

# RTP2024

BERKSHIRE COUNTY REGIONAL TRANSPORTATION PLAN

## Plan Overview

**Long-Range Transportation Plan for the  
Berkshire Metropolitan Planning Organization  
FY 2024 - 2044**



# Executive Summary

- **The Regional Transportation Plan (RTP)** lays the groundwork for transportation investments in Berkshire County for the next twenty years.
- This *RTP2024* document **distills the data, feedback, and budgets** that have been gathered, and **recommends projects, programs, and planning staff activities** that will complement and enhance Berkshire County's transportation infrastructure.
- This document is an update to the previous RTP, completed in 2020. Every four years, an updated Long Range Transportation Plan, such as this RTP, must be filed with the Federal Highway Administration (FHWA) in order for the region to remain eligible for federal highway dollars.



# Executive Summary



## ■ Public Engagement

- As part of the Public Participation goals of the RTP project, an online survey was published which invited Berkshire residents to share their views about the transportation system.
- the **Public Engagement** section in **Chapter 2** has a more detailed breakdown of survey findings, and the **Appendix** will have all survey data and comments that were gathered

## ■ Socioeconomic Trends

- Our regional population is declining and is expected to continue doing so.
- Our population is aging but this trend will shift over the next two decades.
- Our households are less wealthy than those in other parts of the state.

## ■ Transportation Financing

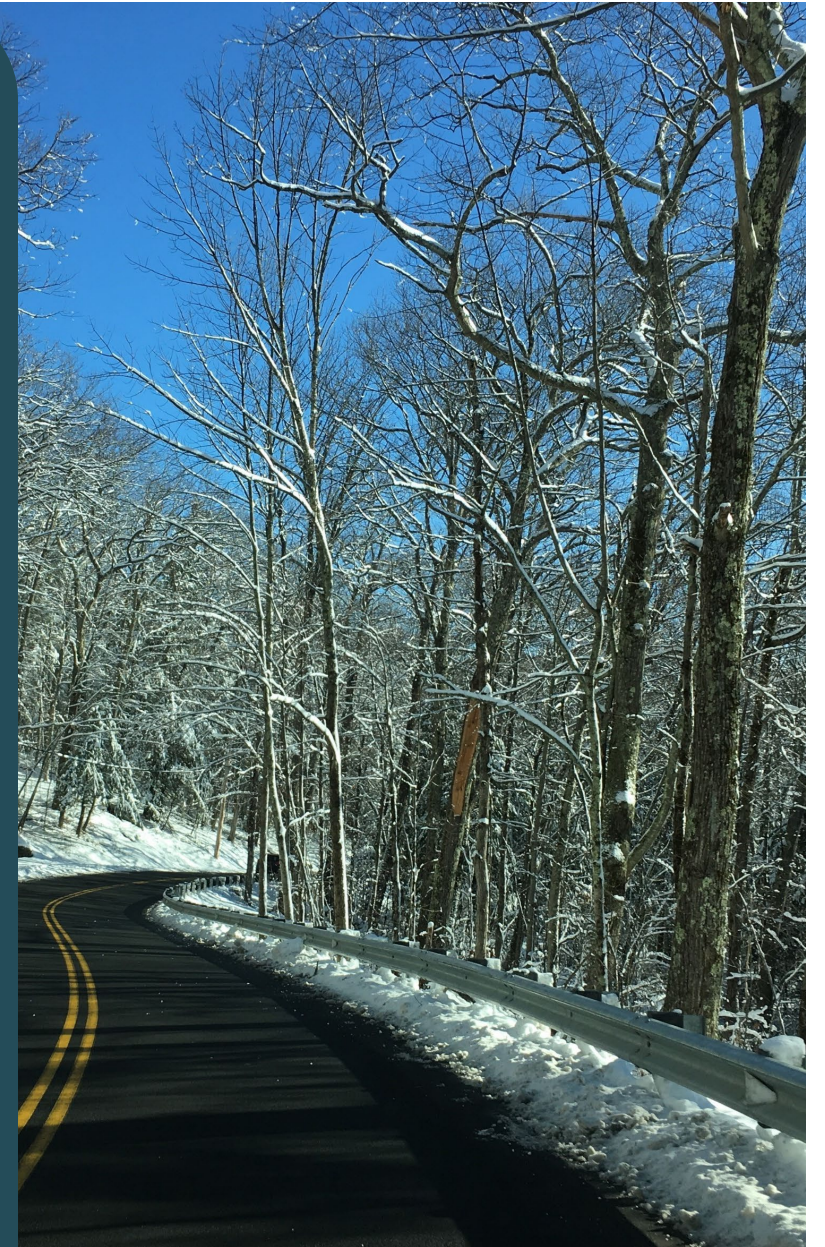
- Over the planning horizon from 2024-2044, the Berkshire MPO is expected to have a **budget of approximately \$737.6 million**, otherwise known as the Regional Target. Recommendations in the RTP must demonstrate fiscal constraint within this target.

## ■ Long-Range Goals and Recommendations:

- Maintain a State of Good Repair
- Foster Economic Development
- Expand Public Transportation Services
- Increase Safety and Security
- Promote Active Transportation
- Adapt for Sustainability and Resilience

Chapters 1 and 2

# Introduction and Planning Framework



# Introduction

## ■ Why a Long-Range Transportation Plan?

- Provide certification to state and federal partners for the regional planning process
- Document the region's existing and projected transportation needs
- Provide opportunities for public participation and input
- Propose programs and projects to address the needs documented
- Demonstrate fiscal constraint
- Reduce Greenhouse gases and other pollutants

## ■ How to Use this Plan

This document is broken into its major chapters and smaller sub-parts:

- **Chapters 1 & 2 (Introduction and Planning Framework)** are being covered here.
- **Chapter 3 - Regional Data & Context**
- **Chapter 4 - Regional Goals & Recommendations**
- **Chapter 5 - Fiscal Constraint Analysis**
- **Chapter 6 - Air Quality Conformity**



# Introduction

## ■ Federal Planning Emphasis Areas

- Tackling the Climate Crisis – Transition to a Clean-Energy and Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

## ■ MassDOT Long-Range Emphasis Areas

- Climate Change
- Future of Work
- People
- Places
- Prosperity
- Technology

# Public Engagement

## ■ RTP Transportation Community Survey

- Results were shared in-depth in March 2023; a brief overview of public engagement is provided here.

## ■ The MPO 3-C Process

- To ensure that the needs of the traveling public are considered objectively, and that the evolving trends and needs of the transportation system are accounted for, the regional planning process follows the “3C” approach.
  - **Continuous, Cooperative, Comprehensive**
- The Massachusetts Department of Transportation (MassDOT) hosted stakeholder engagement sessions throughout the Commonwealth in the fall of 2022 and winter of 2023

## ■ Public Outreach Meetings

- Three public meetings were scheduled while the Community Survey was open to offer opportunities for direct communication and feedback, along with opportunities during the 21-day public comment period.

## ■ Environmental Justice and Inclusionary Practices

- Every Door Direct Mail (EDDM) postcards were delivered to neighborhoods in Berkshire County designated under the federal Justice40 initiative.
- Printed media available in English and Spanish
- Spanish language interpretation was available by request at all public meetings



**Tell us your thoughts about**  
**TRANSPORTATION**  
**in Berkshire County!**

If you travel anywhere in Berkshire County by car, bike, bus, train, or air, we want to hear from you. The Berkshire County Regional Transportation Plan, or RTP, looks at everything transportation related in Berkshire County. This year we are writing the next version, to be adopted in late 2023. The RTP helps us to plan, build, and maintain infrastructure for up to 20 years into the future. Your input on this **Community Transportation Survey** will help us to make these plans and budgets. *Please take 10-15 minutes today to share your thoughts with us. Scan the QR code here, or visit [berkshireplanning.org/initiatives/RTP](https://berkshireplanning.org/initiatives/RTP) to learn more.*

Take the survey here!

**RTP2024**  
REGIONAL TRANSPORTATION PLAN



# Planning Framework

## ■ Alignment with Regional Data and Studies

- The backbone of an effective long-range regional transportation plan is the incorporation of past planning efforts from constituent communities,

## ■ Local Planning Studies:

- 2019 Town of Adams Open Space and Recreation Plan
- 2017 Town of Cheshire Master Plan
- 2016 Town of Dalton Master Plan
- 2018 Town of Hinsdale Open Space and Recreation Plan
- 2017 Lanesborough Economic Development Plan
- 2021 Town of Lenox Master Plan
- 2014 North Adams Vision 2030 Comprehensive Plan
- 2016 Town of Otis Master Plan and Open Space & Recreation Plan
- 2021 City of Pittsfield Bicycle Facilities Master Plan
- 2019 City of Pittsfield Hazard Mitigation Plan Update
- 2016 Town of Sandisfield Master Plan
- 2016 Town of Stockbridge Visioning Plan

## ■ Regional Plans

- 2023 Comprehensive Economic Development Strategy
- 2014 Sustainable Berkshires report
- 2020 Berkshire County Outdoor Recreation Plan
- 2022 Electric Vehicle Charging Station Plan

## ■ Statewide Plans

- 2021: Public Infrastructure in Western Massachusetts: A Critical Need for Regional Investment and Revitalization (State Auditor)
- 2019 Statewide Bicycle and Pedestrian Transportation Plan and Update
- 2023 Massachusetts Freight Plan
- 2018 State Rail Plan
- Ongoing East-West Rail and Northern Tier Rail Studies

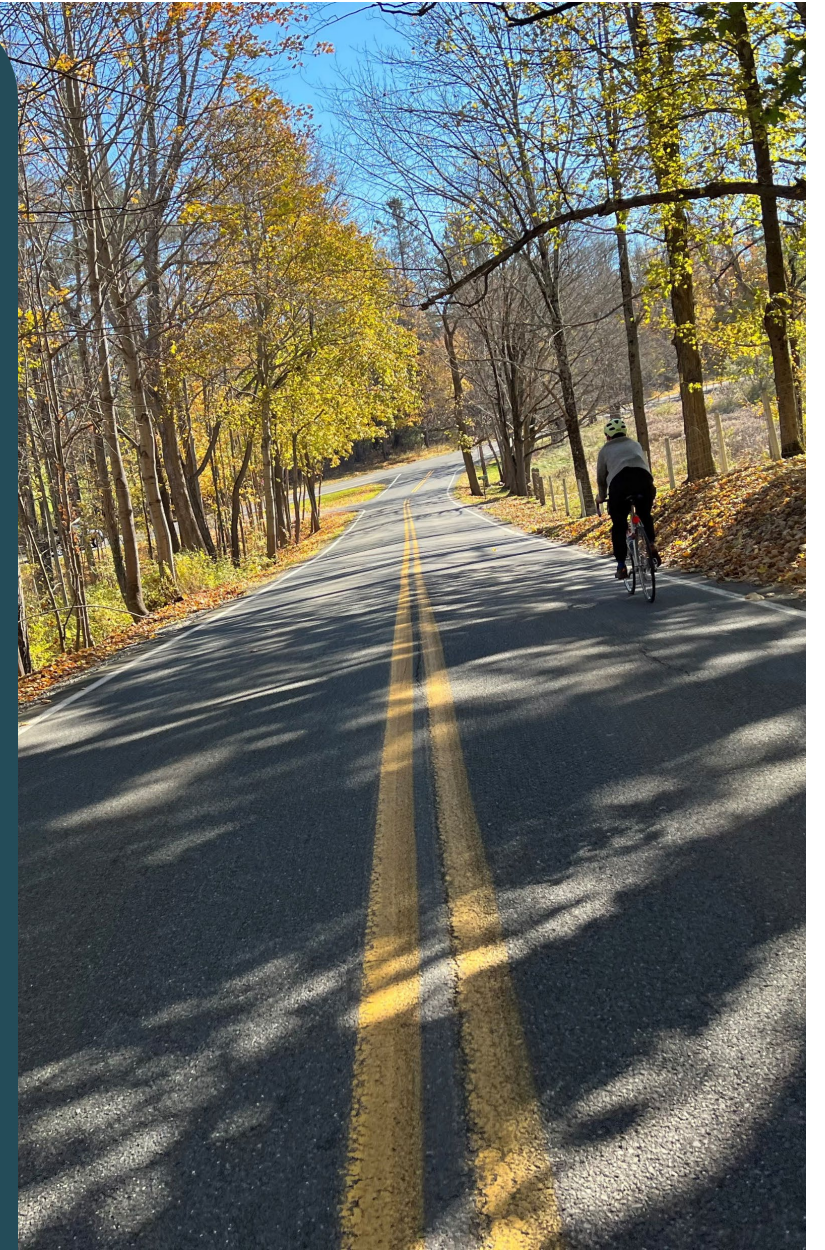
## ■ Federal Plans and Initiatives

- 2022 National Roadway Safety Strategy
- Rural Opportunities to Use Transportation for Economic Success (ROUTES)



## Chapter 3

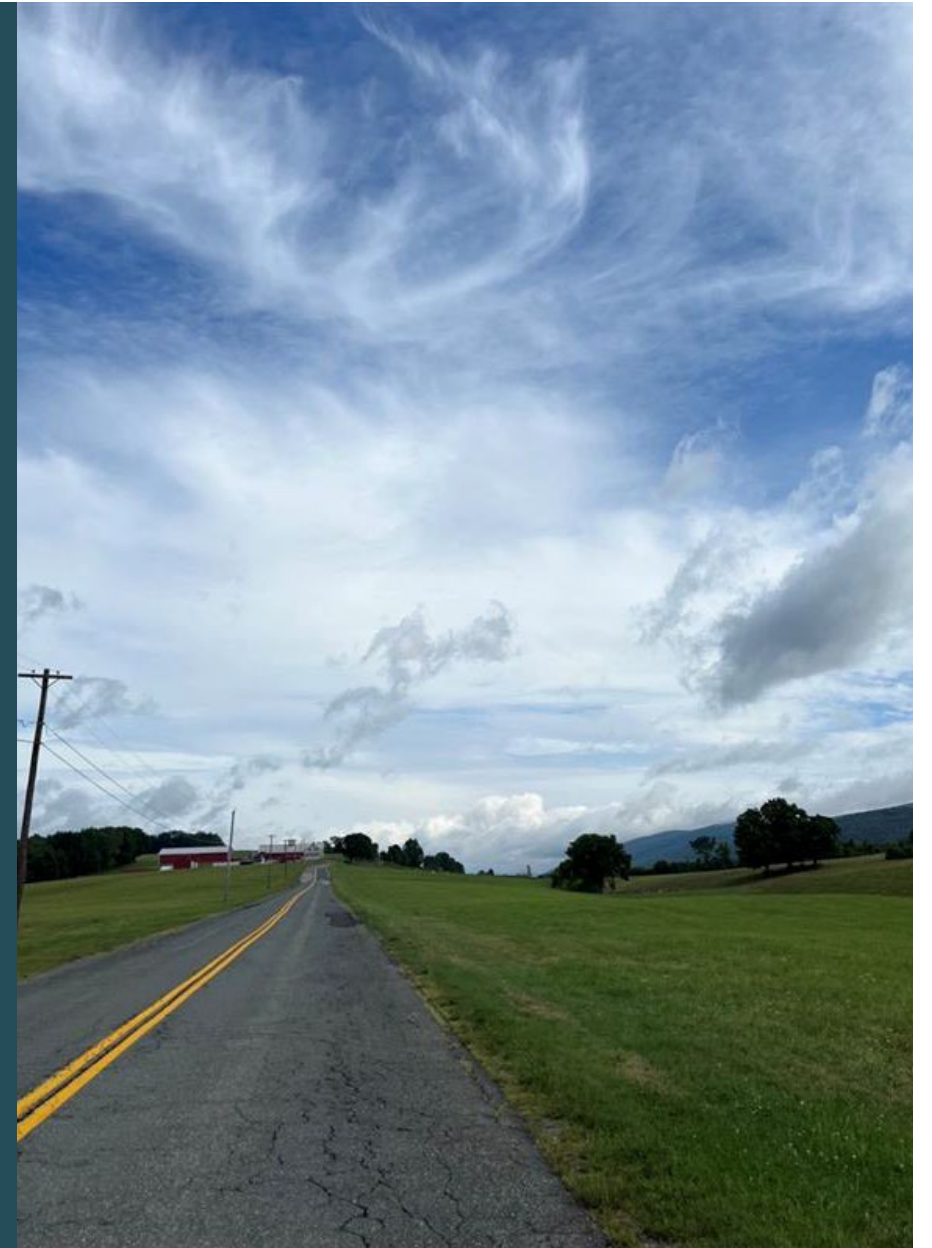
# Regional Data & Context





## Chapter 4

# Regional Goals & Recommendations



# Goal 1. Maintain a State of Good Repair

## ■ Objective 1a. Maintain Pavement Conditions

- Recommended Projects:
  - Pittsfield: Route 7 (First Street) between East Street and Tyler Street: Approx. 3,800 LF of road reconstruction, bike/ped and ADA improvements, signal replacements, and other safety improvements. Estimated cost: \$6,000,000
  - Adams: Bucklin Road from Cheshire town line to Walling Road; East Road from Walling Road to Upper E Hoosac Street: Approx 2.1 miles of road rehabilitation. Estimated cost: \$1,100,000
  - Adams: West Road from Reservoir Road to Gould Road: Approx. 2.1 miles of road rehabilitation. Estimated cost: \$1,100,000
  - Lanesborough: Summer Street from Old Cheshire Road to Old State Road: Approx 6,500 LF of road reconstruction. Estimated cost: \$563,000
  - Cheshire: Lanesboro Road from Lanesborough town line to Route 8: Approx 1.85 miles of road reconstruction. Estimated cost: \$849,000
  - Sheffield: County Road from Hickey Hill Road to New Marlborough town line: Approx. 1.5 miles of road reconstruction. Estimated cost: \$893,120

## ■ Objective 1b. Maintain Bridge Conditions

- Recommended UPWP Activities:
  - Report yearly to MPO on changes in bridge condition
  - Assist communities in obtaining up to date bridge data
  - Coordinate with municipalities as needed in navigating bridge funding opportunities

## ■ Objective 1c. Maintain Culvert and Stream Crossing Conditions

- Recommended UPWP Activities:
  - Continue gathering data for culverts that have yet to be assessed
  - Coordinate with local highway departments to prioritize culvert repairs or replacements, and find ways to streamline the process in concert with other road maintenance work
  - Encourage more towns to assess their stream crossings through the Municipal Vulnerability Preparedness (MVP) program
  - Research and share the latest culvert design standards that support adequate water flow and wildlife connectivity

# Goal 2. Foster Economic Development

## ■ Objective 2a. Grow Economic Opportunity through Transportation

- Recommended Programs:
  - Bottleneck analysis and pavement management activities related to development of the Greylock Glen site
  - Intelligent Transportation System (ITS) feasibility study along Route 7 in central Pittsfield
  - Trip generation and demand study for large-scale regional attractions and events
  - Continued transition toward vehicle electrification and reducing VMTs through demand management and land use controls

## ■ Objective 2b. Develop Scenic Byways

- Recommended UPWP Activities:
  - Continue staff support for JLTSB, Inc. activities such as board meetings and communication
  - Perform duties as Clerk of the board including meeting minutes, annual report filing, and outreach as necessary
  - Provide technical support where needed for transportation-related initiatives along the corridor
  - Explore a re-connection with PVPC for initiatives that take place in Hampden County
  - Monitor for funding opportunities that are within the capacity of the Scenic Byway team
  - Maintain relationships with MassDOT and the Scenic Byways liaison
  - Maintain relationships with Berkshire towns along the Byway to solicit monetary and in-kind contributions for Byway work efforts

## ■ Objective 2c. Support Freight and Airport Operation

- Recommended Projects:
  - Pittsfield: Reconstruction of Hubbard Avenue rail overpass. Estimated cost: \$15-20 million
  - Pittsfield Municipal Airport: Major rehabilitation of taxiways. Estimated cost: \$11,000,000
  - Walter J. Koladza Airport: Rehabilitation of runway. Estimated cost: \$3,232,000.
  - North Adams: Herriman-and-West Airport gateway enhancements including sidepath, sidewalk extension, crosswalk signaling, and wayfinding signage

# Goal 3. Expand Public Transportation Services & Options

## ■ Objective 3a. Enhance Public Transportation

- Recommended Programs:
  - Explore updated transit fare structure including free or reduced general fare
  - Explore increasing county compact membership to towns in the region who have yet to join
  - Explore fixed-route services to more towns in the region and connections to neighboring transit systems, such as via Route 143, Route 9, or Route 116 east to Franklin and Hampshire County.
  - Develop a feasibility roadmap for fleet replacement using alternative-fuel vehicles as opportunities arise
  - Begin conceptualizing and estimating costs for transit hub locations in northern and southern Berkshire County, including the possibility of vehicle storage and staging

## ■ Objective 3b. Expand Passenger Rail

- Recommended Programs:
  - Continued operation of the Berkshire Flyer service, with potential assimilation into East-West Rail service west of Pittsfield
  - Continued coordination and advocacy with regional, state, and federal stakeholders for a full East-West passenger rail connection through Berkshire County
  - Expanded passenger facilities at the Intermodal Transportation Center including 1000-ft track siding and level boarding platform
  - Explore a pilot program of passenger rail service along the Housatonic Line from Pittsfield to Great Barrington

## ■ Objective 3c. Coordinate Transportation Services

- Recommended UPWP Activities:
  - Implement recommendations of the CHST 2023 updates as resources become available
  - Develop a dementia-friendly Berkshires framework for guiding public works projects and transportation improvements
  - Explore the benefits of a regional mobility manager who could centralize mobility services for Berkshire constituents
  - Continue convening the Berkshire Regional Coordinating Council on Transportation (BRCCOT) to assess accessibility needs in the region
  - Pursue opportunities to leverage the MassDOT Community Transit Grant Program

# Goal 4. Increase Safety and Security

## ■ Objective 4a. Adopt the Safe Systems Approach

- Recommended Programs:
  - Implement a Berkshire County Comprehensive Safety Action Plan
  - Report yearly to MPO on changes to crash cluster and HSIP data
  - Report yearly on Performance Measure 1 (PM1) data to MPO and MassDOT
  - Assist in developing low-cost, expandable traffic calming solutions
  - Assist in developing bylaws and guidelines which promote effective access management

## ■ Objective 4b. Continue Roadway Safety Audits and Countermeasures

- Recommended UPWP Activities:
  - Coordinate with Berkshire County towns where HSIP-eligible crash clusters are located to program further study and implement countermeasures
  - Coordinate with MassDOT on RSAs (Road Safety Audits) to be conducted at top crash locations in the region
  - Prioritize future year HSIP projects
  - Identification of other potential safety improvements at crash clusters
  - Explore modernization and updates to a regional crash database

## ■ Objective 4c. Standardize Crash Data

- Recommended UPWP Activities:
  - Analyze the rates of crash reporting and geocoding for Berkshire municipalities
  - Conduct ongoing outreach with the MassDOT Office of Traffic Safety (OTS) and RMV
  - Conduct ongoing outreach to town police and first response units in partnership with OTS

# Goal 5. Promote Active Transportation

## ■ Objective 5a. Expand Bicycle Infrastructure

- Recommended Projects:
  - Ashuwillticook Rail Trail extension: Hodges Cross Rd to Western Gateway Heritage State Park
  - North Adams/MASS MoCA downtown connector path: Western Gateway Heritage State Park to Brown Street
  - Great Barrington-Sheffield multi-use path feasibility study
  - Williamstown Bike/Hike Path northern extension: Syndicate Road to VT state line
  - Lenox Bikeway Phase 1: Lee town line to Willow Creek Road
  - Lenox Bikeway Phase 2: Willow Creek Road to New Lenox road
  - Lenox/Pittsfield Connector Bikeway: New Lenox Road to Holmes Road
  - Lee Bikeway Phase 2 Feasibility and Alternatives Study: Downtown Lee to Lenox town line
- Recommended UPWP Activities:
  - Continue to provide support to communities on Berkshire Bike Path implementation and coordination.
  - Continue to provide technical support to Berkshire Bike Path Council (BBPC) and Bike North Berkshires including the provision of GIS-related services.
  - Identify gaps in bicycle networks and develop a quality of service/bikability index
  - Coordinate with MassDOT on U.S. Bike Route 7 signage installation
  - Continue identifying priority areas for on-road cycling improvements and pedestrian enhancements, including best practices based on land use context (urban, suburban, rural), including critical sidewalk gaps
  - Participate in Bay State Bike Week and Western New England Greenway initiatives
  - Continue to support communities on general Complete Streets planning and implementation, including sidewalk inventories and walkability/bikability assessments
  - Coordinate with MassDOT and municipalities on implementation of state Pedestrian and Bike Plans
  - Maintain and report on an inventory of bicycle facilities in the region



# Goal 5. Promote Active Transportation

## ■ Objective 5b. Expand Pedestrian Infrastructure

- Recommended Projects:
  - Route 7, Pittsfield: Approx. 3,200 LF of sidewalk to close the gap between MP 28.2 and MP 28.8 (Dan Fox Drive). Estimated cost: \$1,200,000
  - Route 7/20, Lenox: Approx. 950 LF of sidewalk to connect isolated bus stops south of the intersection with New Lenox Road, including crosswalk upgrades at existing signal. Estimated cost: \$2,200,00
  - Crane Avenue, Pittsfield: Approx. 550 LF of sidewalk and crosswalks in the vicinity of 898 Crane Ave, the Allendale Shopping Center, and the Ashuwillticook Rail Trail trailhead. Estimated cost: \$213,000
  - East Street, Pittsfield: Construct a raised crossing at the existing crosswalk immediately east of Park Square.
  - West Street/Government Drive, Pittsfield: Sidewalk extension or other pedestrian accommodations on Government Drive and College Way
- Recommended UPWP Activities:
  - Conduct sidewalk inventory and gap analysis in Berkshire County
  - Conduct walkshed analysis in Berkshire County
  - Conduct an inventory of crosswalks in Berkshire County and categorize their current conditions and other characteristics
  - Recommend priority crossings within the Urbanized Area and Urban Clusters in Berkshire County for enhancement
  - Study how to utilize existing Roadsoft software to build the crosswalk inventory
  - Collaborate with local Departments of Public Works and MassDOT to promulgate best practices for crosswalk installation in a standard way around the county

## ■ Objective 5c. Expand Shared Micromobility

- Recommended Target:
  - Implement or pilot shared micromobility options (i.e. bike share or e-scooter share) in the Phase 1 host cities identified

# Goal 6. Adapt for Sustainability & Resilience

## ■ Objective 6a. Highlight the Links Between Transportation and Public Health

- Recommended UPWP Activities:
  - Conduct a special study of land use and public health indicators in Berkshire County
  - Consider how to incorporate addiction recovery and prevention into CHST initiatives
  - Incorporate measurable public health goals into transportation planning activities
  - Collaborate with Public Health and substance recovery organizations to learn how the transportation system can better serve those seeking recovery
  - Document how the infrastructure in our region can be adapted to encourage more in-person connections, outdoor recreation, exercise, and public engagement

## ■ Objective 6b. Promote Electrification

- Recommended Programs:
  - Establish a Berkshire regional EV charging station working group, including leadership from local governments and industries such as electrical distributors and suppliers
  - Work with municipalities on installing publicly-accessible L2 charging infrastructure in parking areas such as curbsides and municipal parking lots
  - Conduct a benefit-cost analysis of adapting local bus fleets such as BRTA and PPS to alternative-fuel buses
- Recommended UPWP Activities:
  - Work with regional employers and tourism destinations to assist with EV charging station awareness, planning, financing and implementation
  - Continue collaboration with regional bus operators to pursue reductions in tailpipe emissions from transit vehicles.
  - Establish a community liaison or partner to provide a starting-off point for interested stakeholders, communicate with local utility providers, and advocate to policy makers about the needs of Berkshire County to continue EV adoption
  - Collaborate with designated Green Communities in Berkshire County to leverage Green Communities grant funding for the acquisition of EV charging equipment
  - Encourage municipalities to adopt electric vehicle fleets

# Goal 6. Adapt for Sustainability & Resilience

## ■ Objective 6c. Mitigate Impacts on Natural Habitats

- Recommended UPWP Activities:
  - Continue collaboration with BRPC's Environmental Planning program as well as partners like Housatonic Valley Association, Greenagers, Mass Audubon, and the Nature Conservancy to identify key culverts and wildlife crossing points
  - Advocate for increased funding and technical resources for culvert and stream crossing infrastructure that will be upgraded to modern stream crossing standards
  - Continue updating the inventory of culverts in Berkshire County and their AOP ratings

## Chapter 5

# Fiscal Constraint Analysis



# Recommended Projects/Fiscal Constraint

- Projects involving reconstruction, bike/ped and safety improvements were recommended in the preceding Goals.
  - 19 projects totaling \$81 million recommended (Unprogrammed)
- Additional 18 Highway and Transit projects are currently unfunded for a total of \$81.8 million
- Funding for the next five years has been programmed in the 2024-2028 TIP
- The future 5-year periods of anticipated revenue have been calculated with a year-over-year inflation for a conservative estimate

Anticipated Revenue and Investment: 2029 - 2044				
Bridge	2029-2033	2034-2038	2039-2044	Totals
Anticipated State Bridge Revenue	\$50,000,000	\$50,000,000	\$50,000,000	\$150,000,000
<b>Subtotal</b>	\$50,000,000	\$50,000,000	\$50,000,000	\$150,000,000
<b>Recommended Bridge Investment</b>	\$50,000,000	\$50,000,000	\$50,000,000	\$150,000,000
<b>Difference</b>	\$0	\$0	\$0	\$0
Highway	2029-2033	2034-2038	2039-2044	Totals
Highway	\$69,012,949	\$76,274,287	\$102,164,436	\$247,451,672
Non-Interstate Pavement	\$34,809,907	\$38,432,950	\$51,435,617	\$124,678,474
Remaining SW Programs	\$31,979,259	\$48,579,697	\$65,775,340	\$146,334,297
NFA Preservation	\$21,017,970	\$23,296,682	\$31,313,622	\$75,628,274
<b>Subtotal</b>	\$156,820,085	\$186,583,617	\$250,689,015	\$594,092,717
<b>Recommended Highway Investment</b>	\$156,820,085	\$186,583,617	\$250,689,015	\$594,092,717
<b>Difference</b>	\$0	\$0	\$0	\$0
Transit	2029-2033	2034-2038	2039-2044	Totals
Section 5307	\$17,301,637	\$19,177,434	\$25,776,843	\$62,255,914
Section 5311	\$1,821,158	\$2,020,593	\$2,716,050	\$6,557,801
<b>Subtotal</b>	\$19,122,795	\$21,198,027	\$28,492,893	\$68,813,715
<b>Recommended Transit Investment</b>	\$19,122,795	\$21,198,027	\$28,492,893	\$68,813,715
<b>Difference</b>	\$0	\$0	\$0	\$0

# Regional Targets

## Highway Funding

	Highway	Non-Interstate DOT Pavement	Remaining Statewide Programs	Non-Federal Aid (NFA) Preservation (highway or bridge projects)	Totals
<b>MARPA Formula</b> (as % of total funding to Berkshire MPO)	<b>3.5596%</b>	<b>9.0200%</b>	<b>3.5596%</b>	<b>3.5596%</b>	
<b>2024</b>	\$ 10,823,430	\$ 6,557,858.68	\$ 7,318,358.98	\$ 3,637,911.20	\$ 28,337,559
<b>2025</b>	\$ 10,639,564	\$ 6,557,858.68	\$ 7,941,311.44	\$ 3,713,579.75	\$ 28,852,314
<b>2026</b>	\$ 10,379,265	\$ 5,863,000.00	\$ 8,329,780.45	\$ 3,790,822.21	\$ 28,362,868
<b>2027</b>	\$ 12,851,903	\$ 6,557,858.68	\$ 5,912,189.33	\$ 3,869,671.31	\$ 29,191,622
<b>2028</b>	\$ 13,093,813	\$ 6,557,858.68	\$ 5,196,945.80	\$ 3,950,160.48	\$ 28,798,778
<b>First 5 years</b>	<b>\$ 57,787,975</b>	<b>\$ 32,094,435</b>	<b>\$ 34,698,586</b>	<b>\$ 18,962,145</b>	<b>\$ 143,543,141</b>
<b>2029</b>	\$ 13,340,561	\$ 6,689,015.88	\$ 5,222,875.25	\$ 4,032,323.82	\$ 29,284,776
<b>2030</b>	\$ 13,592,244	\$ 6,822,796.19	\$ 5,245,668.01	\$ 4,116,196.15	\$ 29,776,904
<b>2031</b>	\$ 13,848,960	\$ 6,959,252.10	\$ 6,110,632.05	\$ 4,201,813.03	\$ 31,120,657
<b>2032</b>	\$ 13,883,887	\$ 7,098,437.11	\$ 6,299,283.91	\$ 4,289,210.74	\$ 31,570,818
<b>2033</b>	\$ 14,347,297	\$ 7,240,405.87	\$ 9,100,800.17	\$ 4,378,426.32	\$ 35,066,930
<b>Second 5 years</b>	<b>\$ 69,012,949</b>	<b>\$ 34,809,907</b>	<b>\$ 31,979,259</b>	<b>\$ 21,017,970</b>	<b>\$ 156,820,085</b>
<b>2034</b>	\$ 14,316,905	\$ 7,385,214.03	\$ 9,299,072.56	\$ 4,469,497.59	\$ 35,470,690
<b>2035</b>	\$ 15,054,840	\$ 7,532,918.24	\$ 9,502,332.91	\$ 4,562,463.14	\$ 36,652,554
<b>2036</b>	\$ 15,340,680	\$ 7,683,576.60	\$ 9,710,703.45	\$ 4,657,362.38	\$ 37,392,322
<b>2037</b>	\$ 15,632,237	\$ 7,837,248.17	\$ 9,924,309.39	\$ 4,754,235.51	\$ 38,148,030
<b>2038</b>	\$ 15,929,625	\$ 7,993,993.13	\$ 10,143,278.93	\$ 4,853,123.61	\$ 38,920,021
<b>Third 5 years</b>	<b>\$ 76,274,287</b>	<b>\$ 38,432,950</b>	<b>\$ 48,579,697</b>	<b>\$ 23,296,682</b>	<b>\$ 186,583,617</b>
<b>2039</b>	\$ 16,232,961	\$ 8,153,872.99	\$ 10,367,743.32	\$ 4,954,068.58	\$ 39,708,646
<b>2040</b>	\$ 16,542,363	\$ 8,316,950.44	\$ 10,597,837.04	\$ 5,057,113.21	\$ 40,514,264
<b>2041</b>	\$ 16,857,954	\$ 8,483,289.43	\$ 10,833,697.74	\$ 5,162,301.16	\$ 41,337,242
<b>2042</b>	\$ 17,179,857	\$ 8,652,955.27	\$ 11,075,466.41	\$ 5,269,677.03	\$ 42,177,955
<b>2043</b>	\$ 17,508,197	\$ 8,826,014.35	\$ 11,323,287.36	\$ 5,379,286.31	\$ 43,036,785
<b>Fourth 5 years</b>	<b>\$ 84,321,332</b>	<b>\$ 42,433,082</b>	<b>\$ 54,198,032</b>	<b>\$ 25,822,446</b>	<b>\$ 206,774,893</b>
<b>2044</b>	\$ 17,843,104	\$ 9,002,534.66	\$ 11,577,308.47	\$ 5,491,175.47	\$ 43,914,123
<b>Fifth 5 years</b>	<b>\$ 17,843,104</b>	<b>\$ 9,002,535</b>	<b>\$ 11,577,308</b>	<b>\$ 5,491,175</b>	<b>\$ 43,914,123</b>
<b>TOTALS</b>	<b>\$ 305,239,647</b>	<b>\$ 156,772,909</b>	<b>\$ 181,032,883</b>	<b>\$ 94,590,419</b>	<b>\$ 737,635,858</b>

## Bridge Funding

	Statewide Bridge Program (funding available to ALL MPOs)
<b>2024</b>	\$ 183,898,219
<b>2025</b>	\$ 176,617,938
<b>2026</b>	\$ 183,898,219
<b>2027</b>	\$ 255,592,933
<b>2028</b>	\$ 282,726,401
<b>First 5 years</b>	<b>\$ 1,082,733,710</b>
<b>2029</b>	\$ 288,380,929
<b>2030</b>	\$ 294,148,548
<b>2031</b>	\$ 300,031,519
<b>2032</b>	\$ 306,032,149
<b>2033</b>	\$ 312,152,792
<b>Second 5 years</b>	<b>\$ 1,500,745,936</b>
<b>2034</b>	\$ 318,395,848
<b>2035</b>	\$ 324,763,765
<b>2036</b>	\$ 331,259,040
<b>2037</b>	\$ 337,884,221
<b>2038</b>	\$ 344,641,905
<b>Third 5 years</b>	<b>\$ 1,656,944,778</b>
<b>2039</b>	\$ 351,534,743
<b>2040</b>	\$ 358,565,438
<b>2041</b>	\$ 365,736,747
<b>2042</b>	\$ 373,051,482
<b>2043</b>	\$ 380,512,512
<b>Fourth 5 years</b>	<b>\$ 1,829,400,922</b>
<b>2044</b>	\$ 388,122,762
<b>Fifth 5 years</b>	<b>\$ 388,122,762</b>
<b>TOTALS</b>	<b>\$ 6,457,948,108</b>

## Transit Funding

	Statewide revenue targeted to BRTA	FTA Section 5307 Operating Assistance*	FTA Section 5311 Rural Transportation Assistance	Total Funding Stream Targeted to BRTA
<b>2024</b>	\$ 2,033,913	\$ 2,994,667	\$ 314,999	\$ 5,343,579
<b>2025</b>	\$ 2,076,219	\$ 3,056,956	\$ 321,583	\$ 5,454,758
<b>2026</b>	\$ 2,119,404	\$ 3,120,541	\$ 328,304	\$ 5,568,249
<b>2027</b>	\$ 2,163,488	\$ 3,185,448	\$ 335,165	\$ 5,684,101
<b>2028</b>	\$ 2,208,488	\$ 3,251,705	\$ 342,170	\$ 5,802,363
<b>First 5 years</b>	<b>\$ 10,601,512</b>	<b>\$ 15,609,316</b>	<b>\$ 1,642,221</b>	<b>\$ 27,853,049</b>
<b>2029</b>	\$ 2,254,425	\$ 3,319,341	\$ 349,322	\$ 5,923,088
<b>2030</b>	\$ 2,301,317	\$ 3,388,383	\$ 356,622	\$ 6,046,322
<b>2031</b>	\$ 2,349,184	\$ 3,458,861	\$ 364,076	\$ 6,172,121
<b>2032</b>	\$ 2,398,047	\$ 3,530,806	\$ 371,685	\$ 6,300,538
<b>2033</b>	\$ 2,447,927	\$ 3,604,246	\$ 379,453	\$ 6,431,626
<b>Second 5 years</b>	<b>\$ 11,750,900</b>	<b>\$ 17,301,637</b>	<b>\$ 1,821,158</b>	<b>\$ 30,873,695</b>
<b>2034</b>	\$ 2,498,843	\$ 3,679,215	\$ 387,384	\$ 6,565,442
<b>2035</b>	\$ 2,550,819	\$ 3,755,742	\$ 395,480	\$ 6,702,041
<b>2036</b>	\$ 2,603,876	\$ 3,833,862	\$ 403,746	\$ 6,841,484
<b>2037</b>	\$ 2,658,037	\$ 3,913,606	\$ 413,184	\$ 6,984,827
<b>2038</b>	\$ 2,713,324	\$ 3,995,009	\$ 420,799	\$ 7,129,132
<b>Third 5 years</b>	<b>\$ 13,024,899</b>	<b>\$ 19,177,434</b>	<b>\$ 2,020,593</b>	<b>\$ 34,222,926</b>
<b>2039</b>	\$ 2,769,761	\$ 4,078,105	\$ 429,593	\$ 7,277,459
<b>2040</b>	\$ 2,827,372	\$ 4,162,930	\$ 438,572	\$ 7,428,874
<b>2041</b>	\$ 2,886,181	\$ 4,249,519	\$ 447,738	\$ 7,583,438
<b>2042</b>	\$ 2,946,214	\$ 4,337,909	\$ 457,096	\$ 7,741,219
<b>2043</b>	\$ 3,007,495	\$ 4,428,137	\$ 466,649	\$ 7,902,282
<b>Fourth 5 years</b>	<b>\$ 14,437,023</b>	<b>\$ 21,256,600</b>	<b>\$ 2,239,648</b>	<b>\$ 37,933,272</b>
<b>2044</b>	\$ 3,070,051	\$ 4,520,243	\$ 476,402	\$ 8,066,696
<b>Fifth 5 years</b>	<b>\$ 3,070,051</b>	<b>\$ 4,520,243</b>	<b>\$ 476,402</b>	<b>\$ 8,066,696</b>
<b>TOTALS</b>	<b>\$ 52,884,385</b>	<b>\$ 77,865,230</b>	<b>\$ 8,200,022</b>	<b>\$ 138,949,638</b>

\*Based on a 2.08% year-over-year growth rate originating from the FFY23 apportionment of \$2,933,647 per FTA



## Chapter 6

# Air Quality Conformity and GHG Analysis



# Berkshire MPO Air Quality Conformity

- This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the Berkshire Region.
- The entire Commonwealth of Massachusetts was previously classified as nonattainment for ozone, and was divided into two nonattainment areas (Eastern and Western). 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.
- 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.
  - The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and RTPs include:
    - latest planning assumptions (93.110), latest emissions model (93.111),
    - consultation (93.112),
    - transportation control measures (93.113(b) and (c), and
    - emissions budget and/or interim emissions (93.118 and/or 93.119).
  - 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.



# Thank You

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