transit Dollars	\$ 2,093,610

**STATUS OF FFY 2019 TRANSIT PROJECTS (FEDERAL FUNDS) Funds are as of 4/9/2020**

**Federal Funds Direct to Recipient from FTA**

Section	Description	Federal Funds	Approval Status	Grant #	Comments
5307	Capital	120,000	approved	MA-2019-009	Available 48,318
5307	Operating	1,855,297	approved	MA-2019-009	Available 1,253,944

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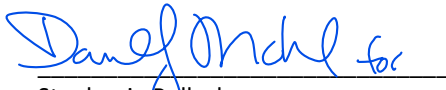
#### 4. CERTIFICATIONS

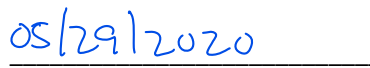
### BERKSHIRE METROPOLITAN PLANNING ORGANIZATION CERTIFICATION OF THE 3C PROCESS

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:

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR Part 93.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101(b) of the Fast Act (Pub. L. 114-94) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
7. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
8. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
9. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
10. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

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

## BERKSHIRE MPO ENDORSEMENT SHEET

The signatures below signify that all members of the Berkshire Region's Transportation Planning Organization, or their designees, have met on November 24, 2022 and discussed the following item for endorsement:

### CERTIFICATION OF THE 3C PLANNING PROCESS

Concurrent with the submittal of the proposed TIP to the FHWA and the FTA, the MPO certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements (which are listed below), and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination and the Unified Planning Work Program:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and for applicable State Implementation Plan projects;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fast Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of US DOT and of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. 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;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities;
11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

November 24, 2020



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Stephanie Pollack, Secretary and Chief Executive Officer  
Massachusetts Department of Transportation  
Chair, Berkshire MPO

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## **Air Quality Conformity Determination Berkshire MPO FFY 2021-2025 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 2021-2025 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 includes 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 2021-2025 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 2021-2025 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 2021-2025 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 2021-2025 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	-	11.52%
State	-	78.43%
Local	-	5.27%
Fares	-	3.98%
Other	-	0.80%
<b>Total</b>	-	<b>100.00%</b>

### BRTA Operations and Maintenance Summary

#### State Fiscal Year 2020

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>	
	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	
Farebox	778,931	737,716	774,602	774,602	
Section 5307	1,792,274	1,834,227	1,870,912	1,870,912	
Section 5311	301,336	301,336	301,336	301,336	
CMAQ/TDM	0	0			
Fully Funded *	10,908,298	11,501,286	11,731,311	11,731,311	
Job Access/Reverse Commute	51,150	0	0	0	
New Freedom	0	0	0	0	
Advertising	50,000	35,000	35,000	35,000	
Interest Income	20,546	15,000	10,000	10,000	
Rental Income	56,319	56,319	56,319	56,319	
State Contract Assistance including discretionary grant from MassDOT**	2,554,954	3,033,696	3,033,696	3,033,696	
Local Assessment	950,925	974,699	999,066	1,024,043	
Other: (Define)	73,116	42,386	42,000	42,000	
<b>TOTAL</b>	<b>17,537,849</b>	<b>18,531,665</b>	<b>18,854,242</b>	<b>18,879,219</b>	

## BRTA Operations and Maintenance Summary

### State Fiscal Year 2020

<i>Operating Expenses</i> ***	<i>Previous</i>	<i>Current</i>	<i>Yr. Two</i>	<i>Yr. Three</i>	
	2019	2020	2021	2022	
<b>TOTAL (See Description Below)</b>	17,537,849	18,531,665	18,854,242	18,879,219	

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 2020.

3. Current assets offset current liabilities; and cash flow, supported through revenue anticipation notes, is sufficient to provide cash-on-hand and/or receivables are available to fund operations for one year.

### **SPECIAL EFFORTS FOR THE ELDERLY AND DISABLED**

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

1. Half fares on all fixed-route buses on weekdays and on Saturdays.
2. Kneeling feature on most fixed-route buses.
3. Wheelchair lifts or ramps on all fixed-route buses.
4. User-side subsidy program for Non-ADA paratransit service is available 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 PMB began on July 1, 2018.

Expenditures for ADA and Non-ADA transportation services (contract plus administrative costs) account for 4.51% of BRTA's budgeted operational expense for FY20 (July 1, 2019 – June 30, 2020).

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	PITTSFIELD	MILL STREET	BRIDGE REPLACEMENT	MassDOT		21	BR OFF	1,776,772	608854
BRIDGE	SAVOY	CENTER ROAD	BRIDGE REPLACEMENT	MassDOT		21	BR OFF	1,465,040	608647
BRIDGE	LENOX	ROARING BROOK ROAD	BRIDGE REPLACEMENT	MassDOT		21	BR OFF	1,450,658	608636
BRIDGE	NORTH ADAMS	ROUTE 2	BRIDGE MAINTENANCE	MASSDOT		21	NHPP	522,200	609164
BRIDGE	NEW MARLBOROUGH	NORFOLK ROAD	BRIDGE REPLACEMENT	MassDOT		21	BR OFF	7,631,387	608642
<b>Total for YR Y1</b>								<b>12,846,057</b>	
BRIDGE	WILLIAMSTOWN	ROUTE 7 (MOODY BRIDGE)	SYSTEMATIC BRIDGE MAINTENANCE	MASSDOT		22	NHPP	484,900	609162
BRIDGE	OTIS	TANNERY ROAD	BRIDGE REPLACEMENT	MassDOT		22	BR OFF	1,320,390	608856
BRIDGE	PITTSFIELD	EAST NEW LENOX RD	BRIDGE REPLACEMENT	MassDOT		22	BR OFF	3,044,403	608860
<b>Total for YR Y2</b>								<b>4,849,693</b>	
BRIDGE	NORTH ADAMS	ROUTE 2	BRIDGE REPLACEMENT	MassDOT		23	NHPP	18,313,074	605843
BRIDGE	MONTEREY	CURTIS ROAD	BRIDGE REPLACEMENT	MassDOT		23	BR OFF	1,200,792	609074
BRIDGE	NEW MARLBOROUGH	KEYES HILL ROAD	BRIDGE REPLACEMENT	MassDOT		23	BR OFF	2,802,504	609078
BRIDGE	WILLIAMSTOWN	WEST MAIN STREET	BRIDGE REPLACEMENT	MassDOT		23	BR OFF	2,602,962	609072
BRIDGE	CHESHIRE	SAND MILL RD	BRIDGE REPLACEMENT	MassDOT		23	BR OFF	2,465,056	608857
<b>Total for YR Y3</b>								<b>27,384,388</b>	
BRIDGE	ALFORD	WEST ROAD	BRIDGE REPLACEMENT	MassDOT		24	BR OFF	1,809,024	609070
<b>Total for YR Y4</b>								<b>1,809,024</b>	
BRIDGE	TYRINGHAM	JERUSALEM RD	BRIDGE REPLACEMENT	MassDOT		25	BR OFF	2,674,467	608859
BRIDGE	ADAMS	QUALITY STREET	BRIDGE REPLACEMENT	MassDOT		25	BR OFF	5,800,000	610759
BRIDGE	LANESBOROUGH	BRIDGE STREET	BRIDGE REPLACEMENT	MassDOT		25	BR OFF	1,996,450	609428
BRIDGE	GREAT BARRINGTON	COTTAGE STREET	BRIDGE REPLACEMENT	MassDOT		25	BR OFF	4,872,013	609076
<b>Total for YR Y5</b>								<b>15,342,930</b>	
<b>Total for BRIDGE (18 projects )</b>								<b>\$ 62,232,092</b>	

## 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	21	STBG	359,996	607328
HIGHWAYS	HINSDALE	SKYLINE TRAIL	RECONSTRUCTION, REHABILITATION	MassDOT	3	21	STBG	6,016,381	606406
HIGHWAYS	WINDSOR	ROUTE 9	PAVEMENT PRESERVATION AND RELATED WORK	MassDOT		21	NHPP	9,320,163	609150
<b>Total for YR Y1</b>								<b>15,696,540</b>	
HIGHWAYS	EGREMONT	ROUTE 23/41	RECONSTRUCTION & RELATED WORK	MassDOT	6	22	STBG	2,148,616	608767
HIGHWAYS	EGREMONT	ROUTE 23/41	RECONSTRUCTION & RELATED WORK	MassDOT	6	22	CMAQ	858,128	608767A
HIGHWAYS	PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	6	22	STBG	4,067,472	608768
HIGHWAYS	PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	6	22	HSIP	482,528	608768A
HIGHWAYS	NORTH ADAMS-FLORIDA	ROUTE 2	RESURFACING AND RELATED WORK	MassDOT		22	NHPP	6,028,663	609103
HIGHWAYS	NORTH ADAMS	BRAYTON ELEMMENTARY SCH	ROADWAY RECONSTRUCTION	TOWN		22	TAP	622,185	610546
HIGHWAYS	LANESBOROUGH	ROUTE 7	RESURFACING & RELATED WORK	MassDOT		22	NHPP	2,206,966	608813
<b>Total for YR Y2</b>								<b>16,414,558</b>	
HIGHWAYS	PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	6	23	CMAQ	681,210	606233A
HIGHWAYS	PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	6	23	STBG	5,876,458	606233
HIGHWAYS	PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	6	23	HSIP	482,528	606233B
<b>Total for YR Y3</b>								<b>7,040,196</b>	
HIGHWAYS	PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	MassDOT	6	24	CMAQ	491,198	604003A
HIGHWAYS	PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	MassDOT	6	24	STBG	6,330,998	604003
HIGHWAYS	DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	6	24	STBG	2,327,234	608737
HIGHWAYS	CHESHIRE & ADAMS	ROUTE 8	PRESERVATION AND RELATED WORK	MassDOT		24	NHPP	9,737,280	609394
HIGHWAYS	DALTON	SOUTH ST & WEST HOUSATO	INTERSECTION IMPROVEMENTS	MassDOT		24	S-HSIP	2,072,000	608754
<b>Total for YR Y4</b>								<b>20,958,710</b>	
HIGHWAYS	DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	6	25	STBG	8,747,326	608737A
HIGHWAYS	PITTSFIELD	ASHUWILLTICOOK BIKE TRAIL	EXTENSION	CITY		25	S-CMAQ	2,088,000	609289
HIGHWAYS	ADAMS NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	MassDOT		25	S-CMAQ	7,274,100	606890
HIGHWAYS	LEE	BIKEWAY (PHASE 1)	CONSTRUCTION	BRPC		25	S-CMAQ	6,459,604	607570
HIGHWAYS	ADAMS NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	MassDOT		25	HPP	640,000	606890B
<b>Total for YR Y5</b>								<b>25,209,030</b>	



## 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	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	EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	2	?	UNDET	8,320,000	608547
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	LEE	CENTER ST, COLUMBIA ST, BR	RECONSTRUCTION, COMPLETE STREET IMPLEMENTATIO	MaSSDOT		?	UNDET	12,691,138	609508
HIGHWAYS	NEW MARLBOROUGH	ROUTE 57	REHABILITATION, CAPACITY IMPROVEMENT	TOWN		?	UNDET	8,000,000	XXX08B
HIGHWAYS	SANDSFIELD	ROUTE 57	RESURFACING	TOWN		?	UNDET	5,000,000	XXX17C
HIGHWAYS	GREAT BARRINGTON	ROUTE 23/ 183	RESURFACING AND RELATED WORK	MassDOT		?	UNDET	2,750,000	609464
HIGHWAYS	LANESBOROUGH	SUMMER STREET	REHABILITATION	TOWN		?	UNDET	1,600,000	XXX14B
HIGHWAYS	GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT		?	UNDET	12,700,000	609465
HIGHWAYS	GREAT BARRINGTON	HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	TOWN		?	UNDET	4,500,000	XXX16D
HIGHWAYS	PITTSFIELD	HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	TOWN		?	UNDET		XXX17A
<b>Total for YR Y?</b>								<b>79,285,628</b>	
<b>Total for HIGHWAYS (37 projects )</b>								<b>\$ 164,604,662</b>	

# BRPC: TIP Priorities by Mode -

# TRANSIT

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD PRIORITY	YR	FUND	COST	ID#
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA	21	5307	200,000	RTA21C
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (2) FIXED ROUTE	BRTA	21	5339	273,226	RTA21B
TRANSIT	BRTA	TRANSIT	BUY 2 REPLACEMENT 35-FT BUSES	BRTA	21	5339	496,863	RTA21A
<b>Total for YR Y1</b>							<b>970,089</b>	
TRANSIT	BRTA	TRANSIT	ACQUIRE MOBILE FARE COLLECTION EQUIPMENT	BRTA	22	N-FED	500,000	RTA22C
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA	22	5307	200,000	RTA22A
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (2) FIXED ROUTE	BRTA	22	5307	273,226	RTA22G
TRANSIT	BRTA	TRANSIT	PURCHASE SUPPORT VEHICLES (PLOW) TRUCK	BRTA	22	5307	40,000	RTA22B
<b>Total for YR Y2</b>							<b>1,013,226</b>	
TRANSIT	BRTA	TRANSIT	PURCHASE SUPPORT VEHICLES PLOW TRUCK	BRTA	23	5307	65,000	RTA23C
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA	23	5307	200,000	RTA23A
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (3) FIXED ROUTE MINI BU	BRTA	23	5307	409,839	RTA23D
<b>Total for YR Y3</b>							<b>674,839</b>	
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA	24	5307	200,000	RTA24A
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35-FT BUS (2)	BRTA	24	OTH-FA	993,726	RTA24D
TRANSIT	BRTA	TRANSIT	ACQUIRE - MISC SUPPORT EQUIPMENT - PURCHASE (2) E	BRTA	24	5307	100,000	RTA24B
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30-FT BUS (3) FIXED ROUTE	BRTA	24	5307	372,582	RTA24C
<b>Total for YR Y4</b>							<b>1,666,308</b>	
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA	25	5307	200,000	RTA25B
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30-FT BUS (4) FIXED ROUTE	BRTA	25	5307	546,452	RTA25A
<b>Total for YR Y5</b>							<b>746,452</b>	
TRANSIT	BRTA	TRANSIT	BUY 30 FT BUS FOR EXPANSION	BRTA	?	UNDET	416,250	RTA19I
TRANSIT	BRTA	TRANSIT	PURCHASE 3 EXPANSION VANS HYBRID	BRTA	?	UNDET	416,250	RTA18V
TRANSIT	BRTA	TRANSIT	SATELLITE FACILITY SOUTH COUNTY	BRTA	?	UNDET	1,150,000	RTA18U
TRANSIT	BRTA	TRANSIT	PURCHASE 9 EXPANSION VANS HYBRID	BRTA	?	UNDET	1,234,200	RTA19J
TRANSIT	BRTA	TRANSIT	BUY VANS FOR SERVICE EXPANSION	BRTA	?	UNDET	573,200	RTA19H
TRANSIT	BRTA	TRANSIT	SATELLITE FACILITY NORTH COUNTY	BRTA	?	UNDET	1,150,000	RTA17U
TRANSIT	BRTA	TRANSIT	PURCHASE 2 TROLLEYS AND 2 EXPANSION FLEET HYBRI	BRTA	?	UNDET	2,800,000	RTA16U
TRANSIT	BRTA	TRANSIT	NEW PARKING AREA NEW BUSES & ADA FLEET & PARATR	BRTA	?	UNDET	1,740,000	RTA15U
<b>Total for YR Y?</b>							<b>9,479,900</b>	
<b>Total for TRANSIT (24 projects )</b>							<b>\$ 14,550,814</b>	

Attachment 2

PROJECTS BY LOCATION

NOTES ON TABLE:

LOCATION: City or Town for highway projects

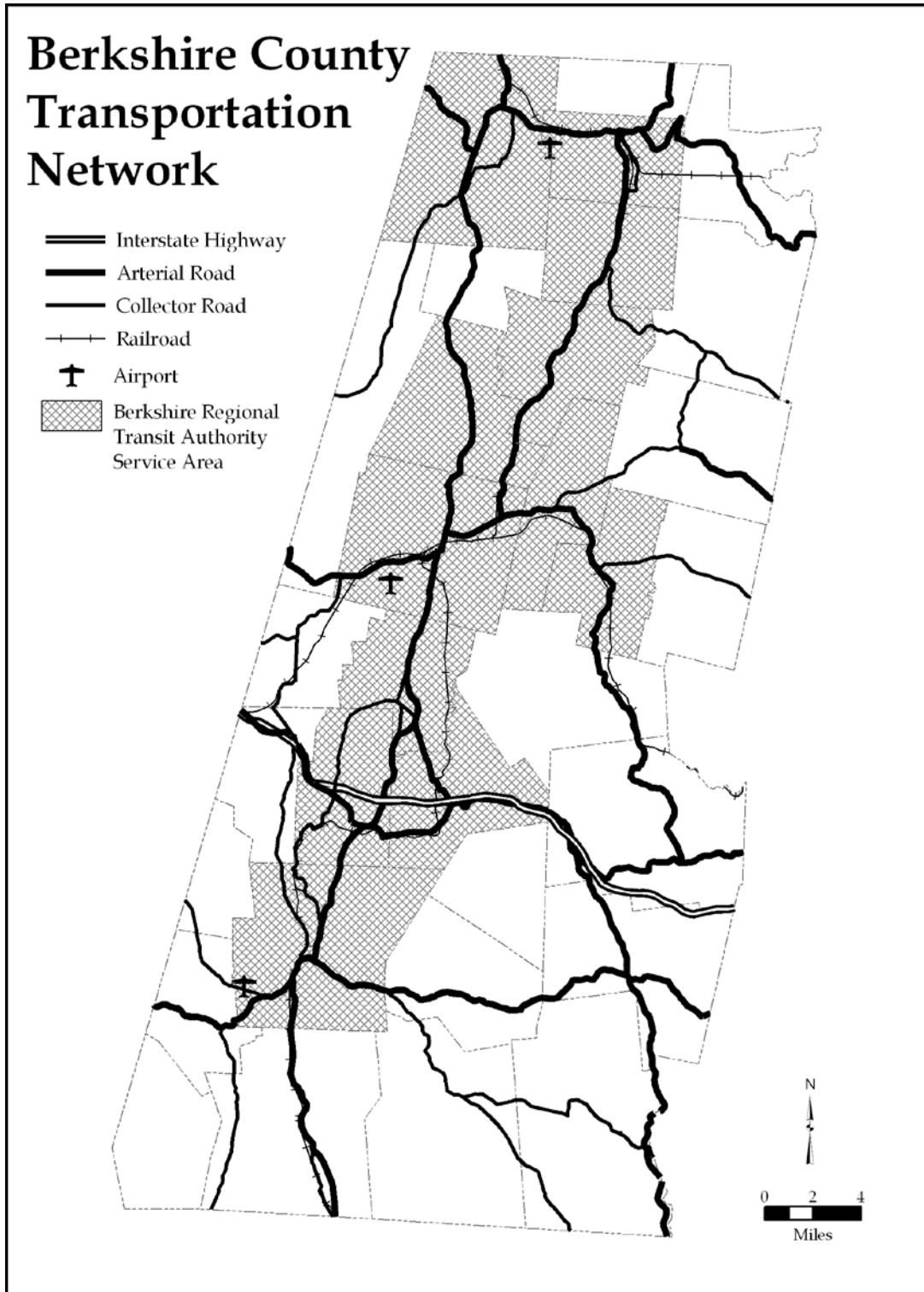
# BRPC: TIP by LOCATION

LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
ADAMS	ROUTE 8	REHABILITATION	TOWN	21	6	STBG	359,996	SECTIONS FROM CHESHIRE TL TO NORTH ADAMS	607328
ADAMS	QUALITY STREET	BRIDGE REPLACEMENT	MassDOT	25		BR OFF	5,800,000	OVER HOOSIC RIVER	610759
ADAMS NORTH ADAMS	ASHWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	MassDOT	25		S-CMAQ	7,274,100	LIME ST TO HODGES CROSS RD	606890
ADAMS NORTH ADAMS	ASHWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	MassDOT	25		HPP	640,000	LIME ST TO HODGES CROSS RD	606890B
ALFORD	WEST ROAD	BRIDGE REPLACEMENT	MassDOT	24		BR OFF	1,809,024	OVER SCRIBNER BROOK	609070
CHESHIRE	SAND MILL RD	BRIDGE REPLACEMENT	MassDOT	23		BR OFF	2,465,056	OVER DRY BROOK	608857
CHESHIRE & ADAMS	ROUTE 8	PRESERVATION AND RELATED WORK	MassDOT	24		NHPP	9,737,280		609394
DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	24	6	STBG	2,327,234	SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT	608737
DALTON	SOUTH ST & WEST HOUSATONIC ST	INTERSECTION IMPROVEMENTS	MassDOT	24		S-HSIP	2,072,000	ROUTES 8 & 9 (MAIN ST) AT SOUTH ST & W HOUSA	608754
DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	25	6	STBG	8,747,326	SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT	608737A
EGREMONT	ROUTE 23/41	RECONSTRUCTION & RELATED WORK	MassDOT	22	6	CMAQ	858,128	CREAMERY RD TO NORTH UNDERMOUNTAIN RD	608767A
EGREMONT	ROUTE 23/41	RECONSTRUCTION & RELATED WORK	MassDOT	22	6	STBG	2,148,616	CREAMERY RD TO NORTH UNDERMOUNTAIN RD	608767
EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	?	2	UNDET	8,320,000	MT WASHINGTON TL TO N. UNDERMOUNTAIN RD	608547
GREAT BARRINGTON	COTTAGE STREET	BRIDGE REPLACEMENT	MassDOT	25		BR OFF	4,872,013	OVER HOUSATONIC RIVER	609076
GREAT BARRINGTON	ROUTE 7/ SOUTH MAIN STREET	RECONSTRUCTION	TOWN	?	3	UNDET	6,931,990		609215
GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	?		UNDET	12,700,000	FROM BELCHER SQUARE N 1.4 MILES ON ROUTE 7	609465
GREAT BARRINGTON	ROUTE 23/ 183	RESURFACING AND RELATED WORK	MassDOT	?		UNDET	2,750,000	FROM EAST MOUNTAIN RD TO OLD MONTEREY RD	609464
GREAT BARRINGTON	HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	TOWN	?		UNDET	4,500,000	HOUSATONIC RR/RIVER BIKE PATH CORRIDOR BE	XXX16D
HINSDALE	SKYLINE TRAIL	RECONSTRUCTION, REHABILITATION	MassDOT	21	3	STBG	6,016,381	RT 8 IN HINSDALE TO PERU LINE	606406

LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
HINSDALE	ROUTE 143	RECONSTRUCTION, REHABILITATION	TOWN	?	1	UNDET	4,200,000		607500
LANESBOROUGH	ROUTE 7	RESURFACING & RELATED WORK	MassDOT	22		NHPP	2,206,966		608813
LANESBOROUGH	BRIDGE STREET	BRIDGE REPLACEMENT	MassDOT	25		BR OFF	1,996,450	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
LEE	BIKEWAY (PHASE 1)	CONSTRUCTION	BRPC	25		S-CMAQ	6,459,604	STOCKBRIDGE T.L. TO WEST PARK STREET	607570
LEE	CENTER ST, COLUMBIA ST, BRADELY ST & MILL ST	RECONSTRUCTION, COMPLETE STREET IMPLEMENTATION	MassDOT	?		UNDET	12,691,138		609508
LENOX	ROARING BROOK ROAD	BRIDGE REPLACEMENT	MassDOT	21		BR OFF	1,450,658	OVER ROARING BROOK	608636
MONTEREY	CURTIS ROAD	BRIDGE REPLACEMENT	MassDOT	23		BR OFF	1,200,792	OVER KONKAPOT RIVER	609074
NEW MARLBOROUGH	NORFOLK ROAD	BRIDGE REPLACEMENT	MassDOT	21		BR OFF	7,631,387	OVER UMPACHENE BROOK	608642
NEW MARLBOROUGH	KEYES HILL ROAD	BRIDGE REPLACEMENT	MassDOT	23		BR OFF	2,802,504	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	MASSDO	21		NHPP	522,200	OVER HOOSIC RIVER	609164
NORTH ADAMS	BRAYTON ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	ROADWAY RECONSTRUCTION	TOWN	22		TAP	622,185	SAFE ROUTES TO SCHOOL	610546
NORTH ADAMS	ROUTE 2	BRIDGE REPLACEMENT	MassDOT	23		NHPP	18,313,074	OVER THE HOOSIC RIVER	605843
NORTH ADAMS	ASHLAND STREET	RECONSTRUCTION	CITY	?	4	UNDET	5,792,500		609277
NORTH ADAMS-FLORIDA	ROUTE 2	RESURFACING AND RELATED WORK	MassDOT	22		NHPP	6,028,663		609103
OTIS	TANNERY ROAD	BRIDGE REPLACEMENT	MassDOT	22		BR OFF	1,320,390	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	22	6	HSIP	482,528	JUNCTION RD TO EAST STREET	608768A

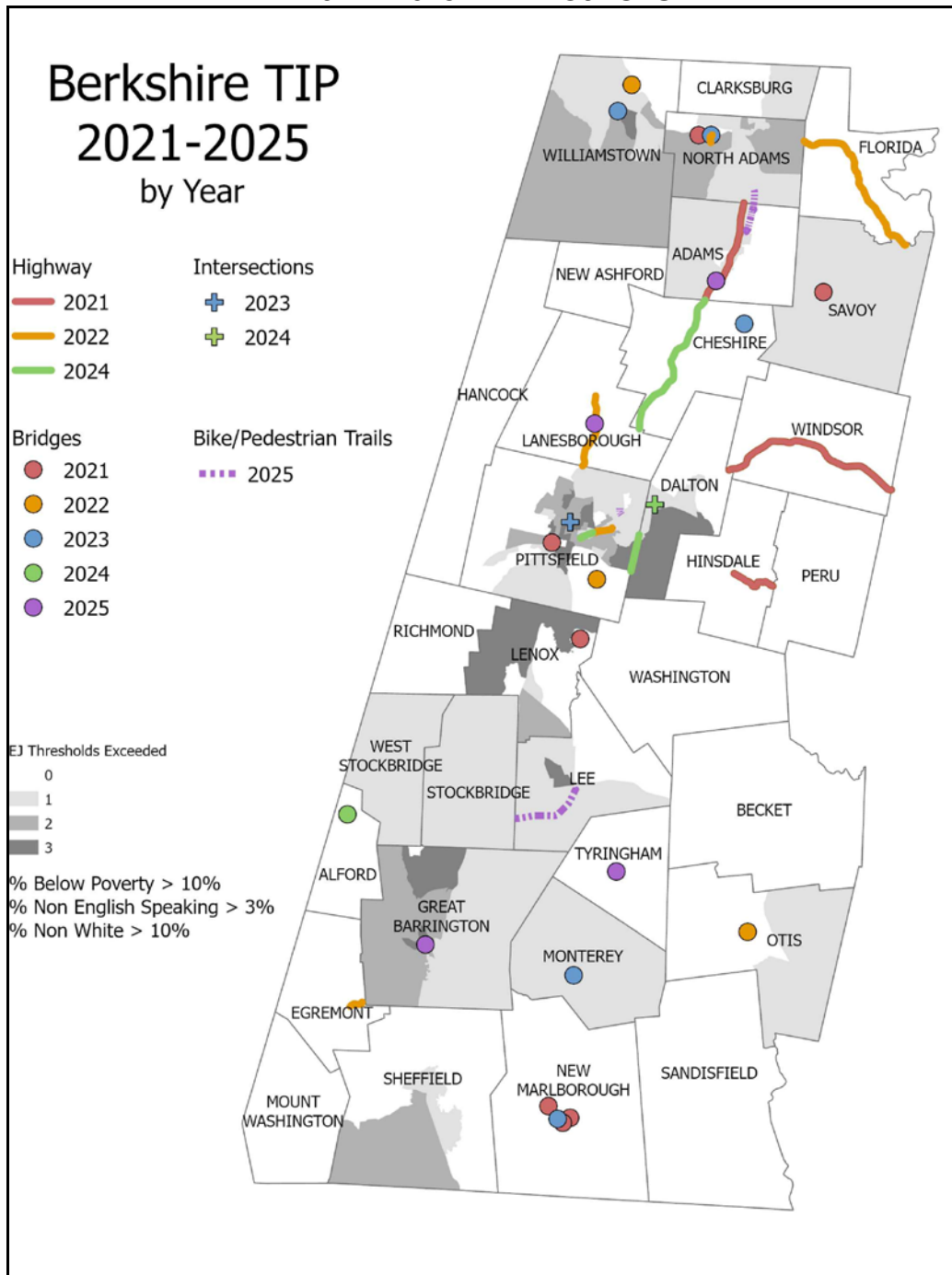
LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
PITTSFIELD	EAST NEW LENOX RD	BRIDGE REPLACEMENT	MassDOT	22		BR OFF	3,044,403	OVER SACKETT BROOK	608860
PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	22	6	STBG	4,067,472	JUNCTION RD TO EAST STREET	608768
PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	23	6	CMAQ	681,210		606233A
PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	23	6	STBG	5,876,458		606233
PITTSFIELD	BMC AREA	TRAFFIC CIRCULATION IMPROVEMENTS	CITY	23	6	HSIP	482,528		606233B
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	MassDOT	24	6	CMAQ	491,198	LYMAN ST TO MERRILL RD	604003A
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	MassDOT	24	6	STBG	6,330,998	LYMAN ST TO MERRILL RD	604003
PITTSFIELD	ASHWILLTICOOK BIKE TRAIL	EXTENSION	CITY	25		S-CMAQ	2,088,000	CRANE AVENUE TO MERRILL ROAD	609289
PITTSFIELD	HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	TOWN	?		UNDET		CSX OVERPASS ON HUBBARD AVE	XXX17A
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	?	5	UNDET	3,400,000	LYMANN ST TO WHIPPLE ST	609292
<hr/>									
SANDSFIELD	ROUTE 57	RESURFACING	TOWN	?		UNDET	5,000,000	NEW MARLBOROUGH TL TO TOLLAND TL	XXX17C
<hr/>									
SAVOY	CENTER ROAD	BRIDGE REPLACEMENT	MassDOT	21		BR OFF	1,465,040	OVER CENTER BROOK	608647
<hr/>									
TYRINGHAM	JERUSALEM RD	BRIDGE REPLACEMENT	MassDOT	25		BR OFF	2,674,467	OVER HOP BROOK	608859
<hr/>									
WILLIAMSTOWN	ROUTE 7 (MOODY BRIDGE)	SYSTEMATIC BRIDGE MAINTENANCE	MASSDO	22		NHPP	484,900	OVER HOOSIC RIVER & PAN-AM RR	609162
WILLIAMSTOWN	WEST MAIN STREET	BRIDGE REPLACEMENT	MassDOT	23		BR OFF	2,602,962	OVER HEMLOCK BROOK	609072
<hr/>									
WINDSOR	ROUTE 9	PAVEMENT PRESERVATION AND RELATED WORK	MassDOT	21		NHPP	9,320,163		609150
<hr/>									
<b>Total Projects = 55</b>			<b>Grand Total Cost = \$ 226,836,754</b>						

Attachment 3  
BERKSHIRE COUNTY TRANSPORTATION NETWORK MAP



The map below shows a geographical distribution of TIP projects programed in FFY 2021-2025 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 travel to and within the urbanized area of Berkshire County.

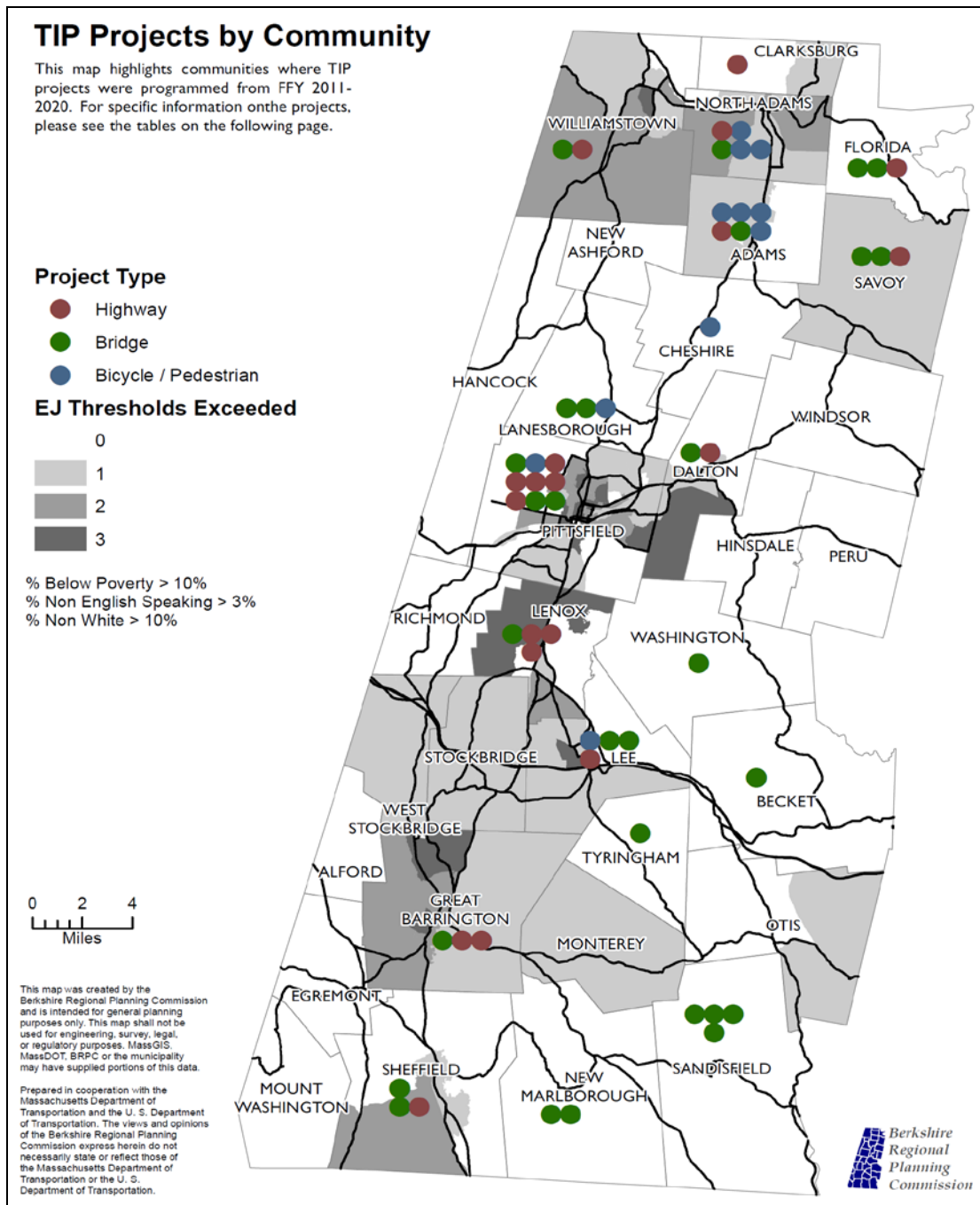
**Attachment 4  
FFY 2021 - 2025 TIP PROJECTS MAP**





The map below shows a geographical distribution of TIP projects programmed from FFY 2011 – 2020 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 – 2020) TIP PROJECTS MAP**



The following tables lists TIP projects programmed from FFY 2011 – 2020 in the Berkshire MPO region.

### Highway Projects (FFY 2011 – 2020)

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 – 2020)**

<b>Project ID</b>	<b>Community</b>	<b>Project Description</b>	<b>FFY</b>
605233	Florida - Savoy	Route 2 over the Cold River; Bridge Preservation	2011
606029	Lanesborough	Miner Rd over Town Brook; Bridge Replacement	2011
605440	Becket	Us Route 20 over Cushman Brook & Walker Brook; Bridge Replacement	2011
601806	North Adams	Route 8, Hadley Overpass; Bridge Reconstruction	2011 & 2012
607112	Sandisfield	Clark Rd over the Farmington River; Bridge Replacement	2013
607241	Sandisfield	Route 8 (South Main St) over Silvernail Brook; Bridge Maintenance	2013
605935	Williamstown	Hooper Rd over Green River; Bridge Replacement	2014
606706	Pittsfield	Woodlawn Ave over CSX Railroad; Bridge Replacement	2014
607469	Sandisfield	Route 8 (South Main St) over W. Branch of Farmington River; Bridge Maintenance	2014
607510	Sandisfield	Route 8 (South Main St) over W. Branch of Farmington River Phase – II; Bridge Maintenance	2015
605299	Great Barrington	SR 183 (Park St) over Housatonic River	2015 & 2016
607121	Savoy	River Rd over the Westfield River; Bridge Replacement	2015
607511	Dalton	Route 8 (Main St) over E. Branch of Housatonic River	2016
605314	New Marlborough	Hadsell St over Umpachene River; Superstructure Replacement	2016
607116	Florida	South County Rd over the Cold River; Bridge Replacement	2016
603778	Lanesborough	Narragansett Ave over Pontoosuc Lake	2016
605350	Washington	Summit Hill Rd over CSX R.R; Superstructure Replacement	2016
607550	Lee	Chapel St over Greenwater Brook; Superstructure Replacement	2017
607551	Lee - Lenox	Valley St over Housatonic River; Bridge Replacement	2017
608125	Sheffield	Route 7A (Ashley Falls Rd) over Housatonic River; Bridge Replacement	2018
608263	Sheffield	Berkshire School Road over Schenob Brook, Bridge Replacement	2019
608243	New Marlborough	Umpachene Falls over Konkapot River, Bridge Replacement	2019
608523	Pittsfield	New Road over W. Branch of Housatonic River, Bridge Replacement	2019
603255	Pittsfield	Lakeway Drive over Onota lake, Bridge Replacement	2019
609161	Adams	Route 8 over Ashuwillticook Trail & Hoosic River, Systematic Bridge Maintenance	2019
608646	Tyringham	Monerey Road over Hop Brook, Bridge Replacement	2019

**Bike/ Pedestrian Trail Projects (FFY 2011 – 2020)**

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

Attachment 6

GREENHOUSE GAS MONITORING AND EVALUATION

# 2021-2025 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 2021 – 2025 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 2021-2025 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 CO<sub>2</sub> 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 2021 – 2025 TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2021 – 2025 TIP. First and second table below summarizes the calculated quantitative impacts of the completed highway and transit projects since 2015 to track progress towards reductions.

Berkshire Region Completed Highway Projects GHG							
MassDOT Project ID	MassDOT Project Description	Total Programmed Funds	GHG Analysis Type	GHG CO <sub>2</sub> 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	Quantified	-6,202	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2018

Berkshire Region Completed Transit Projects GHG								
FTA Activity Line Item	Transit Agency	Project Description	Total Cost	GHG Analysis Type	GHG CO <sub>2</sub> Impact (kg/yr)	GHG Impact Description	Additional Description	Fiscal Year Programmed (2015 and forward)
RTD0002943	BRTA	Buy Replacement Van (5)	350,000	Quantified	-28,354	Quantified Decrease in Emissions from Bus Replacement		2015
RTD0007502	BRTA	Buy 2 replacement 35 Ft Buses	825,902	Quantified	-52,256	Quantified Decrease in Emissions from Bus Replacement		2019

## 2021 Berkshire Region Highway Project GHG Tracking

STIP: 2021 - 2025 (D)						
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO <sub>2</sub> Impact (kg/yr)	Additional Information	
Federal Fiscal Year 2021						
Berkshire Region						
606406	HINSDALE- PERU- RECONSTRUCTION OF SKYLINE TRAIL (MIDDLEFIELD ROAD)	Qualitative	Qualitative Decrease in Emissions	0		
607328	ADAMS- PAVEMENT REHABILITATION & RELATED WORK ON ROUTE 8	Qualitative	Qualitative Decrease in Emissions	0		
608636	LENOX- SUPERSTRUCTURE REPLACEMENT, L-07-006, ROARING BROOK ROAD OVER ROARING BROOK	Qualitative	No assumed impact/negligible impact on emissions	0		
608642	NEW MARLBOROUGH- SUPERSTRUCTURE REPLACEMENT OF N-08-001, NORFOLK ROAD, N-08-017, LUMBERT ROAD, N-08-018, CANAAN SOUTHFIELD ROAD OVER UMPACHENE BROOK	Qualitative	No assumed impact/negligible impact on emissions	0		
608647	SAVOY- BRIDGE SUPERSTRUCTURE REPLACEMENT, S-06-003, CENTER ROAD OVER CEN	Qualitative	No assumed impact/negligible impact on emissions	0		
608854	PITTSFIELD- BRIDGE REPLACEMENT, P-10-034, MILL STREET OVER W. BRANCH OF HOUSATONIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0		
609105	WINDSOR- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 9	Qualitative	Qualitative Decrease in Emissions	0		
609164	NORTH ADAMS- SYSTEMATIC BRIDGE MAINTENANCE, N-14-017, ROUTE 2 OVER HOOSIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0		
Berkshire Region			Total GHG Increase (kg/year)	0		
			Total GHG Reduction (kg/year)	0		
			Total GHG Difference (kg/year)	0		
2021			Total GHG Increase (kg/year)	0		
			Total GHG Reduction (kg/year)	0		
			Total GHG Difference (kg/year)	0		

## 2022 Berkshire Region Highway Project GHG Tracking

STIP: 2021 - 2025 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2022					
Berkshire Region					
608767	EGREMONT- RECONSTRUCTION AND RELATED WORK ON ROUTE 23/41, FROM CREAMERY ROAD TO NORTH UNDERMOUNTAIN ROAD	Qualitative	Qualitative Decrease in Emissions	0	
608768	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, INCLUDING CONSTRUCTION OF SHARED-USE PATH	Qualitative	Qualitative Decrease in Emissions	0	
608813	LANESBOROUGH- RESURFACING AND RELATED WORK ON ROUTE 7	Qualitative	Qualitative Decrease in Emissions	0	
608856	OTIS- BRIDGE REPLACEMENT, O-05-007, TANNERY ROAD OVER W. BRANCH OF FARMINGTON RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
608860	PITTSFIELD- BRIDGE REPLACEMENT, P-10-055, EAST NEW LENOX ROAD OVER SACKETT BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609103	FLORIDA- NORTH ADAMS- RESURFACING AND RELATED WORK ON ROUTE 2	Qualitative	Qualitative Decrease in Emissions	0	
609162	WILLIAMSTOWN- SYSTEMATIC BRIDGE MAINTENANCE, W-37-013, ROUTE 7 (MOODY BRIDGE) OVER HOOSIC RIVER & PAN-AM RR	Qualitative	No assumed impact/negligible impact on emissions	0	
610546	NORTH ADAMS- BRAYTON ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	
Berkshire Region				Total GHG Increase (kg/year)	0
				Total GHG Reduction (kg/year)	0
				Total GHG Difference (kg/year)	0
2022				Total GHG Increase (kg/year)	0
				Total GHG Reduction (kg/year)	0
				Total GHG Difference (kg/year)	0

## 2023 Berkshire Region Highway Project GHG Tracking

STIP: 2021 - 2025 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2023					
Berkshire Region					
605843	NORTH ADAMS- BRIDGE REPLACEMENT, N-14-016, ROUTE 2 OVER THE HOOSIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
606233	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	Qualitative	Qualitative Decrease in Emissions	0	
608857	CHESHIRE- BRIDGE REPLACEMENT, C-10-002, SAND MILL ROAD OVER DRY BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609072	WILLIAMSTOWN- BRIDGE REPLACEMENT, W-37-010, MAIN STREET OVER HEMLOCK BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609074	MONTEREY- BRIDGE REPLACEMENT, M-29-001, CURTIS ROAD OVER KONKAPOT RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
609078	NEW MARLBOROUGH- BRIDGE REPLACEMENT, N-08-020, KEYES HILL ROAD OVER UMPACHENE RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
Berkshire Region				Total GHG Increase (kg/year)	0
				Total GHG Reduction (kg/year)	0
				Total GHG Difference (kg/year)	0
2023				Total GHG Increase (kg/year)	0
				Total GHG Reduction (kg/year)	0
				Total GHG Difference (kg/year)	0

## 2024 Berkshire Region Highway Project GHG Tracking

STIP: 2021 - 2025 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2024					
Berkshire Region					
604003	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9)	Qualitative	Qualitative Decrease in Emissions	0	
608737	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	Qualitative	Qualitative Decrease in Emissions	0	
608754	DALTON- INTERSECTION IMPROVEMENTS AT ROUTES 8 & 9 (MAIN ST) AT SOUTH ST & WEST HOUSATONIC ST	Qualitative	Qualitative Decrease in Emissions	0	
609070	ALFORD- BRIDGE REPLACEMENT, A-06-004, WEST ROAD OVER SCRIBNER BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609394	CHESHIRE- ADAMS- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8	Qualitative	Qualitative Decrease in Emissions	0	
Berkshire Region			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2024			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

## 2025 Berkshire Region Highway Project GHG Tracking

STIP: 2021 - 2025 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2025					
Berkshire Region					
606890	ADAMS- NORTH ADAMS- ASHWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	-23,423	
607570	LEE- BIKEWAY CONSTRUCTION, FROM STOCKBRIDGE T.L. TO WEST PARK STREET (PHASE 1)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	-18,003	
608737	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	Qualitative	Qualitative Decrease in Emissions	0	
608859	TYRINGHAM- SUPERSTRUCTURE REPLACEMENT, T-10-003, JERUSALEM ROAD OVER HOP BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609076	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-006, COTTAGE STREET OVER HOUSATONIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
609289	PITTSFIELD- ASHWILLTICOOK BIKE TRAIL EXTENSION, CRANE AVENUE TO MERRILL ROAD	Qualitative	Qualitative Decrease in Emissions	0	
609428	LANESBOROUGH- BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
S10759	ADAMS- QUALITY STREET (A-04-038) OVER HOOSIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
Berkshire Region			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-41,426	
			Total GHG Difference (kg/year)	-41,426	
2025			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-41,426	
			Total GHG Difference (kg/year)	-41,426	
2021 - 2025			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-41,426	
			Total GHG Difference (kg/year)	-41,426	

**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 <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0008416	Preventive Maintenance	\$ 200,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 200,000		
RTD0008423	Buy Replacement 30-ft Bus (2) Fixed (5339)	\$ 273,226	Quantified	-1,144	Quantified Decrease in Emissions from Bus Replacement	\$ 273,226		
RTD0008422	Buy Replacement 35-ft Bus (1) Fixed (5339)	\$ 496,863	Quantified	-26,128	Quantified Decrease in Emissions from Bus Replacement	\$ 496,863		

**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 <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0008419	Preventive Maintenance	\$ 200,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 200,000		
RTD0009038	Acquire - mobile fare collection equipment	\$ 500,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 500,000		
RTD0009037	Purchase support vehicles (plow) truck	\$ 40,000	Qualitative		Qualitative Decrease in Emissions	\$ 40,000		
RTD0009035	Buy replacement <30 ft bus	\$ 273,226	Qualitative		Qualitative Decrease in Emissions	\$ 273,226		

**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 <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0008424	Preventive Maintenance	\$ 200,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 200,000		
RTD0008425	Support Vehicles Plow Truck	\$ 65,000	Qualitative		Qualitative Decrease in Emissions	\$ 65,000		
RTD0008426	Buy Replacement <30 ft Bus 3 Fixed Route Mini Buses	\$ 409,839	Qualitative		Qualitative Decrease in Emissions	\$ 409,839		

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 <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0008428	Buy Replacement <30ft bus (3) Fixed Route	\$ 372,582	Qualitative		Qualitative Decrease in Emissions	\$ 372,582		
RTD0008429	Preventive Maintenance	\$ 200,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 200,000		
RTD0008430	Acquire - Misc Support Equipment Purchase (2) Electric Chargers	\$ 100,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 100,000		
RTD0008439	Buy Replacement 35 - Ft Bus (2)	\$ 993,726	Qualitative		Qualitative Decrease in Emissions	\$ 993,726		

2025 Berkshire Region Transit Project GHG Tracking

**2025 Berkshire Region Transportation Improvement Program**

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0009040	Preventive Maintenance	\$ 200,000	Qualitative		No assumed impact/negligible impact on emissions	\$ 200,000		
RTD0009041	Buy replacement <30 ft bus (4)	\$ 546,452	Qualitative		Qualitative Decrease in Emissions	\$ 546,452		

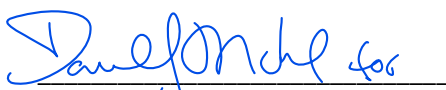
## Certification of the Berkshire Region MPO Transportation Planning Process

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

This will certify that the Long-Range Transportation Plan and Air Quality Conformity Determination for the Berkshire Region Metropolitan Planning Organization (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 MPO to:

1. 310 CMR 60.05, 5(a)(1): Evaluate and report the aggregate transportation GHG emissions and impacts of RTPs and TIPs;
2. 310 CMR 60.05, 5(a)(2): In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts;
3. 310 CMR 60.05, 5(a)(3): Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts;
4. 310 CMR 60.05, 5(a)(4): Determine in consultation with the RPA that the appropriate planning assumptions used for transportation GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05, 8(a)(2)(a): Develop RTPs and TIPs;
6. 310 CMR 60.05, 8(a)(2)(b): Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05, 8(a)(2)(c): Perform regional aggregate transportation GHG emissions analysis of RTPs and TIPs;
8. 310 CMR 60.05, 8(a)(2)(d): Calculate aggregate transportation GHG emissions for RTPs and TIPs;
9. 310 CMR 60.05, 8(a)(2)(e): Develop public consultation procedures for aggregate transportation GHG reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05, 8(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs.
11. 310 CMR 60.05, 8(a)(1)(c): After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs 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

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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

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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

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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

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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

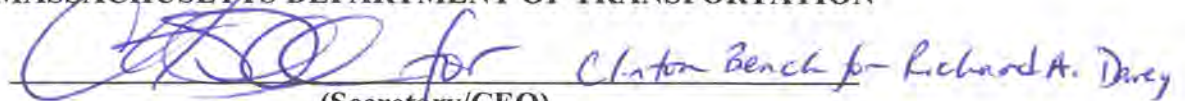
## Federal Highway Administration Assurances for Title VI and Other Nondiscrimination Statutes and Regulations

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- 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


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**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

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## 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

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- 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

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## CLAUSES FOR DEEDS TRANSFERING UNITED STATES PROPERTY

### APPENDIX B

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

**NOW, THEREFORE**, the Department of Transportation, as authorized by law, and upon the condition that the (Name of Recipient) will accept title to the lands and maintain the project constructed thereon, in accordance with (Name of Appropriate Legislative Authority), the Regulations for the Administration of **Federal Highway Programs** and the policies and procedures prescribed by the Federal Highway Administration of the Department of Transportation and, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the (Name of Recipient) all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

**TO HAVE AND TO HOLD** said lands and interests therein unto (Name of Recipient) and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the (Name of Recipient), its successors and assigns.

The (Name of Recipient), in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over or under such lands hereby conveyed [,] [and]\* (2) that the (Name of Recipient) shall use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended, and (3) that in the event of breach of any of the 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

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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

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## 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

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## 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

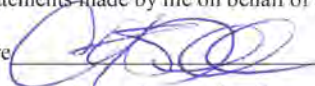
BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all Federal statutes and regulations, and follow applicable Federal guidance, and comply with the Certifications and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

**2021-2025 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 amendment can be obtained by:

1. Phone: Berkshire Regional Planning Commission (BRPC)  
413-442-1521, ext. 20;
2. BRPC web site:  
[www.berkshireplanning.org](http://www.berkshireplanning.org)

Comments are due by 5:00 PM on May 19, 2020 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](mailto:info@berkshireplanning.org)

The Berkshire MPO is tentatively scheduled to approve the TIP on May 26, 2020. Please visit BRPC's website for information on how to access this meeting. 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.

AD# 47887  
04/29/2020

## 2. PUBLIC COMMENTS

Berkshire FFY 2021 - 2025 TIP Review Checklist			
Completeness			
ID	Review Item	Comments	Reference
A1	Table of Contents is accurate and internally-linked.	Yes	
A2	Document has no broken links.	Yes	
A3	Document has no text or image placeholders.	Yes	
A4	Charts, tables, and maps are legible and properly annotated.	Yes	
A5	Document passes an accessible check.	Accessibility could be enhanced through using text-based, rather than image-based, documents and tables (e.g. "MPO Signatories" listing on page 9; "Projects by Type and Year" tables in Attachment 1, beginning on page 62; "Projects by Location" tables included in Attachment 2, beginning on page 67 and FHWA & FTA Title VI Certifications & Assurances included in Attachment 7, beginning on page 88).	
A6	Document is available in relevant languages per the MPO's Title VI Plan.	Yes	
A7	List of MPO members is current.	Yes	
A8	Signatory sheet is included and accurate.	Yes	
A9	Acronyms and partner agency lists are up to date.	No acronym or partner agency list included. Please add for future TIP updates.	
A10	Dates listed w/in TIP reflect FFY 2021–2025.	Please update the years listed within the MPO Certification document on page i and within the Air Quality Conformity Determination on page 56.	
Narrative			
ID	Review Item	Comments	Reference
B1	TIP outlines MPO institutional organization.	Yes. On page 9, please switch the titles for FHWA and FTA. FHWA has a Division Administrator and FTA has a Regional Administrator.	
B2	TIP links back to national planning factors.	Yes	
B3	TIP references the RTP and the UPWP.	Yes, but notes on the connection between the TIP and UPWP could be made clearer. This could include a description of any projects that resulted from corridor studies, for example.	
B4	TIP narrative is concise and reader-friendly.	Yes	
B5	TIP discusses evaluation scoring.	Yes	
B6	TIP includes project scoring table.	Yes	
B7	TIP describes public participation process.	Yes. In addition to a description of public participation targeted at private entities, the public participation section (p. 15) could be strengthened by describing any outreach that was targeted at Environmental Justice communities. Additionally, any public engagement that took place virtually as a result of the COVID-19 situation should be described.	
B8	TIP includes procedures for adjustments and amendments, including any deviations from MassDOT guidelines.	Yes, but please consider including or referencing MassDOT's amendment and adjustment procedures for the STIP so that this section is more comprehensive. If not, please note any differences between what is listed here and the MassDOT STIP procedures.	
B9	TIP describes funding sources accurately.	On page 17, please remove National Highway System (NHS) as a funding source and move the description to the description of NHPP, which is the source that provides funding for construction and maintenance projects located on the NHS. Additionally, please provide a new heading for transit funding sources on page 18.	<a href="https://www.fhwa.dot.gov/specialfunding/">https://www.fhwa.dot.gov/specialfunding/</a>
Performance Measurement			
ID	Review Item	Comments	Reference
C1	TIP includes discussion of target-setting process.	Yes. On page 3, please note that the most recent year of data (2018) shows a decreasing number of non-motorized injuries and fatalities.	
C2	TIP references relevant Transit Asset Management Plans.	Yes	
C3	TIP references relevant TAM Plan(s).	Yes	
C4	TIP includes current adopted performance targets.	Yes	PM1, PM2, PM3, TAM, and any regionally-derived targets
C5	TIP discusses relationship between performance targets and project selection.	Yes	
C6	Discussion on performance measures compares regional data to statewide data where available.	Yes	
Project Listing			
ID	Review Item	Comments	Reference
D1	Financial projections align with MassDOT guidance.	Yes	
D2	TIP template is formatted correctly.	Accessibility could be enhanced through making the project listing tables text-based rather than image-based.	
D3	Projects use MassDOT ProjectInfo TFPCs.	Yes	
D4	Out year expenditures have the appropriate inflation assumptions.	Yes	2022: 4%; 2023: 8%; 2024: 12%; 2025: 16%
D5	Projects use MassDOT ProjectInfo description.	Yes	
D6	Additional comment field contains all necessary info.	Please include the "STIP Investment Reports," downloadable from the eSTIP application, within an appendix to show additional information for each programmed project.	Total cost, AC, Year-of-expenditure, TEC scores

D7	MassDOT projects are (accurately) included into regional template.	Please update the project ID and municipality name for the project, "ADAMS- QUALITY STREET (A-04-038) OVER HOOSIC RIVER," programmed in FFY 2025, to 810777  Please ensure project 808485 (PITTSFIELD- LANESBOROUGH- RESURFACING AND RELATED WORK ON ROUTE 8 (FROM MM 44.43 TO MM 47.77) is included within the TIP project listing. This project was previously misclassified as statewide in MassDOT's Project Info but has since been revised.	
D8	Regional target projects adhere to Readiness Days feedback.	Yes	
D9	List includes all projects, including FLAP, FLTP, and Tribal projects.	N/A	
D10	Transit TIP is formatted properly.	Accessibility could be enhanced through making the project listing tables text-based rather than image-based. Additionally, please ensure the transit project listing matches what is listed in Grants Plus (e.g. move RTD0009038 in FFY 2022 and RTD0009039 in FFY 2024 to "Other Federal" and revise project description for RTD0009041.)	Should be unchanged from GrantsPlus
Impact Analysis			
ID	Review Item	Comments	Reference
E1	TIP includes GHG certification.	Yes	
E2	GHG analysis is available for all (and only) funded projects.	Yes, but please provide a note in the narrative explaining why GHG analysis is presented for projects that were funded prior to FFY 2021.	
E3	All projects are appropriately labeled as qualitative or quantitative.	Yes	
E4	Transit projects have been analyzed for GHG.	Yes	
E5	Past and current TIP projects have been analyzed for geographic equity, including a relevant table of programming by municipality.	Only past projects have been analyzed for geographic equity within a table. Please add FFY 2021 - 2025 projects within the table on page 73 and describe within a narrative analysis any takeaways from a geographic equity analysis (e.g. description of which communities have not had recent TIP projects; which communities have benefited most from TIP projects; where more technical assistance and public engagement is needed; etc.)	
E6	Past and current TIP projects have been analyzed for social equity.	Only past projects have been analyzed for social equity. Please describe the degree to which the projects programmed within the FFY 2021 - 2025 TIP benefit Environmental Justice (EJ) communities. This should include adding EJ layers to the map within Attachment 4; the FFY 2021 - 2025 TIP projects to the table of highway projects on page 73; and a narrative analysis describing the benefits and/or burdens TIP projects programmed from FFY 2021 - 2025 provide to EJ communities.	
E7	Social equity analysis considers Title VI / language access.	Yes, but only for prior TIP projects. A narrative analysis should expand on the takeaways from the map provided in Attachment 5 for both prior and future TIP projects.	
E8	Social equity analysis considers EJ populations, including both federal and state definitions.	Yes, but only for prior TIP projects. A narrative analysis should expand on the takeaways from the map provided in Attachment 5 for both prior and future TIP projects.	
E9	Equity analysis includes a narrative to accompany any figures.	There is a brief narrative on page 72, but it is descriptive rather than analytical. Please see the notes provided within the TIP document on recommendations for how this analysis can be strengthened.	

\* indicates required by state or federal regulation.