

Berkshire County Metropolitan Planning Organization

Ashland Street – North Adams
Washington Mt. Road – Egremont
East Street - Pittsfield
Merrill Road - Pittsfield
Dalton Division Road - Dalton

Highway Safety Analysis Transit Bridge
Berkshire MPO Bike Capacity
Improvements CMAQ Reconstruction

Transportation Improvement Program

October 1, 2024 – September 30, 2029



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

Notice of Nondiscrimination Rights and Protections to Beneficiaries

Federal “Title VI/Nondiscrimination” Protections

The Berkshire Regional Planning Commission (BRPC) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws 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



Complaint Filing

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

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

Massachusetts Commission Against Discrimination (MCAD)

One Ashburton Place, 6th Floor

Boston, MA 02109

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

Translations

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

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

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

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

BERKSHIRE METROPOLITAN PLANNING ORGANIZATION

BERKSHIRE REGIONAL PLANNING COMMISSION

1 FENN STREET, SUITE 201, PITTSFIELD, MASSACHUSETTS 01201

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

www.berkshireplanning.org

TRANSPORTATION IMPROVEMENT PROGRAM

FOR

THE BERKSHIRE REGION

OCTOBER 1, 2024 – SEPTEMBER 30, 2029

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.

THIS PAGE IS LEFT BLANK INTENTIONALLY

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

MPO CERTIFICATION

Transportation Improvement Program (TIP) FFY 2025 – 2029

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 2025-2029, 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 2025-2029 TIP document on their behalf.

Monica Tibbits-Nutt, Secretary and CEO
Massachusetts Department of Transportation
Chair, Berkshire MPO

Date

THIS PAGE IS LEFT BLANK INTENTIONALLY

Table of Contents

MPO CERTIFICATION	i
Part A: INTRODUCTION.....	1
1. TIP DEVELOPMENT	18
2. PRIORITIZATION	18
3. PUBLIC PARTICIPATION	21
4. AMENDMENT/ADJUSTMENT PROCEDURES	21
5. CONGESTION MANAGEMENT PLAN	22
6. TRANSPORTATION FUNDING PROGRAMS	23
Part B: PROJECT LISTINGS	26
1. FHWA-FUNDED HIGHWAY, BRIDGE & ENHANCEMENTS PROJECTS	27
2. NON-FEDERAL AID (NFA) PROJECTS.....	27
3. ADDITIONAL REGIONAL PROJECTS – NO FUNDING AVAILABLE	33
4. TRANSIT PROJECTS.....	35
Part C: FINANCIAL SUMMARIES AND CERTIFICATIONS.....	42
1. FEDERAL FUNDING FINANCIAL SUMMARY	43
2. FEDERAL REGIONAL TARGETS	45
3. STATUS OF FUNDS.....	55
4. CERTIFICATIONS	58
Part D: ATTACHMENTS.....	67
1. PROJECTS BY TYPE AND YEAR	68
2. PROJECTS BY LOCATION.....	72
3. BERKSHIRE COUNTY TRANSPORTATION NETWORK MAP.....	76
4. BMPO FFY 2025 - 2029 TIP PROJECTS MAP.....	77
5. BERKSHIRE MPO PAST (FFY 2011 – 2024) TIP PROJECTS MAP	78
6. GREENHOUSE GAS MONITORING AND EVALUATION	84
7. FHWA & FTA TITLE VI CERTIFICATIONS & ASSURANCES	98
APPENDIX	
1. PUBLIC NOTICE	A1
2. PUBLIC COMMENTS.....	A2
3. MassDOT STIP Amendment/ Adjustment Procedures	A3
3. OPERATING & MAINTENANCE EXPENDITURES 2024-2028 STIP	A4

THIS PAGE IS LEFT BLANK INTENTIONALLY

Transportation Improvement Program

Part A: INTRODUCTION

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

INTRODUCTION

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

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

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

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

BIL and FAST Act Legislation

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

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

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

- The Bridge Formula Program;
- The National Electric Vehicle Infrastructure Formula program; and
- The Appalachian Development Highway System Program.

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

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

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

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

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

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

Safety Performance Measures (PM1):

The Berkshire MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2024. 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.

Table on the following page shows the Commonwealth's CY 2024 roadway safety performance targets for the federally required performance measures. The table also notes the Commonwealth's long-term target of zero fatalities and serious injuries on Massachusetts roadways. The targets in all columns of the table reflect five-year rolling annual averages, as required by USDOT. The two-year targets are a target of rolling averages for the years 2020–24, and the four-year targets are a target of rolling averages for the years 2022–26. The 2020–24 targets are called two-year targets due to the two years for which data is incomplete, 2023 and 2024. The 2022–26 targets are called four-year targets due to the four years for which data is complete, 2023, 2024, 2025, and 2026.

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

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

The safety measures MassDOT has established for CY 2024, and that the Berkshire MPO has adopted, are shown in the table on the following page:

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

MassDOT Roadway Safety Targets (CY 2024)

Performance Measure	2-Year Target (2020–24)	4-Year Target (2022–26)	Long-Term Target
Number of Fatalities	377	362	0
Rate of Fatalities per 100 Million VMT	0.61	0.54	0
Number of Serious Injuries	2,708	2,603	0
Rate of Serious Injuries per 100 Million VMT	4.36	3.91	0
Number of Nonmotorized Fatalities and Nonmotorized Serious Injuries	445	435	0

This target value is expressed as a five-year rolling annual average. CY = Calendar Year. VMT = Vehicle Miles Traveled. Sources: Federal Highway Administration, and Commonwealth of Massachusetts

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

Statewide Total Fatalities: Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2024 target setting process began with a trend line projection based on the most recent available data. This year, MassDOT also developed a 2022-2026 target to be consistent with the Highway Safety Office and National Highway Traffic Safety Administration (NHTSA). Due to higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, roadway fatalities were increasing relative to previous years.

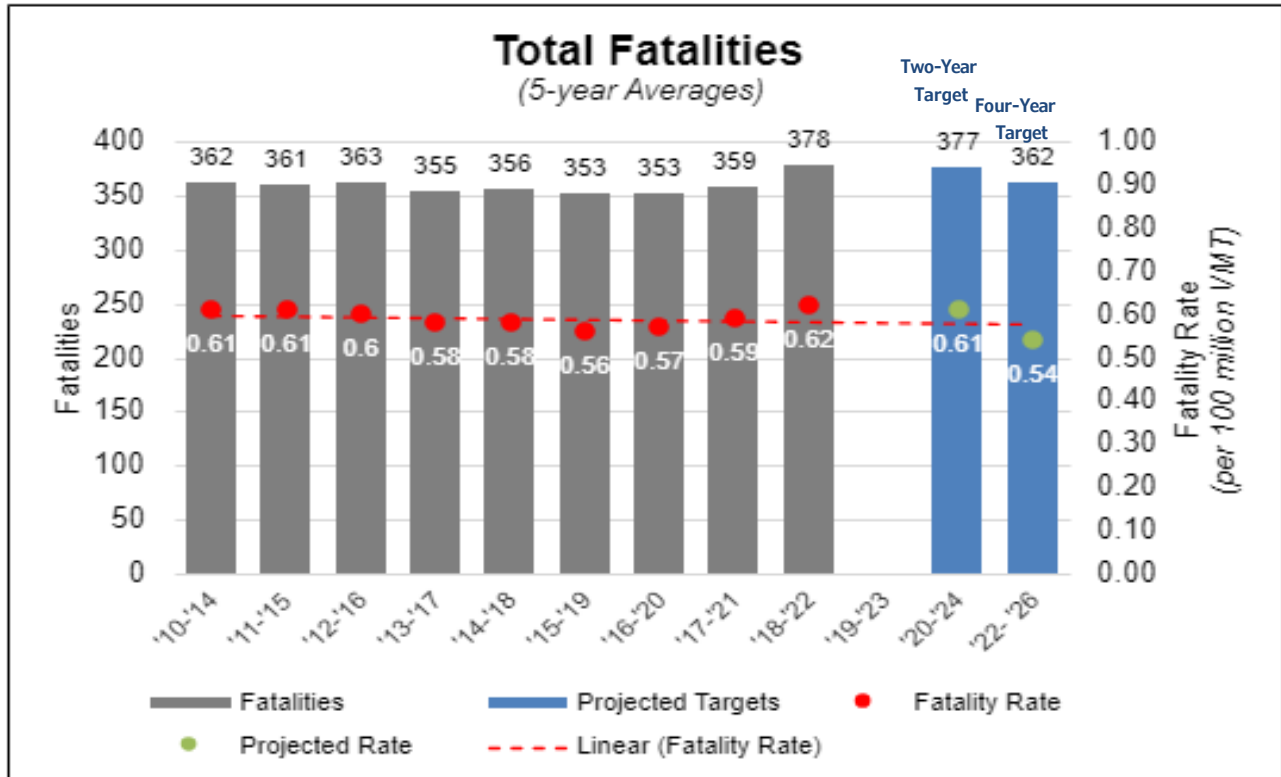
Furthermore, the Infrastructure Investment and Jobs Act (IIJA) requires “performance targets to demonstrate constant or improved performance,” so Massachusetts is unable to use increasing “targets.” Although the latest 2023 data suggests fatalities are trending towards pre-COVID levels, the data is incomplete and was not used when the target setting process began. Therefore, MassDOT developed the target for CY 2024 by projecting the 2023 and 2024 fatalities to be in line with pre-COVID data. As a result, year over year changes reflect a decrease of approximately 20% when comparing 2021 and 2022 to 2023 and 2024. However, the 5-year average from 2018-2022 to 2020- 2024 sees only a minor decrease from 378 to 377. If this trend continues, the 2022-2026 average will drop to 362, a reduction 4%.

As always, MassDOT’s overarching goal is zero deaths and this goal will be pursued by implementing strategies from the **Strategic Highway Safety Plan** (SHSP). The Massachusetts SHSP and **Vulnerable Road User Safety Assessment** were both updated and finalized in 2023. These strategies help provide details on how the state will drive down fatalities and serious injuries. Moreover, it should be restated that while MassDOT developed numeric targets, the goal

is 0 and MassDOT will continue to work toward that goal by implementing SHSP strategies.

Statewide Fatality Rate: The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities. Data projections for 2023 indicate VMT will exceed pre-pandemic levels. Consequently, the five-year average fatality rate is expected to decrease from 0.62 fatalities per 100 million VMT for 2018-2022, to 0.61 fatalities per 100 million VMT in 2020-2024, a reduction of 1.63%. If this trend continues, MassDOT projects a decrease to 0.54 fatalities per 100 million VMT, a reduction of 12%.

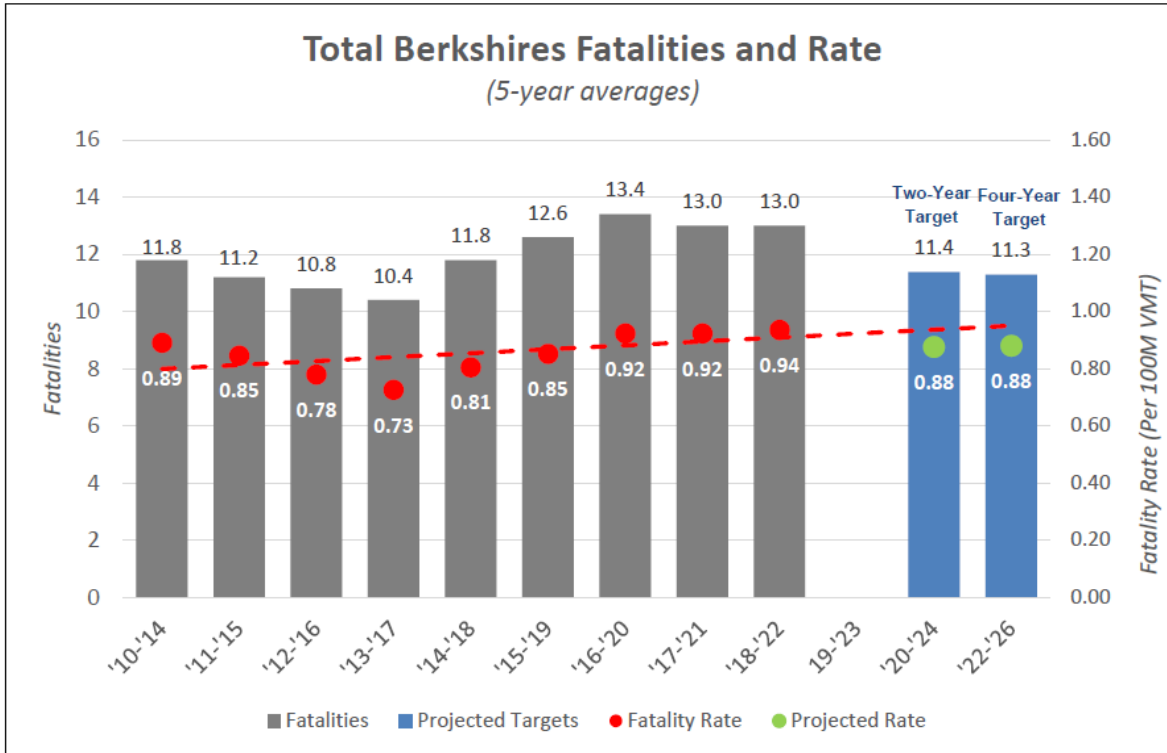
Total Fatalities and Rate – Statewide



Note: 2023 data is not complete and therefore was not used for target setting purposes.

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

Total Fatalities and Rate – Berkshire MPO



Note: 2023 data is not complete and therefore was not used for target setting purposes.

Berkshire Total Fatalities: The target-setting process for the Berkshire region compliments the statewide initiative of setting a two-year and four-year future target for each of the five PM1 data points. The total fatalities in Berkshire County are summed into 5-year averages (shown with the grey bars in the chart above), with the latest full dataset spanning 2018 to 2022. Total fatalities fell from a recent high in 2020, and the 5-year averages consequently dropped and have stayed level. To emulate the statewide target-setting process, pre-COVID figures were used for the Berkshire trendline projections for the two-year and four-year targets (blue bars). The targets of 11.4 and 11.3 represent a modest decline in fatalities following the peak of 2016-2020. The goal as always is to reduce fatalities and serious injuries as much as possible, with eventual total elimination. The targets shown here represent what can logically be projected using the data that is currently at our disposal.

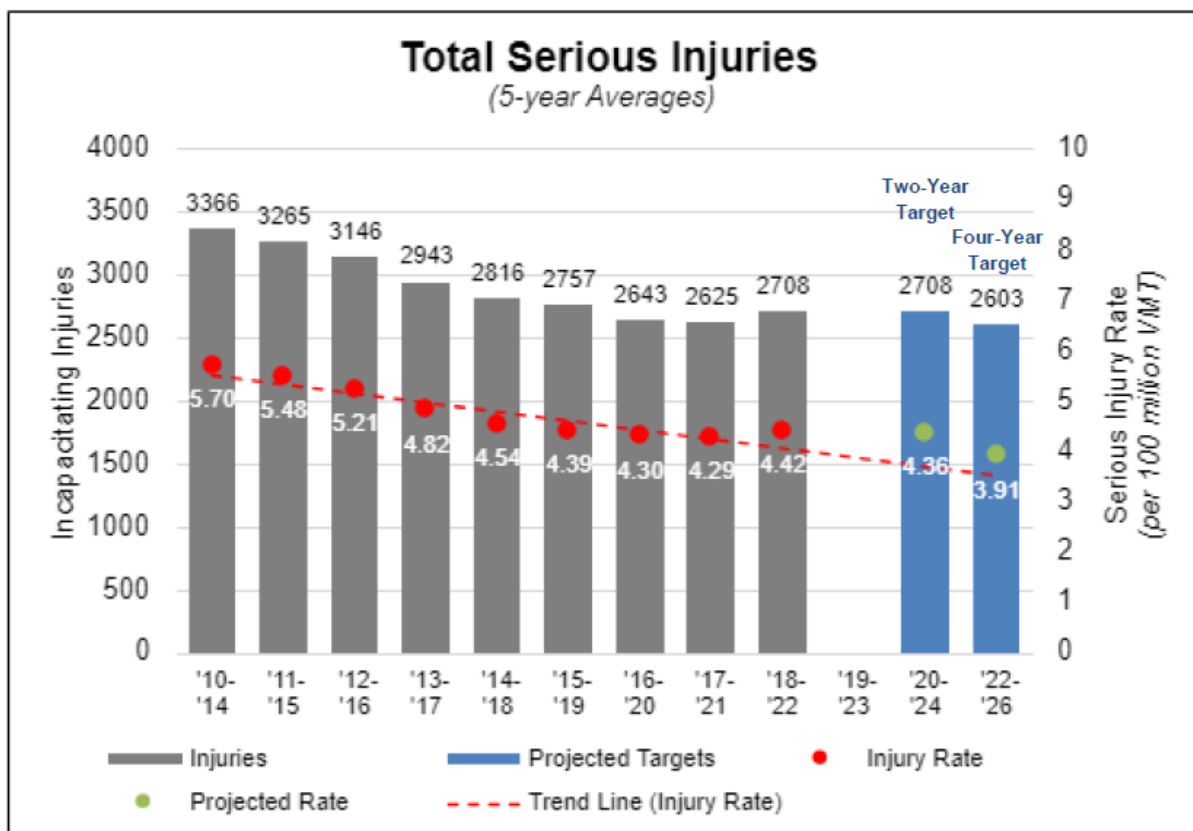
Berkshire Fatality Rate: The fatality rate per 100 million vehicle miles traveled (VMT) is represented as red and green points in the chart above. The target setting process was repeated from the 5-year average targets as described above. The fatality rates have been increasing since a low point in 2017. As increasing targets cannot be shown, the two- and four-year targets represent a reversal and leveling out of the increase, based on 2020 and earlier years' data.

Statewide Total Serious Injuries: The target setting process began with a trend line projection based on the most recent available data. The 2021 and 2022 serious injury data were not finalized in the statewide crash system during this process, so it is possible these figures will change once that data becomes final.

Due to higher rates of speeding caused by decreased VMT amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, serious injuries increased relative to previous years. Although the latest 2023 data suggests serious injuries are trending towards pre-COVID levels, the data is incomplete and was not used when the target setting process began. Therefore, MassDOT developed the target for CY 2024 by projecting the 2023 and 2024 serious injuries to be in line with pre-COVID data. As a result, year over year changes reflect a decrease of approximately 10% when comparing 2021 and 2022 to 2023 and 2024. However, the 5-year average from 2018- 2022 to 2020-2024 remains the same at 2,708 serious injuries. If this trend continues, the 2022-2026 average will drop to 2,603, a 4% reduction.

Statewide Serious Injuries Rate: Similar to the fatality rate, serious injury rates were greatly impacted due to COVID. Following the methods above, the projection is now 4.36 serious injuries per 100 million VMT for 2020-2024. This reflects a 1.36% reduction compared to the 2018-2022 serious injuries rate of 4.42. If this trend continues, the 2022-2026 rate will drop to 3.91 serious injuries per 100 million VMT, an 11% reduction.

Total Incapacitating Injuries – Statewide

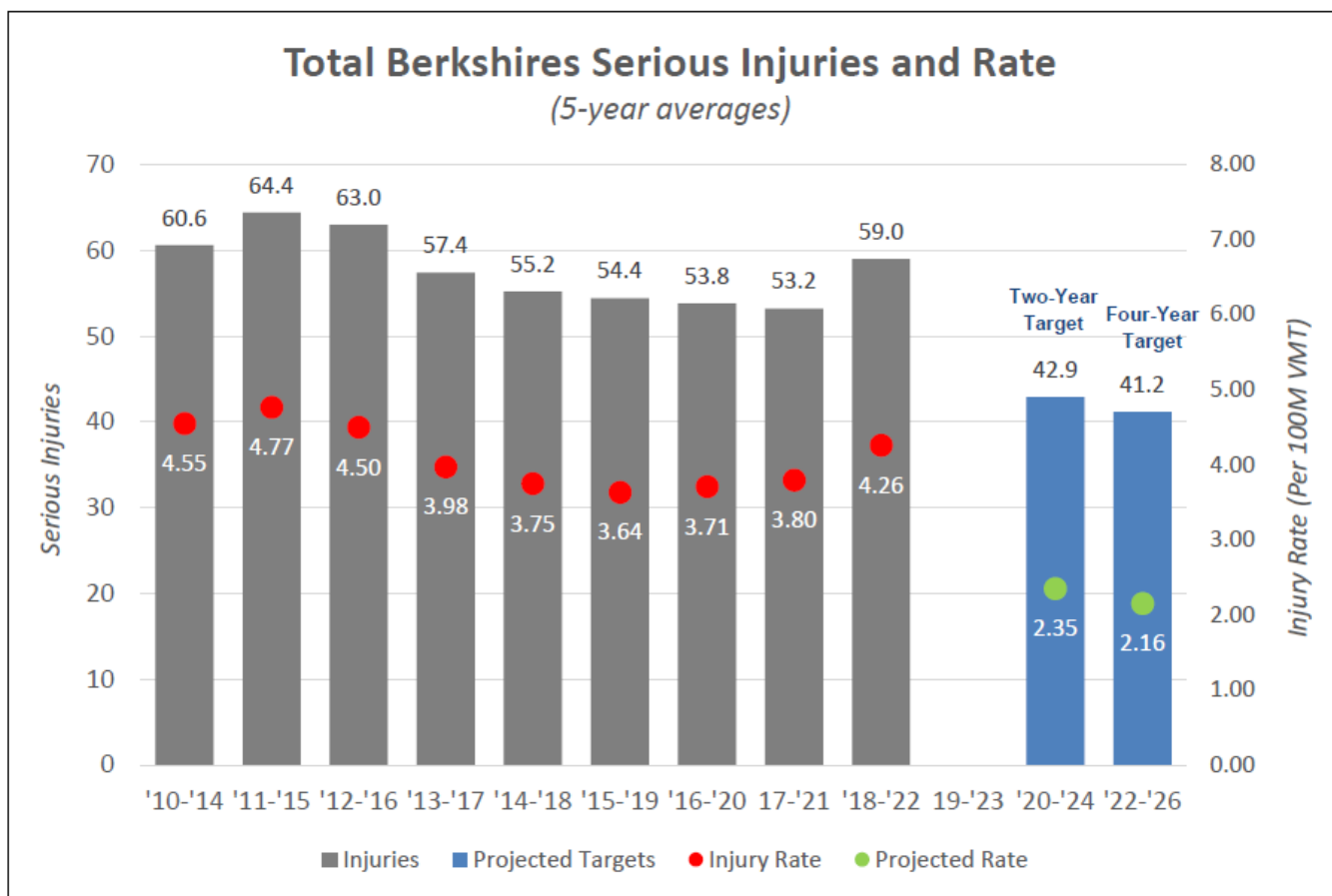


Note: 2023 data is not complete and therefore was not used for target setting purposes.

Berkshire Total Serious Injuries: Serious injuries and rates per 100 million VMT in Berkshire County are tracked as the third and fourth data points for PM1. The 5-year averages have been seeing a decline since peaking in 2015, though the most recent 5-year average shows a concerning spike. Similar to the fatality data above, two- and four-year targets were projected using pre-COVID data. The projected targets of 42.9 and 41.2 represent the continuing decline that was occurring up to 2020.

Berkshire Serious Injuries Rate: Similar to the 5-year averages, the serious injury rates per 100 million vehicle miles traveled (VMT) were projected to two- and four-year targets using data up to 2020. The targets of 2.35 and 2.16 injuries per 100 million VMT represent the continuation of declines on average seen up to the year 2020.

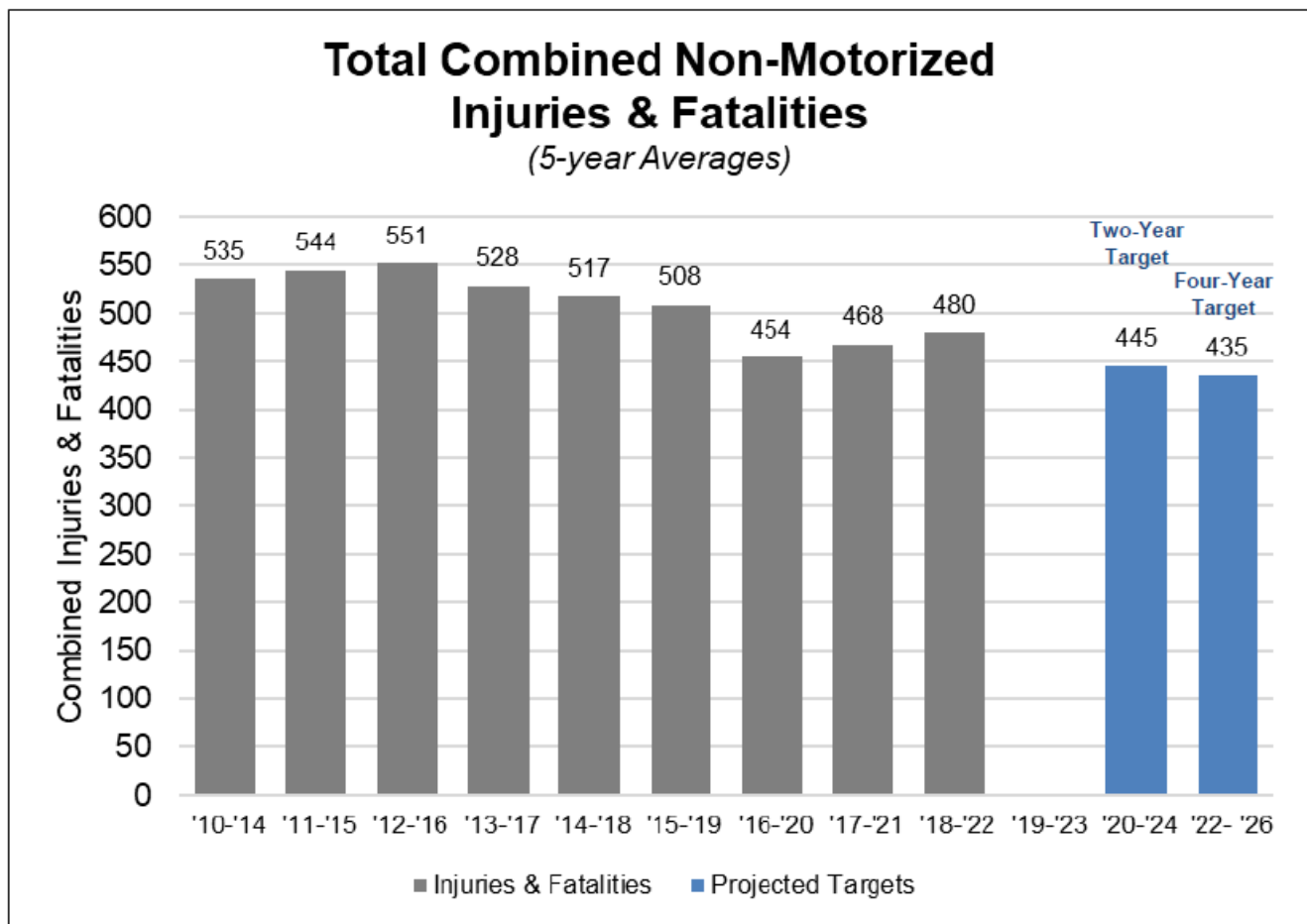
Total Incapacitating Injuries – Berkshire MPO



Note: 2023 data is not complete and therefore was not used for target setting purposes

Statewide Total Number of Non-Motorized Fatalities and Serious Injuries: The number of non-motorized fatalities and serious injuries decreased during the start of the pandemic in 2020, followed by an increase in 2021 and dramatic spike in 2022. Based on the state's emphasis on vulnerable road users, MassDOT anticipates the 2023 and 2024 numbers to match those from 2020. This results in a 5-year average of non-motorist fatalities and serious injuries decreasing from 480 (2018-2022) to 445 (2020-2024), a 7.3% reduction. Looking ahead to 2026, the average combined non-motorist fatalities and serious injuries is expected to decrease to 435, a reduction of approximately 9%.

Total Combined Non-Motorized Injuries & Fatalities – Statewide

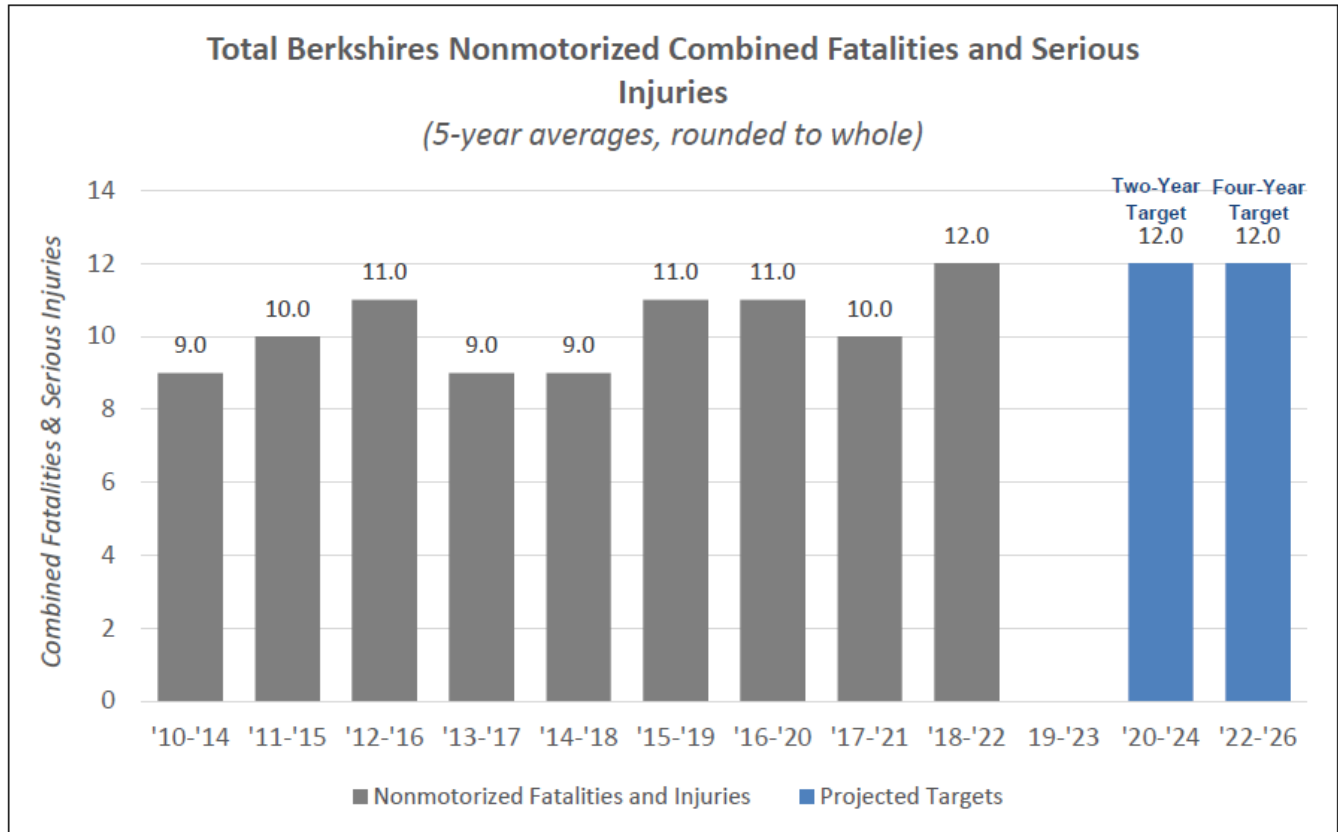


Note: 2023 data is not complete and therefore was not used for target setting purposes.

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

Berkshire Total Number of Non-Motorized Fatalities and Serious Injuries: Fatalities and serious injuries of non-motorized transportation are combined into the fifth data point for the PM1 measure. The rate per 100 million VMT is not calculated as VMT is not tracked for non-motorized travel. In the Berkshires, these statistics have been fluctuating, though a slight increase across the total time period of tracking is observable. The current best two- and four-year targets based on these data are a leveling-off, as an increasing target cannot and should not be used.

Total Combined Non-Motorized Injuries & Fatalities – Berkshire MPO



Note: 2023 data is not complete and therefore was not used for target setting purposes.

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

The targets were developed in coordination with the Executive Office of Public Safety and Security (EOPSS), the Highway Safety Division (HSD), and other sections within MassDOT. Although MassDOT emphasizes that the state's goal is zero fatalities and serious injuries, the state targets presented here are not "goals" but realistic targets considering the events of the last 3+ years. The Secretary of Transportation and Highway Division Administrator for MassDOT approved the targets recognizing that MassDOT must demonstrate short term incremental steps in order to achieve the Commonwealth's goal.

Bridge & Pavement Performance Measures (PM2):

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

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

Performance targets for pavement-related performance measures were 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 (2024), 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 (2021)	2-year target (2024)	4-year target (2026)
Bridges in good condition	16%	16%	16%
Bridges in poor condition	12.2%	12%	12%
Interstate Pavement in good condition	71.8%	70%	70%
Interstate Pavement in poor condition	0.0%	2%	2%
Non-Interstate Pavement in good condition		30%	30%
Non-Interstate Pavement in poor condition		5%	5%

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

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

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

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

Measure	Current (2022)	2-year (2024)	4-year (2026)
Interstate LOTTR	84.2%	74.0%	76.0%
Non-Interstate LOTTR	87.2%	85.0%	87.0%
TTTR	1.61	1.80	1.75
Emissions Reductions: PM2.5			
Emissions Reductions: NOx	0.490	0.000	0.000
Emissions Reductions: VOC	0.534	0.000	0.000
Emissions Reductions: PM10			
Emissions Reductions: CO	6.637	0.354	0.354

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

BRTA provides public transportation service to its 27 member communities within Berkshire County, the western most region of Massachusetts. The BRTA's daily service area spans a region as large as Rhode Island; bordered by Vermont to the north, New York to the west, and Connecticut to the south. Fixed route service is provided by fourteen bus routes in 13 communities from Williamstown to Great Barrington, Monday through Saturday. Paratransit services are provided to eligible persons from the BRTA's member communities for ambulatory, non-ambulatory, or complementary paratransit ADA service. BRTA serves as the conduit for communities to acquire Mobility Access Program (MAP) vehicles from MassDOT to transport their elderly and disabled residents. BRTA maintains the MAP vehicle fleet.

Performance Targets & Measures:

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

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

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

Transit Safety Performance Targets:

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

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

Berkshire Metropolitan Planning Organization Membership:

In the Berkshire region, the MPO presently consists of ten members 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

Berkshire Metropolitan Planning Organization
January 2024

MPO Signatories

Mass DOT	Monica Tibbits-Nutt, Secretary and CEO, Chair of BMPO David Mohler, Executive Director representing Monica Tibbits-Nutt Steve Woelfel, Deputy Executive Director (alternate)
DOT Highway	Jonathan Gulliver, MassDOT Highway Administrator Francisca Heming, District 1 Highway Director, representing Administrator Gulliver Mark Moore, Highway Division District 1 (alternate)
BRPC	Malcom Fick, Chair (Gt. Barrington) Samuel Haupt, Alternate (Peru) Vacant, Second alternate
BRTA	Sheila Irvin, Chair (Pittsfield) Robert Malnati, Administrator (alternate) Sarah Vallieres (second alternate)
Pittsfield	The Honorable Peter Marchetti Representing Pittsfield (permanent member) Ricardo Morales (first alternate) Tyler Shedd (second alternate)
N. Adams	The Honorable Jennifer Macksey Representing North Adams (permanent member) Michael Nuvalle (first alternate) Tim Lescarbeau (second alternate)
North Subregion	Christine Hoyt, Adams Randal Fippinger, Williamstown (alternate)
North Central	John Boyle, Dalton Shawn McGrath, Cheshire (alternate)
South East	Gordon Bailey, Lee Kent Lew, Washington (alternate)
South West	George McGurn, Egremont Rene Wood, Sheffield (alternate)

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

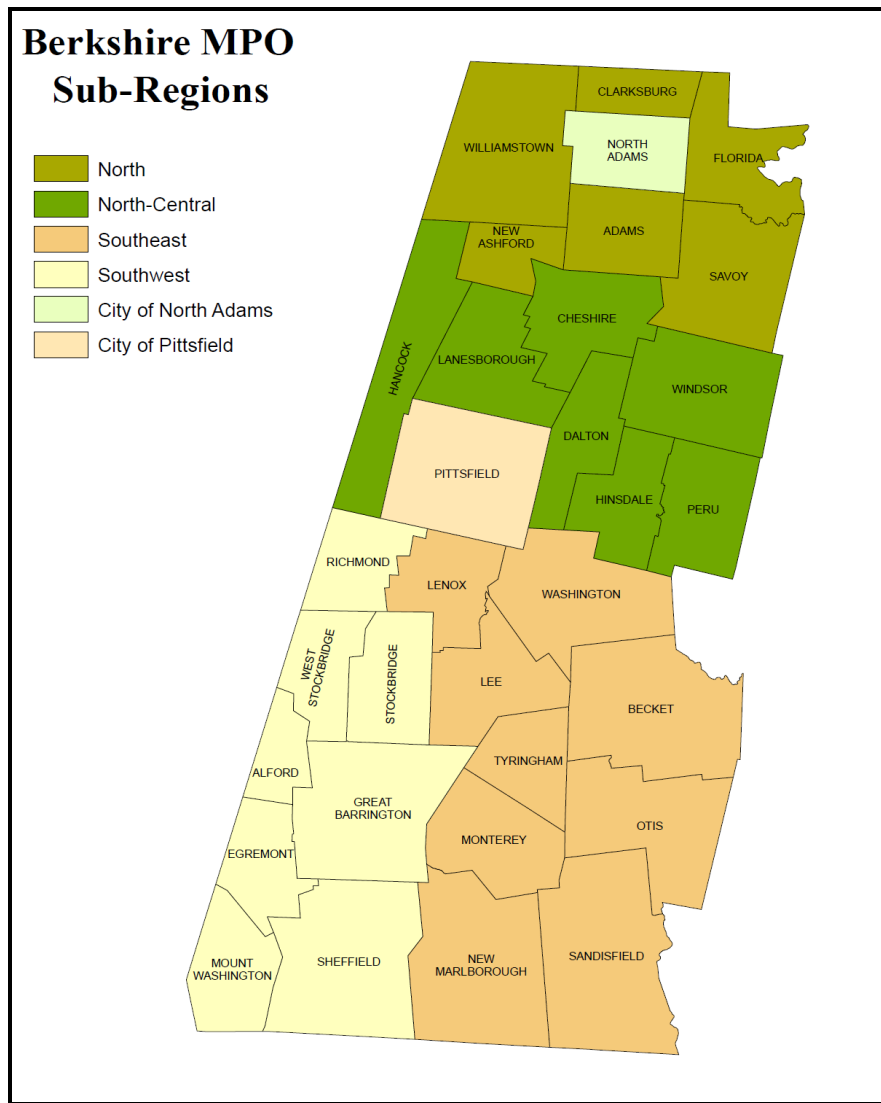
- Thomas Matuszko, Executive Director
- Clete Kus, Transportation Program Manager
- Sam Haupt, TAC Chair

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

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 October 2023

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



Format

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

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

1. TIP DEVELOPMENT

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

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

Applicability

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

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

2. PRIORITIZATION

Because the TIP must be fiscally constrained within the anticipated available federal funding for transportation projects in the region, not all projects can be programmed in the five-year TIP period.

Regional decision-makers are faced with difficult choices about which projects to program and which projects to put off. A system for prioritizing projects has been developed as one tool to assist in that process. In programming improvement projects, the Berkshire MPO considers transportation deficiencies that are in need of improvement and uses various performance metrics to identify priorities. The resulting projects which are selected for implementation do support one or more of the seven National Performance Goals contained in MAP-21 [§ 1203; 23 USC 150(b)].

For the Federal Fiscal year 2025 – 2029 TIP development, the Berkshire MPO received TIP financial guidance without recommended funding source assignments for regional target projects. MPO staff identified funding sources for projects through coordination with the MassDOT District 1 office when selecting the preferred project lists. MassDOT Office of Transportation Planning (OTP) staff assisted

with adjusting sources, as necessary, prior to the release of the draft TIP. This allowed MassDOT to have a more engaged approach to assigning funding sources to all projects programmed in the STIP and assist with delivering the federal aid program within the fiscal constraint requirements.

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

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

Priorities for highway projects that are subject to regional funding targets are calculated based on evaluation criteria developed in 2011 and revised in 2015 to measure road condition, mobility, regional connectivity, goods movement, safety, environment, GHG emissions and livability factors. A project could score a maximum of 8 points based on the current evaluation criteria as explained below. The Berkshire MPO FFY 2025 – 2029 TIP Project Evaluation table on the next page shows the list of projects that were evaluated for FFY 2025 – 2029 TIP development:

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

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

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

Berkshire MPO FFY 2025-2029 TIP Project Evaluation
Results of MPO Staff Evaluation of Highway Projects, February 15th, 2024, 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 2025-2029 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.							
604003	EAST STREET (LYMAN ST TO MERRILL RD)	PITTSFIELD	1	1	1	1	0	0	1	1	6	\$10,423,290	75%			5	2024
608737	DALTON DIVISION ROAD	DALTON	1	0	1	1	1	0	1	1	6	\$14,214,440	<25%	√		6	2029 & 2030
608768	MERRILL ROAD (ROUTE 9)	PITTSFIELD	1	0	1	1	1	0	1	1	6	\$15,059,375	25%		√	4	2028 & 2029
609292	EAST STREET (LYMAN ST TO ELM ST)	PITTSFIELD	1	0	1	1	1	0	1	1	6	\$6,823,275	<25%	√	√	4	2027
609277	ASHLAND STREET	NORTH ADAMS	1	1	0	1	1	0	1	1	6	\$10,834,263	100%	√		5	2025 & 2026
611970	ROUTE 20 (MAIN ST, PARK ST) @ WEST PARK ST	LEE	0	1	1	1	1	0	1	1	6	\$3,880,875	<25%	√		NA	2026 (NHPP)
609465	ROUTE 7 & ROUTE 23	GREAT BARRINGTON	1	0	1	0	1	0	1	1	5	\$12,700,000	<25%	√		5	
609215	SOUTH MAIN STREET (ROUTE 7)	GREAT BARRINGTON	1	0	1	0	0	0	1	1	4	\$7,124,000	<25%			6	
608547	MOUNT WASHINGTON ROAD	EGREMONT	1	0	1	1	0	1	0	0	4	\$13,243,529	100%			5	2026 & 2027
613657	ROUTE 8 (HOWLAND AVENUE)	ADAMS	1	0	1	0	0	0	1	1	4	\$17,919,975	<25%	√		8	
608472	ROUTE 43	WILLIAMSTOWN	1	0	0	0	0	0	1	1	3	\$18,336,200	25%			5	
609256	ROUTE 7	LANESBOROUGH	1	0	1	0	0	0	1	0	3	\$3,400,000	<25%			7	2027 (NHPP)
613074	ROUTE 7 RETAINING WALL	WILLIAMSTOWN	1	0	1	1	0	0	0	0	3	\$3,458,138	<25%			NA	2029 (NHPP)
613053	ROUTE 20 @ PLUNKETT ST 7 BLANTYRE RD	LENOX	0	0	1	0	1	0	0	0	2	\$1,544,650	<25%		√	8	2027 (HSIP)
612691	ROUTE 7 ACCESS IMPROVEMENT AT MOUT GREYLOCK SCHOOL	WILLIAMSTOWN	0	0	1	0	0	0	0	0	1	\$600,000	<25%		√	5	2026
613093	ROUTE 7	WILLIAMSTOWN	0	0	1	0	0	0	0	0	1	\$5,255,000	<25%			5	
613677	ROUTE 8	SANDSFIELD	0	0	1	0	0	0	0	0	1	\$5,575,000	<25%			7	

3. PUBLIC PARTICIPATION

This Transportation Improvement Program was prepared in accordance with the Transportation Planning Public Participation Process as required by the BIL and FAST Act. Public input has been solicited, public meetings have been held, draft copies have been made available, and a formal 21-day public review period was advertised and completed as per the Berkshire MPO Public Participation Plan. All comments, and corresponding responses, that were offered between April 23, 2024 and May 28, 2024 are summarized in Appendix 2.

Private Enterprise Participation

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

Massachusetts law requires that a private company operate the BRTA's fixed route service. Berkshire Transit Management (BTM), a division of First Transit, Inc. is the current fixed route operating company. BTM was selected over other private companies in a competitive bidding process in 2003 and replaced the previous operator since January 2004. The current Transit Management contract for fixed route and paratransit services between BRTA and First Transit is a three-year contract with an option to extend it one year for each of 2 subsequent years. The BRTA contract with First Transit will end on June 30, 2024, unless opted to utilize the extensions. Documentation of the RFP, proposals, and selection process are available for inspection at the BRTA offices.

4. AMENDMENT/ADJUSTMENT PROCEDURES

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

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

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

Substitutions

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

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

5. CONGESTION MANAGEMENT PLAN

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

- In FFY 2024 to construct a multi-use sidewalk along East Street in Pittsfield.
- In FFY 2028 & 2029 to construct a shared-use path along Merrill Road in Pittsfield.

BRPC will identify other intersection improvement projects in Pittsfield and the region to program in future years.

6. TRANSPORTATION FUNDING PROGRAMS

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

- BR:** BRIDGE PROGRAM - Federal funds available to Massachusetts for the necessary replacement or repair of bridges in rural and urban areas. The Federal share is 80 percent, and the State share is 20 percent. Federally funded bridges are categorized as either ON or OFF, depending on whether the roads they are on or off of the federal-aid highway system.
- CMAQ:** CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM - Projects included in this category must contribute to the attainment of a national ambient air quality standard. The Federal share is 80 percent, and the State share is 20 percent. Funds from this FHWA program can be transferred to transit projects in accordance with MAP-21.
- CRP:** CARBON REDUCTION PROGRAM - Provides funding for projects that reduce transportation emissions or the development of carbon reduction strategies. States in conjunction with MPOs are required to develop and update every 4 years a carbon reduction strategy and submit it to FHWA for approval. Sixty-five percent of a state's CRP funds are to be distributed to areas based on population (suballocated), with the remainder to be used in any area of the state.
- HSIP:** HIGHWAY SAFETY IMPROVEMENT PROGRAM - Projects included in this category should demonstrate highway safety improvements. The Federal share is 90 percent, and the State share is 10 percent.
- NFA:** NON-FEDERAL AID - Funds may be derived from state or local sources for transportation projects. Generally, state-funded projects shown in the TIP are bond-funded bridge projects.
- NGBP:** NEXT GENERATION BRIDGE PROGRAM - "Massachusetts" Next Generation Bridge Program focuses on funding bridge preservation and the bundling of smaller MassDOT bridge projects. These projects will be advertised for construction during the 5-year STIP period and are initially funded with non-federal aid funding (i.e. state funds), and will be repaid in the future with debt repayments using federal aid. This is reflected in the Highway Funding Program as Grant Anticipation Notes (GANS)."
- NHPP:** NATIONAL HIGHWAY PERFORMANCE PROGRAM - This is the funding source that provides funding for construction and maintenance projects located on the NHS.
- NHFP:** NATIONAL HIGHWAY FREIGHT PROGRAM - This program was established in December 2015 through the FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN). Two percent of this program is set aside for State Planning and Research.
- PROTECT:** PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION Formula Program - Established in 2021 as part of

BIL, the program provides funding for resiliency improvements; community resilience and evacuation routes; and at-risk costal infrastructure. Highway, transit, and certain port projects are also eligible. The state may use up to 40% of PROTECT funds on new capacity projects and up to 10% on development phase activities.

STBG: SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – This is the most common source of funding for regional highway projects in the TIP. Eligible projects include the construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges. The Federal share is 80 percent and the State share is 20 percent.

STBG-BR-Off: The funding for Bridge-Off System comes from a set-aside from STBG. The amount equals to 20 percent of the State’s Highway bridge Program apportionment. Funding is available for bridges and low water crossings on public roads other than on Federal-aid highways.

SBYWY: Scenic Byways.

TAP: Transportation Alternatives Program – This program supports smaller-scale transportation projects such as pedestrian and bicycle facilities, recreation trails, safe routes to school projects, community improvements, and environmental mitigation. MassDOT prioritizes the use of these funds for Safe Routes to School (SRTS) investments.

UNDET: UNDETERMINED – Shown for projects for which no funding is reasonably expected to be available at this time.

Other FA: Other Federal Aid not already categorized.

TRANSIT FUNDING PROGRAMS

5307: TRANSIT OPERATING/CAPITAL - Previously known as Section 9, the FTA Act provides a formula grant program for the support of urban public transit operations and capital projects. Funds available to the Pittsfield area are apportioned by FTA. Federal operating assistance under this program may not exceed 50% of the net cost of service. Section 5307 funds for capital are derived from the formula program that also includes operating assistance. Federal support of approved projects is generally 80 percent, with the balance supported by State and/or local funds.

5309: TRANSIT CAPITAL ASSISTANCE - Federal assistance to support public transit capital needs. Previously known as Section 3, these Section 5309 funds are discretionary and are often earmarked by Congress before being made available for distribution by FTA. Federal support of approved projects is generally 80 percent, with the balance supported by State and/or local funds, although some Section 5309 earmarks have been 100% federally funded.

5310: PARATRANSIT VANS - FTA funding, administered through the MassDOT for the acquisition of vans for the elderly and disabled. Previously known as Section 16(b)2, the Federal share for Section 5310 funds is 80 percent and the State share is 20 percent.

5311: RURAL TRANSIT FUNDING - FTA funding, administered through the MassDOT for public transportation in non-urbanized areas. Previously known as Section 18, these Section

5311 funds may be used for both capital and operating projects.

5337: STATE OF GOOD REPAIR GRANTS – Section 5337 is a formula-based State of Good Repair program dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT).

5339: BUS & BUS FACILITIES – Section 5339 program funds are used to rehabilitate, replace, and purchase buses and related equipment as well as construction of bus related facilities.

Transportation Improvement Program

Part B: PROJECT LISTINGS

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

1. FHWA-FUNDED HIGHWAY, BRIDGE & ENHANCEMENTS PROJECTS

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

2. NON-FEDERAL AID (NFA) PROJECTS

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

NOTES ON TABLE

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

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

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

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

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

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

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

2025 Berkshire Region Transportation Improvement Program

STIP: 2025 - 2029 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Proponent	Other Information
Federal Fiscal Year 2025								\$55,230,903	\$12,108,146	\$43,122,757				
Section 1A / Regionally Prioritized Projects								\$10,639,564	\$8,511,651	\$2,127,913				
Roadway Reconstruction								\$10,639,564	\$8,511,651	\$2,127,913				
2025	609277	Berkshire Region	North Adams	NORTH ADAMS- RECONSTRUCTION OF ASHLAND STREET	1	STBG	\$10,834,263	\$10,639,564	\$8,511,651	\$2,127,913	6 of 8	48	North Adams	AC 1 of 2; Total Project Cost = \$10,834,263
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$4,495,619	\$3,596,495	\$899,124				
Bridge Off-system								\$4,495,619	\$3,596,495	\$899,124				
2025	610777	Berkshire Region	Adams	ADAMS- BRIDGE REPLACEMENT, A-04-038, QUALITY STREET OVER HOOSIC RIVER	1	STBG-BR-Off	\$4,495,619	\$4,495,619	\$3,596,495	\$899,124				
Section 3B / Non-Federal Aid Funded								\$40,095,720	\$0	\$40,095,720				
Bridge On-system NHS								\$40,095,720	\$0	\$40,095,720				
2025	612505	Berkshire Region	North Adams	NORTH ADAMS- BRIDGE PRESERVATION, N-14-039, ROUTE 2 OVER SOUTH BRANCH OF THE HOOSIC RIVER AND ROUTE 8	1	NGBP	\$40,095,720	\$40,095,720	\$0	\$40,095,720				

2026 Berkshire Region Transportation Improvement Program

STIP: 2025 - 2029 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Proponent	Other Information
Federal Fiscal Year 2026								\$90,544,469	\$37,756,932	\$52,787,537				
Section 1A / Regionally Prioritized Projects								\$10,379,265	\$8,303,412	\$2,075,853				
Roadway Reconstruction								\$9,755,265	\$7,804,212	\$1,951,053				
2026	608547	Berkshire Region	Egremont	EGREMONT- RECONSTRUCTION OF MOUNT WASHINGTON ROAD (PHASE I)	1	STBG	\$13,773,270	\$9,560,566	\$7,648,453	\$1,912,113	4 of 8		Egremont	AC 1 of 2; Total Project Cost = \$13,773,270; YOE = 8%
2026	609277	Berkshire Region	North Adams	NORTH ADAMS- RECONSTRUCTION OF ASHLAND STREET	1	STBG	\$10,834,263	\$194,699	\$155,759	\$38,940	6 of 8	48	North Adams	AC 1 of 2; Total Project Cost = \$10,834,263
Safety Improvements								\$624,000	\$499,200	\$124,800				
2026	612691	Berkshire Region	Williamstown	WILLIAMSTOWN- ROUTE 7 ACCESS IMPROVEMENTS AT MOUNT GREYLOCK REGIONAL SCHOOL	1	STBG	\$624,000	\$624,000	\$499,200	\$124,800	1 of 8		MassDOT	Total Project Cost = 624,000; YOE = 4%
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$32,780,790	\$26,224,632	\$6,556,158				
Bridge Off-system								\$15,152,362	\$12,121,890	\$3,030,472				
2026	609068	Berkshire Region	Sheffield	SHEFFIELD- BRIDGE REPLACEMENT, S-10-015, KELSEY ROAD OVER SCHENOB BROOK	1	STBG-BR-Off	\$4,354,637	\$4,354,637	\$3,483,710	\$870,927				
2026	609069	Berkshire Region	Becket	BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN BROOK	1	STBG-BR-Off	\$3,205,556	\$3,205,556	\$2,564,445	\$641,111				
2026	609074	Berkshire Region	Monterey	MONTEREY- BRIDGE REPLACEMENT, M-29-001, CURTIS ROAD OVER KONKAPOT RIVER	1	STBG-BR-Off	\$3,224,158	\$3,224,158	\$2,579,326	\$644,832				
2026	609076	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-006, COTTAGE STREET OVER HOUSATONIC RIVER	1	STBG-BR-Off	\$4,368,011	\$4,368,011	\$3,494,409	\$873,602				
Highway Resiliency Improvement Program								\$2,600,000	\$2,080,000	\$520,000				
2026	609506	Berkshire Region	Becket	BECKET- LEDGE REMOVAL ALONG ROUTE 8, BETWEEN MM 28.002 AND MM 27.998	1	PRCT	\$2,600,000	\$2,600,000	\$2,080,000	\$520,000				
Non-Interstate Pavement								\$7,018,886	\$5,615,109	\$1,403,777				
2026	610728	Berkshire Region	Lee	LEE- RESURFACING AND RELATED WORK ON ROUTE 20	1	NHPP	\$7,018,886	\$7,018,886	\$5,615,109	\$1,403,777				
Bridge On-system NHS								\$8,009,542	\$6,407,634	\$1,601,908				
2026	612498	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P-10-032, SOUTH STREET OVER HOUSATONIC RR & HOUSATONIC RIVER	1	NHPP-PEN	\$8,009,542	\$8,009,542	\$6,407,634	\$1,601,908				
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$4,036,110	\$3,228,888	\$807,222				
Intersection Improvements								\$4,036,110	\$3,228,888	\$807,222				
2026	611970	Berkshire Region	Lee	LEE- INTERSECTION IMPROVEMENTS AT PARK STREET AND MAIN STREET (ROUTE 20)	1	NHPP	\$4,036,110	\$4,036,110	\$3,228,888	\$807,222				
Section 3B / Non-Federal Aid Funded								\$43,348,304	\$0	\$43,348,304				
Bridge On-system Non-NHS								\$32,096,086	\$0	\$32,096,086				
2026	607677	Berkshire Region	Lee	LEE- BRIDGE REPLACEMENT, L-05-013, MILL STREET OVER WASHINGTON MOUNTAIN BROOK	1	NGBP	\$5,285,176	\$5,285,176	\$0	\$5,285,176				
2026	611942	Berkshire Region	Sheffield	SHEFFIELD- SUPERSTRUCTURE REPLACEMENT, S-10-024, COUNTY ROAD OVER IRONWORKS BROOK	1	NGBP	\$2,609,189	\$2,609,189	\$0	\$2,609,189				
2026	612162	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC	1	NGBP	\$5,762,273	\$5,762,273	\$0	\$5,762,273				
2026	612168	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC	1	NGBP	\$2,779,341	\$2,779,341	\$0	\$2,779,341				
2026	612183	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-002, DIVISION STREET OVER HOUSATONIC RIVER	1	NGBP	\$15,660,107	\$15,660,107	\$0	\$15,660,107				
Bridge On-system NHS								\$11,252,218	\$0	\$11,252,218				
2026	609430	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-014, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER	1	NGBP	\$11,252,218	\$11,252,218	\$0	\$11,252,218				

2027 Berkshire Region Transportation Improvement Program

STIP: 2025 - 2029 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Proponent	Other Information
Federal Fiscal Year 2027								\$38,077,814	\$28,907,114	\$9,170,700				
Section 1A / Regionally Prioritized Projects								\$11,581,841	\$9,265,473	\$2,316,368				
Roadway Reconstruction								\$11,581,841	\$9,265,473	\$2,316,368				
2027	608547	Berkshire Region	Egremont	EGREMONT- RECONSTRUCTION OF MOUNT WASHINGTON ROAD (PHASE I)	1	STBG	\$13,773,270	\$4,212,704	\$3,370,163	\$842,541	4 of 8		Egremont	AC 1 of 2; Total Project Cost = \$13,773,270; YOE = 8%
2027	609292	Berkshire Region	Pittsfield	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9) FROM ELM STREET TO LYMAN STREET	1	STBG	\$7,369,137	\$7,369,137	\$5,895,310	\$1,473,827	6 of 8		Pittsfield	Total Project Cost = \$7,369,137; YOE = 8%
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$19,003,302	\$15,202,642	\$3,800,660				
Bridge Off-system								\$2,815,182	\$2,252,146	\$563,036				
2027	608859	Berkshire Region	Tyringham	TYRINGHAM- BRIDGE REPLACEMENT, T-10-003, JERUSALEM ROAD OVER HOP BROOK	1	STBG-BR-Off	\$2,815,182	\$2,815,182	\$2,252,146	\$563,036				
Non-Interstate Pavement								\$9,679,824	\$7,743,859	\$1,935,965				
2027	609394	Berkshire Region	Multiple	ADAMS- CHESHIRE- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8	1	NHPP	\$9,679,824	\$9,679,824	\$7,743,859	\$1,935,965				
Highway Resiliency Improvement Program								\$6,508,296	\$5,206,637	\$1,301,659				
2027	613025	Berkshire Region	Otis	OTIS- RECONSTRUCTION OF ROUTE 23, INCLUDING CULVERT REPLACEMENT, O-05-004, ROUTE 23 OVER BENTON BROOK	1	PRCT	\$6,508,296	\$6,508,296	\$5,206,637	\$1,301,659				
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$5,340,222	\$4,439,000	\$901,222				
Roadway Reconstruction								\$3,672,000	\$2,937,600	\$734,400				
2027	609256	Berkshire Region	Lanesborough	LANESBOROUGH- RESURFACING AND SIDEWALK CONSTRUCTION ON ROUTE 7	1	NHPP	\$3,672,000	\$3,672,000	\$2,937,600	\$734,400				
Intersection Improvements								\$1,668,222	\$1,501,400	\$166,822				
2027	613053	Berkshire Region	Lenox	LENOX- INTERSECTION IMPROVEMENTS ON ROUTE 20 AT PLUNKETT STREET AND BLANTYRE ROAD	1	HSIP	\$1,668,222	\$1,668,222	\$1,501,400	\$166,822				
Section 3B / Non-Federal Aid Funded								\$2,152,449	\$0	\$2,152,449				
Bridge On-system NHS								\$2,152,449	\$0	\$2,152,449				
2027	612177	Berkshire Region	Lanesborough	LANESBOROUGH- BRIDGE SUPERSTRUCTURE REPLACEMENT, L-03-015, US 7 WILLIAMSTOWN ROAD OVER BRODIE MOUNTAIN BROOK	1	NGBP	\$2,152,449	\$2,152,449	\$0	\$2,152,449				

2028 Berkshire Region Transportation Improvement Program

STIP: 2025 - 2029 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Proponent	Other Information
Federal Fiscal Year 2028								\$30,649,025	\$25,541,782	\$5,107,243				
Section 1A / Regionally Prioritized Projects								\$13,093,798	\$10,475,038	\$2,618,760				
Roadway Reconstruction								\$13,093,798	\$10,475,038	\$2,618,760				
2028	608768	Berkshire Region	Pittsfield	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, INCLUDING CONSTRUCTION OF SHARED-USE PATH	1	STBG	\$16,866,500	\$13,093,798	\$10,475,038	\$2,618,760	6 of 8		MassDOT	AC 1 of 2; Total Project Cost = \$16,866,500; YOE = 12%
Section 1B / Earmark or Discretionary Grant Funded Projects								\$5,112,811	\$5,112,811	\$0				
Bridge Off-system Local NB								\$5,112,811	\$5,112,811	\$0				
2028	613136	Berkshire Region	Savoy	SAVOY- BRIDGE SUPERSTRUCTURE REPLACEMENT, S-06-011, BLACK BROOK RD OVER BLACK BROOK	1	BROFF	\$2,222,539	\$2,222,539	\$2,222,539	\$0				
2028	613137	Berkshire Region	Washington	WASHINGTON- BRIDGE REPLACEMENT, W-09-012, LOWER VALLEY RD OVER DEPOT BROOK	1	BROFF	\$2,890,272	\$2,890,272	\$2,890,272	\$0				
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$3,236,016	\$2,588,813	\$647,203				
Highway Resiliency Improvement Program								\$3,236,016	\$2,588,813	\$647,203				
2028	613159	Berkshire Region	Stockbridge	STOCKBRIDGE- CULVERT REPLACEMENT ON ROUTE 7 OVER KAMPOOSA BROOK	1	PRCT	\$3,236,016	\$3,236,016	\$2,588,813	\$647,203				
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								\$9,206,400	\$7,365,120	\$1,841,280				
Bicycle and Pedestrian								\$9,206,400	\$7,365,120	\$1,841,280				
2028	606890	Berkshire Region	Multiple	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	1	CMAQ	\$9,206,400	\$9,206,400	\$7,365,120	\$1,841,280				

2029 Berkshire Region Transportation Improvement Program

STIP: 2025 - 2029 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Proponent	Other Information
Federal Fiscal Year 2029								\$47,240,515	\$40,889,290	\$6,351,225				
Section 1A / Regionally Prioritized Projects								\$13,340,545	\$10,672,436	\$2,668,109				
Roadway Reconstruction								\$13,340,545	\$10,672,436	\$2,668,109				
2029	608737	Berkshire Region	Dalton	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	1	STBG	\$16,488,750	\$9,567,843	\$7,654,274	\$1,913,569	6 of 8	43.3	Dalton	AC 1 of 2; Total Project Cost = \$16,488,750; YOE = 16%
2029	608768	Berkshire Region	Pittsfield	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, INCLUDING CONSTRUCTION OF SHARED-USE PATH	1	STBG	\$16,866,500	\$3,772,702	\$3,018,162	\$754,540	6 of 8		MassDOT	AC 1 of 2; Total Project Cost = \$16,866,500; YOE = 12%
Section 1B / Earmark or Discretionary Grant Funded Projects								\$15,484,391	\$15,484,391	\$0				
Bridge Off-system Local NB								\$15,484,391	\$15,484,391	\$0				
2029	613300	Berkshire Region	Lee	LEE- BRIDGE REPLACEMENT, L-05-008 (05B), SILVER STREET OVER GREENWATER BROOK	1	BROFF	\$8,506,025	\$8,506,025	\$8,506,025	\$0				
2029	613301	Berkshire Region	Clarksburg	CLARKSBURG- BRIDGE REPLACEMENT, C-15-003 (042), CROSS ROAD OVER HUDSON BROOK	1	BROFF	\$6,978,366	\$6,978,366	\$6,978,366	\$0				
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$7,238,400	\$5,790,720	\$1,447,680				
Bridge Off-system								\$7,238,400	\$5,790,720	\$1,447,680				
2029	613288	Berkshire Region	Otis	OTIS- BRIDGE REPLACEMENT, O-05-023 (071), ED JONES ROAD OVER WEST BRANCH FARMINGTON RIVER	1	STBG-BR-Off	\$2,505,600	\$2,505,600	\$2,004,480	\$501,120				
2029	613294	Berkshire Region	Hinsdale	HINSDALE- BRIDGE REPLACEMENT, H-16-001 (04V), MAPLE STREET OVER EAST BRANCH HOUSATONIC RIVER	1	STBG-BR-Off	\$4,732,800	\$4,732,800	\$3,786,240	\$946,560				
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$4,011,440	\$3,209,152	\$802,288				
Roadway Reconstruction								\$4,011,440	\$3,209,152	\$802,288				
2029	613074	Berkshire Region	Williamstown	WILLIAMSTOWN- RETAINING WALL REPLACEMENT ON ROUTE 7	1	NHPP	\$4,011,440	\$4,011,440	\$3,209,152	\$802,288				
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								\$7,165,739	\$5,732,591	\$1,433,148				
Bicycle and Pedestrian								\$7,165,739	\$5,732,591	\$1,433,148				
2029	607570	Berkshire Region	Lee	LEE- BIKEWAY CONSTRUCTION, FROM STOCKBRIDGE T.L. TO WEST PARK STREET (PHASE 1)	1	CMAQ	\$7,165,739	\$7,165,739	\$5,732,591	\$1,433,148				

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\$
ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	GREAT BARRINGTON	609465	UNDET	5	12,700,000
ROUTE 43	RESURFACING	WILLIAMSTOWN	608472	UNDET	4	18,336,200
ROUTE 7/ SOUTH MAIN STREE	RECONSTRUCTION	GREAT BARRINGTON	609215	UNDET	4	6,931,990
ROUTE 7	RESURFACING	WILLIAMSTOWN	613093	UNDET	1	5,255,000
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
Total for UNDETERMINED						49,323,190
Total for HIGHWAYS (7 projects) \$						49,323,190

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.

FFY 2025 Berkshire Region TIP - Transit

STIP: 2025 - 2029 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	FTA Line Item	Other Information
Federal Fiscal Year 2025						\$4,039,418	\$3,619,571	\$419,847		
Berkshire Regional Transportation Authority						\$4,039,418	\$3,619,571	\$419,847		
2025	BRTA011702	RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	5307	\$50,000	\$40,000	\$40,000		11.42.20	If BRTA is awarded 5310 grants for vehicles, this line item will support the vehicle's need for additional items beyond MassDOT's base model.
2025	BRTA011702	RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	RTACAP	\$50,000	\$10,000		\$10,000	11.42.20	If BRTA is awarded 5310 grants for vehicles, this line item will support the vehicle's need for additional items beyond MassDOT's base model.
2025	BRTA011703	RTA Facility & Vehicle Maintenance	BRTA- S&B Project-remainder	RTACAP	\$133,364	\$133,364		\$133,364	11.42.10	This is the Scheidt & Bachmann Fare system project, issued by MassDOT, and not yet concluded. The remaining funds are 100% RTACAP as this is a State funded project.
2025	BRTA011704	RTA Fleet Upgrades	BRTA- 40 FT Bus	5339D	\$932,407	\$505,924	\$505,924		11.11.01	BRTA's ridership has been increasing. This 40 foot bus will provide a larger bus for the increased rider capacity and will replace 2016 small mini bus.
2025	BRTA011704	RTA Fleet Upgrades	BRTA- 40 FT Bus	RTACAP	\$932,407	\$126,483		\$126,483	11.11.01	BRTA's ridership has been increasing. This 40 foot bus will provide a larger bus for the increased rider capacity and will replace 2016 small mini bus.
2025	BRTA011711	Operating	BRTA- Operating Assistance	5307	\$2,473,647	\$2,473,647	\$2,473,647		30.09.01	Operating Assistance 5307 funded 50% and MassDOT funded 50%. Not a capital project.
2025	RTD0010571	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	\$200,000	\$160,000	\$160,000		11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities.
2025	RTD0010571	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$200,000	\$40,000		\$40,000	11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities.
2025	RTD0011289	RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (3)	5307	\$450,000	\$360,000	\$360,000		11.12.04	Purchase of 3 replacement <30 foot mini-buses for vehicles # 1668, 1669, 1670 that are vintage 2016.
2025	RTD0011289	RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (3)	RTACAP	\$450,000	\$90,000		\$90,000	11.12.04	Purchase of 3 replacement <30 foot mini-buses for vehicles # 1668, 1669, 1670 that are vintage 2016.
2025	T00057	RTA Facility & Vehicle Maintenance	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	5307	\$100,000	\$80,000	\$80,000		11.92.02	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.
2025	T00057	RTA Facility & Vehicle Maintenance	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	RTACAP	\$100,000	\$20,000		\$20,000	11.92.02	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.

FFY 2026 Berkshire Region TIP - Transit

STIP: 2025 - 2029 (D)										
Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	FTA Line Item	Other Information
Federal Fiscal Year 2026						\$4,173,647	\$3,833,647	\$340,000		
Berkshire Regional Transportation Authority						\$4,173,647	\$3,833,647	\$340,000		
2026	BRTA011702	RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	5307	\$50,000	\$40,000	\$40,000		11.42.20	If BRTA is awarded 5310 grants for vehicles, this line item will support the vehicle's need for additional items beyond MassDOT's base model.
2026	BRTA011702	RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	RTACAP	\$50,000	\$10,000		\$10,000	11.42.20	If BRTA is awarded 5310 grants for vehicles, this line item will support the vehicle's need for additional items beyond MassDOT's base model.
2026	BRTA011704	RTA Fleet Upgrades	BRTA- 40 FT Bus	5307	\$932,407	\$240,000	\$240,000		11.11.01	BRTA's ridership has been increasing. This 40 foot bus will provide a larger bus for the increased rider capacity and will replace 2016 small mini bus.
2026	BRTA011704	RTA Fleet Upgrades	BRTA- 40 FT Bus	RTACAP	\$932,407	\$60,000		\$60,000	11.11.01	BRTA's ridership has been increasing. This 40 foot bus will provide a larger bus for the increased rider capacity and will replace 2016 small mini bus.
2026	BRTA011711	Operating	BRTA- Operating Assistance	5307	\$2,473,647	\$2,473,647	\$2,473,647		30.09.01	Operating Assistance 5307 funded 50% and MassDOT funded 50%. Not a capital project.
2026	RTD0010571	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	\$200,000	\$160,000	\$160,000		11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities.
2026	RTD0010571	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$200,000	\$40,000		\$40,000	11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities.
2026	RTD0011281	RTA Fleet Upgrades	BRTA - BUY replacement- Support Vehicles-electric	5307	\$100,000	\$80,000	\$80,000		11.42.11	
2026	RTD0011281	RTA Fleet Upgrades	BRTA - BUY replacement- Support Vehicles-electric	RTACAP	\$100,000	\$20,000		\$20,000	11.42.11	
2026	T00057	RTA Facility & Vehicle Maintenance	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	5307	\$100,000	\$80,000	\$80,000		11.92.02	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.
2026	T00057	RTA Facility & Vehicle Maintenance	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	RTACAP	\$100,000	\$20,000		\$20,000	11.92.02	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.
2026	T00062	RTA Vehicle Replacement	Replacement (3) cutaways	5307	\$450,000	\$360,000	\$360,000		11.12.04	Replacement of (3) vehicles: 1820, 1828, 1760
2026	T00062	RTA Vehicle Replacement	Replacement (3) cutaways	RTACAP	\$450,000	\$90,000		\$90,000	11.12.04	Replacement of (3) vehicles: 1820, 1828, 1760
2026	T00064	RTA Facility & Vehicle Maintenance	ITS Software Replacement	5307	\$500,000	\$400,000	\$400,000		11.42.03	ITS Software Replacement
2026	T00064	RTA Facility & Vehicle Maintenance	ITS Software Replacement	RTACAP	\$500,000	\$100,000		\$100,000	11.42.03	ITS Software Replacement

FFY 2027 Berkshire Region TIP - Transit

STIP: 2025 - 2029 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	FTA Line Item	Other Information
Federal Fiscal Year 2027						\$4,034,090	\$3,722,001	\$312,089		
Berkshire Regional Transportation Authority						\$4,034,090	\$3,722,001	\$312,089		
2027	BRTA011702	RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	5307	\$50,000	\$40,000	\$40,000		11.42.20	If BRTA is awarded 5310 grants for vehicles, this line item will support the vehicle's need for additional items beyond MassDOT's base model.
2027	BRTA011702	RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	RTACAP	\$50,000	\$10,000		\$10,000	11.42.20	If BRTA is awarded 5310 grants for vehicles, this line item will support the vehicle's need for additional items beyond MassDOT's base model.
2027	BRTA011711	Operating	BRTA- Operating Assistance	5307	\$2,473,647	\$2,473,647	\$2,473,647		30.09.01	Operating Assistance 5307 funded 50% and MassDOT funded 50%. Not a capital project.
2027	RTD0010571	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	\$200,000	\$160,000	\$160,000		11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities.
2027	RTD0010571	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$200,000	\$40,000		\$40,000	11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities.
2027	RTD0011286	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE-ITC concrete	5307	\$150,000	\$120,000	\$120,000		11.7A.00	
2027	RTD0011286	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE-ITC concrete	RTACAP	\$150,000	\$30,000		\$30,000	11.7A.00	
2027	RTD0011287	RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (2)	5307	\$300,000	\$240,000	\$240,000		11.12.04	Replacement of 1826 and 1819
2027	RTD0011287	RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (2)	RTACAP	\$300,000	\$60,000		\$60,000	11.12.04	Replacement of 1826 and 1819
2027	T00057	RTA Facility & Vehicle Maintenance	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	5307	\$100,000	\$80,000	\$80,000		11.92.02	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.
2027	T00057	RTA Facility & Vehicle Maintenance	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	RTACAP	\$100,000	\$20,000		\$20,000	11.92.02	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.
2027	T00060	RTA Facility & Vehicle Maintenance	BRTA-Preventative Maintenance- support Facility Condition Assessment (5339 SU)	5339	\$605,239	\$608,354	\$608,354		11.7A.00	BRTA had a Facility Condition Assessment done in FY 23 for both buildings. The 5339 small urban funding will be for preventative maintenance and repairs in both buildings.
2027	T00060	RTA Facility & Vehicle Maintenance	BRTA-Preventative Maintenance- support Facility Condition Assessment (5339 SU)	RTACAP	\$605,239	\$152,089		\$152,089	11.7A.00	BRTA had a Facility Condition Assessment done in FY 23 for both buildings. The 5339 small urban funding will be for preventative maintenance and repairs in both buildings.

FFY 2028 Berkshire Region TIP – Transit

STIP: 2025 - 2029 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	FTA Line Item	Other Information
Federal Fiscal Year 2028						\$2,973,647	\$2,873,647	\$100,000		
Berkshire Regional Transportation Authority						\$2,973,647	\$2,873,647	\$100,000		
2028	BRTA011702	RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	5307	\$50,000	\$40,000	\$40,000		11.42.20	If BRTA is awarded 5310 grants for vehicles, this line item will support the vehicle's need for additional items beyond MassDOT's base model.
2028	BRTA011702	RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	RTACAP	\$50,000	\$10,000		\$10,000	11.42.20	If BRTA is awarded 5310 grants for vehicles, this line item will support the vehicle's need for additional items beyond MassDOT's base model.
2028	BRTA011710	RTA Vehicle Replacement	BRTA- Buy Replacement <30 ft bus (1)	5307	\$150,000	\$120,000	\$120,000		11.12.04	Purchase 1 <30 foot mini bus for replacement
2028	BRTA011710	RTA Vehicle Replacement	BRTA- Buy Replacement <30 ft bus (1)	RTACAP	\$150,000	\$30,000		\$30,000	11.12.04	Purchase 1 <30 foot mini bus for replacement
2028	BRTA011711	Operating	BRTA- Operating Assistance	5307	\$2,473,647	\$2,473,647	\$2,473,647		30.09.01	Operating Assistance 5307 funded 50% and MassDOT funded 50%. Not a capital project.
2028	RTD0010571	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	\$200,000	\$160,000	\$160,000		11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities.
2028	RTD0010571	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$200,000	\$40,000		\$40,000	11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities.
2028	T00057	RTA Facility & Vehicle Maintenance	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	5307	\$100,000	\$80,000	\$80,000		11.92.02	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.
2028	T00057	RTA Facility & Vehicle Maintenance	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	RTACAP	\$100,000	\$20,000		\$20,000	11.92.02	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.

FFY 2029 Berkshire Region TIP - Transit

STIP: 2025 - 2029 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	FTA Line Item	Other Information
Federal Fiscal Year 2029						\$2,823,647	\$2,753,647	\$70,000		
Berkshire Regional Transportation Authority						\$2,823,647	\$2,753,647	\$70,000		
2029	BRTA011702	RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	5307	\$50,000	\$40,000	\$40,000		11.42.20	If BRTA is awarded 5310 grants for vehicles, this line item will support the vehicle's need for additional items beyond MassDOT's base model.
2029	BRTA011702	RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	RTACAP	\$50,000	\$10,000		\$10,000	11.42.20	If BRTA is awarded 5310 grants for vehicles, this line item will support the vehicle's need for additional items beyond MassDOT's base model.
2029	BRTA011711	Operating	BRTA- Operating Assistance	5307	\$2,473,647	\$2,473,647	\$2,473,647		30.09.01	Operating Assistance 5307 funded 50% and MassDOT funded 50%. Not a capital project.
2029	RTD0010571	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	\$200,000	\$160,000	\$160,000		11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities.
2029	RTD0010571	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$200,000	\$40,000		\$40,000	11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities.
2029	T00057	RTA Facility & Vehicle Maintenance	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	5307	\$100,000	\$80,000	\$80,000		11.92.02	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.
2029	T00057	RTA Facility & Vehicle Maintenance	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	RTACAP	\$100,000	\$20,000		\$20,000	11.92.02	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.

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

2025	\$1,740,000	New parking area
	\$4,000,000	Purchase 2 trolleys and 2 expansion fleet; hybrid
2026	\$1,150,000	Satellite facility North County
	\$6,000,000	Hydrogen buses and modular refueling station
2027	\$15,000,000	New Hydrogen Facility and infrastructure for green microgrid
2028	\$1,150,000	Satellite facility South County
Total	\$29,040,000	

Transportation Improvement Program

Part C: FINANCIAL SUMMARIES AND CERTIFICATIONS

1. FEDERAL FUNDING FINANCIAL SUMMARIES

- 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 2024 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

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

1. FEDERAL FUNDING FINANCIAL SUMMARY

FEDERAL HIGHWAY & BRIDGE FUNDING CATEGORIES																	
Fiscal Year	Regional Targets						Federal Programmed										
	Highway STBG \$	CMAQ \$	HSIP \$	TAP\$	Bridge	Total \$	Highway STBG \$	CMAQ \$	HSIP \$	TAP\$	PROTECT	Bridge NHPP \$	Bridge Off \$	Bridge STBG \$	Bridge NGBP	Highway Other \$	Total \$
2025	10.640	0.000	0.000	0.000		10.640	10.640	0.000	0.000	0.000	0.000	0.000	0.000	4.496	40.096	0.000	55.231
2026	10.379	0.000	0.000	0.000		10.379	10.379	0.000	0.000	0.000	2.600	8.010	0.000	15.152	43.348	11.055	90.544
2027	12.852	0.000	0.000	0.000		12.852	11.582	0.000	0.000	0.000	6.508	0.000	0.000	2.815	2.152	15.020	38.078
2028	13.094	0.000	0.000	0.000		13.094	13.094	0.000	0.000	0.000	3.236	0.000	5.113	0.000	0.000	9.206	30.649
2029	13.341	0.000	0.000	0.000		13.341	13.341	0.000	0.000	0.000	0.000	0.000	15.484	7.238	0.000	11.177	47.241
Total	60.305	0.000	0.000	0.000		60.305	59.035	0.000	0.000	0.000	12.344	8.010	20.597	29.702	85.596	46.459	261.743

Notes: Figures shown are in millions of dollars, represent total project costs; Highway Other = NHPP, HPP, Statewide-CMAQ, Statewide-HSIP, Statewide-STBG, & SRTS; Bridge projects are programmed statewide against a target of \$183,898,219 per year; there is no regional target for bridges.

TRANSIT WITH FEDERAL FUNDING		
Fiscal Year	Programmed	
	Federal \$	Total \$
2025	0.924	4.039
2026	1.080	4.174
2027	0.600	4.034
2028	1.084	2.974
2029	0.600	2.824
Total	4.288	18.044

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	STBG	CMAQ	HSIP	TAP	BRIDGE NHPP	BRIDGE OFF	BRIDGE STBG	BRIDGE NGBP	PROTECT	HIGHWAY EARMARK	HIGHWAY OTHER	TRANSIT EARMARK	TRANSIT	TOTAL
2025	10.640	0.000	0.000	0.000	0.000	0.000	4.496	40.096	0.000	0.000	0.000	0.000	4.039	59.270
2026	10.379	0.000	0.000	0.000	8.010	0.000	15.152	43.348	2.600	0.000	11.055	0.000	4.174	94.718
2027	11.582	0.000	0.000	0.000	0.000	0.000	2.815	2.152	6.508	0.000	15.020	0.000	4.034	42.112
2028	13.094	0.000	0.000	0.000	0.000	5.113	0.000	0.000	3.236	0.000	9.206	0.000	2.974	33.623
2029	13.341	0.000	0.000	0.000	0.000	15.484	7.238	0.000	0.000	0.000	11.177	0.000	2.824	50.064
Total	59.035	0.000	0.000	0.000	8.010	20.597	29.702	85.596	12.344	0.000	46.459	0.000	18.044	279.787

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

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

SUMMARY OF FEDERAL FUNDING CATEGORIES (\$millions):

Funding Category	2025	2026	2027	2028	2029	Total
Bridge NHPP	0.000	8.010	0.000	0.000	0.000	8.010
Bridge Off	0.000	0.000	0.000	5.113	15.484	20.597
Bridge STBG	4.496	15.152	2.815	0.000	7.238	29.702
Bridge NGBP	40.096	43.348	2.152	0.000	0.000	85.596
CMAQ	0.000	0.000	0.000	0.000	0.000	0.000
HSIP	0.000	0.000	0.000	0.000	0.000	0.000
TAP	0.000	0.000	0.000	0.000	0.000	0.000
NHPP	0.000	11.055	13.352	0.000	4.011	28.418
STBG	10.640	10.379	11.582	13.094	13.341	59.035
Statewide -CMAQ	0.000	0.000	0.000	9.206	7.166	16.372
Statewide -HSIP	0.000	0.000	1.668	0.000	0.000	1.668
Statewide -STBG	0.000	0.000	0.000	0.000	0.000	0.000
STBG-Safety	0.000	0.000	0.000	0.000	0.000	0.000
HPP	0.000	0.000	0.000	0.000	0.000	0.000
SBYWY	0.000	0.000	0.000	0.000	0.000	0.000
TAP	0.000	0.000	0.000	0.000	0.000	0.000
PRCT	0.000	2.600	6.508	3.236	0.000	12.344
FHWA TOTAL	55.231	90.544	38.078	30.649	47.241	261.743
FTA-Program						
5307	3.274	4.174	3.274	2.974	2.824	16.518
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	0.632	0.000	0.760	0.000	0.000	1.393
Other Federal	0.000	0.000	0.000	0.000	0.000	0.000
Other Non Federal	0.133	0.000	0.000	0.000	0.000	0.133
FTA TOTAL	4.039	4.174	4.034	2.974	2.824	18.044
GRAND TOTAL	59.270	94.718	42.112	33.623	50.064	279.787

2. FEDERAL REGIONAL TARGETS

Federal Fiscal Year 2025 - Development STIP				
		Federal Aid Funds	Matching Funds	FFY 2025 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$768,478,798		
Planned Redistribution Request		\$50,000,000		
Total Non-earmarked Funding Available		\$818,478,798	\$272,826,266	\$1,091,305,064
Planning/Adjustments/Pass-throughs		\$201,297,944	\$18,903,361	\$220,201,305
GANS Repayment		\$122,185,000	\$0	\$122,185,000
Award Adjustments, Change Orders, etc.		\$22,225,500	\$5,274,500	\$27,500,000
Metropolitan Planning		\$11,325,805	\$2,831,451	\$14,157,256
State Planning & Research		\$22,853,908	\$5,713,477	\$28,567,385
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
SRTS Education		\$1,951,346	\$487,837	\$2,439,183
Transit Grant Program		\$0	\$0	\$0
Flex to FTA		\$0	\$0	\$0
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
Carbon Reduction		\$17,197,657	\$4,299,414	\$21,497,071
Regional Priorities				
Regional Share (%)	MPO	\$239,118,188	\$59,779,547	\$298,897,735
3.5596	Berkshire Region	\$8,511,651	\$2,127,913	\$10,639,564
42.9671	Boston Region	\$102,742,151	\$25,685,538	\$128,427,689
4.5851	Cape Cod	\$10,963,808	\$2,740,952	\$13,704,760
8.6901	Central Mass	\$20,779,610	\$5,194,902	\$25,974,512
2.5397	Franklin Region	\$6,072,885	\$1,518,221	\$7,591,106
0.3100	Martha's Vineyard	\$741,266	\$185,317	\$926,583
4.4296	Merrimack Valley	\$10,591,979	\$2,647,995	\$13,239,974
4.4596	Montachusett	\$10,663,715	\$2,665,929	\$13,329,643
0.2200	Nantucket	\$526,060	\$131,515	\$657,575
3.9096	Northern Middlesex	\$9,348,565	\$2,337,141	\$11,685,706
4.5595	Old Colony	\$10,902,594	\$2,725,648	\$13,628,242
10.8100	Pioneer Valley	\$25,848,676	\$6,462,169	\$32,310,845
8.9601	Southeastern Mass	\$21,425,229	\$5,356,307	\$26,781,536
Highway		\$384,197,617	\$85,393,363	\$469,590,980
Reliability		\$279,815,642	\$62,422,868	\$342,238,510
Interstate Pavement		\$38,473,514	\$4,274,835	\$42,748,349
Non-Interstate Pavement		\$58,162,826	\$14,540,707	\$72,703,533
Roadway Improvements		\$1,200,000	\$300,000	\$1,500,000
Safety Improvements		\$21,750,000	\$3,250,000	\$25,000,000
Resiliency Improvements		\$18,934,952	\$4,733,738	\$23,668,690
Bridge		\$141,294,350	\$35,323,588	\$176,617,938
Bridge Inspections		\$8,495,775	\$2,123,944	\$10,619,719
Bridge Systematic Maintenance		\$0	\$0	\$0
Bridge On-system NHS		\$94,856,125	\$23,714,031	\$118,570,156
Bridge On-system Non-NHS		\$0	\$0	\$0
Bridge Off-system		\$37,942,450	\$9,485,613	\$47,428,063
Modernization		\$76,381,975	\$15,970,495	\$92,352,470
ADA Retrofits		\$1,200,000	\$300,000	\$1,500,000
Intersection Improvements		\$22,500,000	\$2,500,000	\$25,000,000

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$39,173,843	\$9,793,461	\$48,967,304
	Safe Routes to School	\$5,260,238	\$1,315,060	\$6,575,298
Expansion		\$28,000,000	\$7,000,000	\$35,000,000
	Bicycle and Pedestrian	\$28,000,000	\$7,000,000	\$35,000,000
	Capacity	\$0	\$0	\$0
Grand Total Formula Funds		\$824,613,749	\$164,076,271	\$988,690,020
Difference from Funds Available		\$0	\$108,749,995	\$102,615,044
Highway (Non-Core)		\$246,418,913	\$53,157,622	\$299,576,535
Reliability		\$225,256,191	\$47,866,941	\$273,123,132
	Bridge	\$225,256,191	\$47,866,941	\$273,123,132
	Bridge Systematic Maintenance NB	\$48,000,000	\$12,000,000	\$60,000,000
	Bridge On-System NHS NB	\$134,376,548	\$33,594,137	\$167,970,685
	Bridge On-system Non-NHS NB	\$9,091,214	\$2,272,804	\$11,364,018
	Bridge Off-system Local NB	\$33,788,429	\$0	\$33,788,429
	Bridge Off-System State NB	\$0	\$0	\$0
Modernization		\$21,162,722	\$5,290,681	\$26,453,403
	Electric Vehicle Infrastructure	\$21,162,722	\$5,290,681	\$26,453,403
	Ferry Boat Program	\$0	\$0	\$0
Grand Total + Non-Formula Programs		\$1,071,032,662	\$217,233,893	\$1,288,266,555

**Please note Highway Program Targets (Core and Non-Core) are subject to change in coming weeks.*

***Except for programs where anticipated funding category apportionment is level-funded, program apportionment is anticipated to increase 2% annually with an assumed 90% obligation limitation.*

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Federal Fiscal Year 2026 - Development STIP				
				FFY 2026 (Proposed)
		Federal Aid Funds	Matching Funds	(Fed Aid + Match)
Balance Obligation Authority		\$783,849,292		
Planned Redistribution Request		\$50,000,000		
Total Non-earmarked Funding Available		\$833,849,292	\$277,949,764	\$1,111,799,056
Planning/Adjustments/Pass-throughs		\$213,303,413	\$19,045,978	\$232,349,392
GANS Repayment		\$133,620,000	\$0	\$133,620,000
Award Adjustments, Change Orders, etc.		\$22,225,500	\$5,274,500	\$27,500,000
Metropolitan Planning		\$11,552,321	\$2,888,080	\$14,440,401
State Planning & Research		\$22,853,908	\$5,713,477	\$28,567,385
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
SRTS Education		\$1,990,374	\$497,593	\$2,487,967
Transit Grant Program		\$0	\$0	\$0
Flex to FTA		\$0	\$0	\$0
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
Carbon Reduction		\$17,541,610	\$4,385,403	\$21,927,013
Regional Priorities				
Regional Share (%)	MPO	\$233,268,128	\$58,317,032	\$291,585,160
3.5596	Berkshire Region	\$8,303,412	\$2,075,853	\$10,379,265
42.9671	Boston Region	\$100,228,550	\$25,057,137	\$125,285,687
4.5851	Cape Cod	\$10,695,577	\$2,673,894	\$13,369,471
8.6901	Central Mass	\$20,271,234	\$5,067,808	\$25,339,042
2.5397	Franklin Region	\$5,924,311	\$1,481,078	\$7,405,388
0.3100	Martha's Vineyard	\$723,131	\$180,783	\$903,914
4.4296	Merrimack Valley	\$10,332,845	\$2,583,211	\$12,916,056
4.4596	Montachusett	\$10,402,825	\$2,600,706	\$13,003,532
0.2200	Nantucket	\$513,190	\$128,297	\$641,487
3.9096	Northern Middlesex	\$9,119,851	\$2,279,963	\$11,399,813
4.5595	Old Colony	\$10,635,860	\$2,658,965	\$13,294,825
10.8100	Pioneer Valley	\$25,216,285	\$6,304,071	\$31,520,356
8.9601	Southeastern Mass	\$20,901,058	\$5,225,264	\$26,126,322
Highway		\$387,277,751	\$86,163,395	\$473,441,146
Reliability		\$273,742,089	\$60,904,479	\$334,646,568
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$52,000,000	\$13,000,000	\$65,000,000
	Roadway Improvements	\$2,400,000	\$600,000	\$3,000,000
	Safety Improvements	\$21,750,000	\$3,250,000	\$25,000,000
	Resiliency Improvements	\$12,000,000	\$3,000,000	\$15,000,000
	Bridge	\$147,118,575	\$36,779,644	\$183,898,219
	Bridge Inspections	\$14,320,000	\$3,580,000	\$17,900,000
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
Modernization		\$85,535,662	\$18,258,916	\$103,794,578
	ADA Retrofits	\$2,000,000	\$500,000	\$2,500,000

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

	Intersection Improvements	\$22,500,000	\$2,500,000	\$25,000,000
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$41,380,332	\$10,345,083	\$51,725,415
	Safe Routes to School	\$11,407,436	\$2,851,859	\$14,259,295
Expansion		\$28,000,000	\$7,000,000	\$35,000,000
	Bicycle and Pedestrian	\$28,000,000	\$7,000,000	\$35,000,000
	Capacity	\$0	\$0	\$0
Grand Total Formula Funds		\$833,849,292	\$163,526,405	\$997,375,698
Difference from Funds Available		\$0	\$114,423,359	\$114,423,358
Highway (Non-Core)		\$246,418,913	\$53,157,621	\$299,576,534
Reliability		\$225,256,191	\$47,866,940	\$273,123,131
	Bridge	\$225,256,191	\$47,866,941	\$273,123,132
	Bridge Systematic Maintenance NB	\$52,000,000	\$13,000,000	\$65,000,000
	Bridge On-System NHS NB	\$132,710,693	\$33,177,673	\$165,888,366
	Bridge On-system Non-NHS NB	\$6,757,069	\$1,689,267	\$8,446,336
	Bridge Off-system Local NB	\$33,788,429	\$0	\$33,788,429
	Bridge Off-System State NB	\$0	\$0	\$0
Modernization		\$21,162,722	\$5,290,681	\$26,453,403
	Electric Vehicle Infrastructure	\$21,162,722	\$5,290,681	\$26,453,403
	Ferry Boat Program	\$0	\$0	\$0
Grand Total + Non-Formula Programs		\$1,080,268,205	\$216,684,026	\$1,296,952,232

*Please note Highway Program Targets (Core and Non-Core) are subject to change in coming weeks.

**Except for programs where anticipated funding category apportionment is level-funded, program apportionment is anticipated to increase 2% annually with an assumed 90% obligation limitation.☐

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Federal Fiscal Year 2027 - Development STIP

		Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$799,526,278		
Planned Redistribution Request		\$50,000,000		
Total Non-earmarked Funding Available		\$849,526,278	\$283,175,426	\$1,132,701,704
Planning/Adjustments/Pass-throughs		\$80,726,588	\$19,306,772	\$100,033,360
GANS Repayment		\$0	\$0	\$0
Award Adjustments, Change Orders, etc.		\$22,225,500	\$5,274,500	\$27,500,000
Metropolitan Planning		\$11,783,367	\$2,945,842	\$14,729,209
State Planning & Research		\$23,315,205	\$5,828,801	\$29,144,006
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
SRTS Education		\$1,951,346	\$487,837	\$2,439,183
Transit Grant Program		\$0	\$0	\$0
Flex to FTA		\$0	\$0	\$0
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
Carbon Reduction		\$17,892,442	\$4,473,111	\$22,365,553
Regional Priorities				
Regional Share (%)	MPO	\$288,838,935	\$72,209,734	\$361,048,668
3.5596	Berkshire Region	\$10,281,511	\$2,570,378	\$12,851,888
42.9671	Boston Region	\$124,105,714	\$31,026,428	\$155,132,142
4.5851	Cape Cod	\$13,243,554	\$3,310,888	\$16,554,442
8.6901	Central Mass	\$25,100,392	\$6,275,098	\$31,375,490
2.5397	Franklin Region	\$7,335,642	\$1,833,911	\$9,169,553
0.3100	Martha's Vineyard	\$895,401	\$223,850	\$1,119,251
4.4296	Merrimack Valley	\$12,794,409	\$3,198,602	\$15,993,012
4.4596	Montachusett	\$12,881,061	\$3,220,265	\$16,101,326
0.2200	Nantucket	\$635,446	\$158,861	\$794,307
3.9096	Northern Middlesex	\$11,292,447	\$2,823,112	\$14,115,559
4.5595	Old Colony	\$13,169,611	\$3,292,403	\$16,462,014
10.8100	Pioneer Valley	\$31,223,489	\$7,805,872	\$39,029,361
8.9601	Southeastern Mass	\$25,880,257	\$6,470,064	\$32,350,322
Highway		\$479,960,755	\$108,896,647	\$588,857,402
Reliability		\$342,010,686	\$77,534,129	\$419,544,815
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,600,000	\$400,000	\$2,000,000
	Safety Improvements	\$26,100,000	\$3,900,000	\$30,000,000
	Resiliency Improvements	\$13,200,000	\$3,300,000	\$16,500,000
	Bridge	\$204,474,346	\$51,118,587	\$255,592,933
	Bridge Inspections	\$8,838,012	\$2,209,503	\$11,047,515
	Bridge Systematic Maintenance	\$16,000,000	\$4,000,000	\$20,000,000
	Bridge On-system NHS	\$141,693,884	\$35,423,471	\$177,117,355
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
Modernization		\$103,550,069	\$22,762,518	\$126,312,587
	ADA Retrofits	\$2,000,000	\$500,000	\$2,500,000

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

	Intersection Improvements	\$22,500,000	\$2,500,000	\$25,000,000
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$58,802,175	\$14,700,544	\$73,502,719
	Safe Routes to School	\$12,000,000	\$3,000,000	\$15,000,000
Expansion		\$34,400,000	\$8,600,000	\$43,000,000
	Bicycle and Pedestrian	\$34,400,000	\$8,600,000	\$43,000,000
	Capacity	\$0	\$0	\$0
Grand Total Formula Funds		\$849,526,278	\$200,413,153	\$1,049,939,430
Difference from Funds Available		\$0	\$82,762,273	\$82,762,274
Highway (Non-Core)		\$0	\$0	\$0
Reliability		\$0	\$0	\$0
	Bridge	\$0	\$0	\$0
	Bridge Systematic Maintenance NB	\$0	\$0	\$0
	Bridge On-System NHS NB	\$0	\$0	\$0
	Bridge On-system Non-NHS NB	\$0	\$0	\$0
	Bridge Off-system Local NB	\$0	\$0	\$0
	Bridge Off-System State NB	\$0	\$0	\$0
Modernization		\$0	\$0	\$0
	Electric Vehicle Infrastructure	\$0	\$0	\$0
	Ferry Boat Program	\$0	\$0	\$0
Grand Total + Non-Formula Programs		\$849,526,278	\$200,413,153	\$1,049,939,430

**Please note Highway Program Targets (Core and Non-Core) are subject to change in coming weeks.*

***Except for programs where anticipated funding category apportionment is level-funded, program apportionment is anticipated to increase 2% annually with an assumed 90% obligation limitation.*

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Federal Fiscal Year 2028 - Development STIP				
	Federal Aid Funds	Matching Funds	FFY 2028 (Proposed) (Fed Aid + Match)	
Balance Obligation Authority	\$815,516,804			
Planned Redistribution Request	\$50,000,000			
Total Non-earmarked Funding Available	\$865,516,804	\$288,505,601	\$1,154,022,405	
Planning/Adjustments/Pass-throughs	\$81,786,409	\$19,571,728	\$101,358,136	
GANS Repayment	\$0	\$0	\$0	
Award Adjustments, Change Orders, etc.	\$22,225,500	\$5,274,500	\$27,500,000	
Metropolitan Planning	\$12,019,035	\$3,004,759	\$15,023,794	
State Planning & Research	\$23,781,509	\$5,945,377	\$29,726,886	
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411	
SRTS Education	\$1,951,346	\$487,837	\$2,439,183	
Transit Grant Program	\$0	\$0	\$0	
Flex to FTA	\$0	\$0	\$0	
Railroad Crossings	\$2,371,999	\$0	\$2,371,999	
Carbon Reduction	\$18,250,291	\$4,562,573	\$22,812,864	
Regional Priorities				
Regional Share (%)	MPO	\$294,275,713	\$73,568,928	\$367,844,642
3.5596	Berkshire Region	\$10,475,038	\$2,618,760	\$13,093,798
42.9671	Boston Region	\$126,441,740	\$31,610,435	\$158,052,175
4.5851	Cape Cod	\$13,492,836	\$3,373,209	\$16,866,045
8.6901	Central Mass	\$25,572,854	\$6,393,213	\$31,966,067
2.5397	Franklin Region	\$7,473,720	\$1,868,430	\$9,342,150
0.3100	Martha's Vineyard	\$912,255	\$228,064	\$1,140,318
4.4296	Merrimack Valley	\$13,035,237	\$3,258,809	\$16,294,046
4.4596	Montachusett	\$13,123,520	\$3,280,880	\$16,404,400
0.2200	Nantucket	\$647,407	\$161,852	\$809,258
3.9096	Northern Middlesex	\$11,505,003	\$2,876,251	\$14,381,254
4.5595	Old Colony	\$13,417,501	\$3,354,375	\$16,771,876
10.8100	Pioneer Valley	\$31,811,205	\$7,952,801	\$39,764,006
8.9601	Southeastern Mass	\$26,367,398	\$6,591,850	\$32,959,248
Highway		\$489,454,682	\$115,832,702	\$623,537,675
Reliability		\$351,799,902	\$79,753,353	\$431,553,255
	Interstate Pavement	\$37,090,520	\$4,121,169	\$41,211,689
	Non-Interstate Pavement	\$56,072,067	\$14,018,017	\$70,090,084
	Roadway Improvements	\$1,542,485	\$385,621	\$1,928,107
	Safety Improvements	\$25,161,793	\$3,759,808	\$28,921,601
	Resiliency Improvements	\$13,882,368	\$3,470,592	\$17,352,960
	Bridge	\$218,050,668	\$54,512,667	\$272,563,335
	Bridge Inspections	\$13,805,244	\$3,451,311	\$17,256,555
	Bridge Systematic Maintenance	\$15,424,854	\$3,856,213	\$19,281,067
	Bridge On-system NHS	\$152,242,024	\$38,060,506	\$190,302,531
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$36,578,546	\$9,144,637	\$45,723,183
Modernization		\$99,092,646	\$21,782,681	\$120,875,327
	ADA Retrofits	\$1,928,107	\$482,027	\$2,410,133

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

	Intersection Improvements	\$21,691,200	\$2,410,133	\$24,101,334
	Intelligent Transportation Systems	\$7,951,410	\$1,987,852	\$9,939,262
	Roadway Reconstruction	\$55,953,288	\$13,988,322	\$69,941,610
	Safe Routes to School	\$11,568,640	\$2,892,160	\$14,460,800
Expansion		\$38,562,134	\$9,640,534	\$48,202,668
	Bicycle and Pedestrian	\$38,562,134	\$9,640,534	\$48,202,668
	Capacity	\$0	\$0	\$0
Grand Total Formula Funds		\$865,516,804	\$208,973,358	\$1,092,740,453
Difference from Funds Available		\$0	\$0	\$61,281,952
Highway (Non-Core)		\$0	\$0	\$0
Reliability		\$0	\$0	\$0
	Bridge	\$0	\$0	\$0
	Bridge Systematic Maintenance NB	\$0	\$0	\$0
	Bridge On-System NHS NB	\$0	\$0	\$0
	Bridge On-system Non-NHS NB	\$0	\$0	\$0
	Bridge Off-system Local NB	\$0	\$0	\$0
	Bridge Off-System State NB	\$0	\$0	\$0
Modernization		\$0	\$0	\$0
	Electric Vehicle Infrastructure	\$0	\$0	\$0
	Ferry Boat Program	\$0	\$0	\$0
Grand Total + Non-Formula Programs		\$865,516,804	\$208,973,358	\$1,092,740,453

**Please note Highway Program Targets (Core and Non-Core) are subject to change in coming weeks.*

***Except for programs where anticipated funding category apportionment is level-funded, program apportionment is anticipated to increase 2% annually with an assumed 90% obligation limitation.*

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Federal Fiscal Year 2029 - Development STIP

		Federal Aid Funds	Matching Funds	FFY 2029 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$831,827,140		
Planned Redistribution Request		\$50,000,000		
Total Non-earmarked Funding Available		\$881,827,140	\$293,939,441	\$1,175,766,581
Planning/Adjustments/Pass-throughs		\$82,867,426	\$19,841,982	\$102,709,407
GANS Repayment		\$0	\$0	\$0
Award Adjustments, Change Orders, etc.		\$22,225,500	\$5,274,500	\$27,500,000
Metropolitan Planning		\$12,259,416	\$3,064,854	\$15,324,270
State Planning & Research		\$24,257,139	\$6,064,285	\$30,321,424
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
SRTS Education		\$1,951,346	\$487,837	\$2,439,183
Transit Grant Program		\$0	\$0	\$0
Flex to FTA		\$0	\$0	\$0
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
Carbon Reduction		\$18,615,297	\$4,653,824	\$23,269,121
Regional Priorities				
Regional Share (%)	MPO	\$299,821,228	\$74,955,307	\$374,776,535
3.5596	Berkshire Region	\$10,672,436	\$2,668,109	\$13,340,546
42.9671	Boston Region	\$128,824,487	\$32,206,122	\$161,030,608
4.5851	Cape Cod	\$13,747,103	\$3,436,776	\$17,183,879
8.6901	Central Mass	\$26,054,765	\$6,513,691	\$32,568,456
2.5397	Franklin Region	\$7,614,560	\$1,903,640	\$9,518,200
0.3100	Martha's Vineyard	\$929,446	\$232,361	\$1,161,807
4.4296	Merrimack Valley	\$13,280,881	\$3,320,220	\$16,601,101
4.4596	Montachusett	\$13,370,827	\$3,342,707	\$16,713,534
0.2200	Nantucket	\$659,607	\$164,902	\$824,508
3.9096	Northern Middlesex	\$11,721,811	\$2,930,453	\$14,652,263
4.5595	Old Colony	\$13,670,349	\$3,417,587	\$17,087,936
10.8100	Pioneer Valley	\$32,410,675	\$8,102,669	\$40,513,343
8.9601	Southeastern Mass	\$26,864,282	\$6,716,070	\$33,580,352
Highway		\$499,138,487	\$145,900,554	\$645,039,041
Reliability		\$358,760,223	\$113,878,259	\$472,638,482
	Interstate Pavement	\$37,824,352	\$4,202,706	\$42,027,058
	Non-Interstate Pavement	\$57,181,447	\$14,295,362	\$71,476,809
	Roadway Improvements	\$1,573,003	\$393,251	\$1,966,254
	Safety Improvements	\$25,659,616	\$3,834,195	\$29,493,811
	Resiliency Improvements	\$14,157,029	\$3,539,257	\$17,696,287
	Bridge	\$222,364,776	\$55,591,194	\$277,955,970
	Bridge Inspections	\$14,078,379	\$3,519,595	\$17,597,974
	Bridge Systematic Maintenance	\$15,730,033	\$3,932,508	\$19,662,541
	Bridge On-system NHS	\$155,254,115	\$38,813,529	\$194,067,644
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,302,249	\$9,325,562	\$46,627,811

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Modernization		\$101,053,182	\$22,191,025	\$123,244,207
	ADA Retrofits	\$1,966,254	\$491,564	\$2,457,818
	Intersection Improvements	\$22,120,358	\$2,457,818	\$24,578,176
	Intelligent Transportation Systems	\$8,108,728	\$2,027,182	\$10,135,910
	Roadway Reconstruction	\$57,060,318	\$14,265,079	\$71,325,397
	Safe Routes to School	\$11,797,524	\$2,949,381	\$14,746,906
Expansion		\$39,325,082	\$9,831,271	\$49,156,353
	Bicycle and Pedestrian	\$39,325,082	\$9,831,271	\$49,156,353
	Capacity	\$0	\$0	\$0
Grand Total Formula Funds		\$881,827,140	\$240,697,843	\$1,175,766,581
Difference from Funds Available		\$0	\$0	\$53,241,598
Highway (Non-Core)		\$0	\$0	\$0
Reliability		\$0	\$0	\$0
	Bridge	\$0	\$0	\$0
	Bridge Systematic Maintenance NB	\$0	\$0	\$0
	Bridge On-System NHS NB	\$0	\$0	\$0
	Bridge On-system Non-NHS NB	\$0	\$0	\$0
	Bridge Off-system Local NB	\$0	\$0	\$0
	Bridge Off-System State NB	\$0	\$0	\$0
Modernization		\$0	\$0	\$0
	Electric Vehicle Infrastructure	\$0	\$0	\$0
	Ferry Boat Program	\$0	\$0	\$0
Grand Total + Non-Formula Programs		\$881,827,140	\$240,697,843	\$1,175,766,581

**Please note Highway Program Targets (Core and Non-Core) are subject to change in coming weeks.*

***Except for programs where anticipated funding category apportionment is level-funded, program apportionment is anticipated to increase 2% annually with an assumed 90% obligation limitation.*

3. STATUS OF FUNDS

STATUS OF PREVIOUS ANNUAL ELEMENT PROJECTS

Highways

A listing of the Highway Funded Projects from the previous TIP that have been advertised and those that have yet to be advertised can be found on the following tables.

Highway Projects Advertised from 10/01/23 to 04/30/24 in the BRPC Region

Locale	Description	Advertised Amount	ID No.	Fund
Alford	Bridge Replacement (A-06-004) West Road over Scribner Brook	\$2,946,012	609070	STBG/BR-OFF (Surface Transportation Block Grant Off System Bridge)
Cheshire	Bridge Replacement (C-10-002) Sand Mill Road over Dry Brook	\$3,438,627	608857	STBG/BR-OFF (Surface Transportation Block Grant Off System Bridge)

Highway Funded Projects anticipated to be advertised (05/01/24 to 09/30/24)

Locale	Description	Current TIP Programming*	ID No.	Fund
Lee	Bridge Replacement (L-05-004) Meadow Street over Powder Mill Brook	\$1,943,969	607597	NGBP (Next-Gen Bridge Program)
New Marlborough	Bridge Replacement (N-08-020) Keyes Hill Road over Umpachene River	\$1,770,360	609078	STBG/BR-OFF (Surface Transportation Block Grant Off System Bridge)
Pittsfield	Reconstruction of East St (Lyman St. to Merrill Rd.)	\$10,423,290	604003	STBG (Surface Transportation Block Grant)

* TIP programming includes State/Local match; cost estimates subject to change before 9/30/24 by MPO amendment.

Transit

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

Section 5307 Capital and Operating Assistance	\$ 1,572,215
Section 5307 Operating- CARES	\$ 1,744,462
Section 5307 Operating ARPA	\$ 369,240
Section 5339 Capital	\$ 3,982
Section 5311 Operating Assistance- Rural Areas	\$ 384,860
Section 5311 Operating - Rural Areas CRRSSA	\$ 101,848
Total Federal Transit Dollars	\$4,176,607

STATUS OF FFY 2024 TRANSIT PROJECTS (FEDERAL FUNDS) Funds are as of 3/28/2024
 Federal Funds Direct to Recipient from FTA

Section	Description	Federal Funds	Approval Status	Grant #	Comments
5339	Capital	\$66,610	approved	MA-2020-003	Available \$56,130
5307	Operating	\$1,719,104	approved	MA-2020-043	Available \$1,719,104
5339	Capital	\$616,071	Approved	MA-2021-009	Available \$51,025
5339	Capital	\$333,732	Approved	MA-2021-016	Available \$15,315
5307	Operating	\$1,603,088	Approved	MA-2022-016	Available \$1,603,088
5307	Capital	\$417,780	Approved	MA-2022-016	Available \$31,953
5307	Operating	\$2,297,305	Approved	MA-2022-026	Available \$2,297,305
5307	Capital	\$572,583	Approved	MA-2022-026	Available \$433,086
5339	Capital	\$2,457,328	Approved	MA-2023-041	Available \$521,882

THIS PAGE IS LEFT BLANK INTENTIONALLY

4. CERTIFICATIONS

BERKSHIRE METROPOLITAN PLANNING ORGANIZATION CERTIFICATION OF THE 3C PLANNING PROCESS

The Berkshire Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 CFR Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

Monica Tibbits-Nutt, Secretary and CEO
Massachusetts Department of Transportation
Chair, Berkshire MPO

Date

THIS PAGE IS LEFT BLANK INTENTIONALLY

Air Quality Conformity Determination Berkshire MPO FFY 2025-2029 Transportation Improvement Program

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

Introduction

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

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

Legislative and Regulatory Background

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

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

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

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

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

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

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

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

Current Conformity Determination

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation

conformity for the 1997 NAAQS – intended as an “anti-backsliding” measure – now applies to both of Massachusetts’ orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS on the 2020-2040 Regional Transportation Plans. This conformity determination was finalized in July 2019 following each MPO’s previous endorsement of their regional transportation plan, and approved by the Massachusetts Divisions of FHWA and FTA on October 13, 2023. This conformity determination continues to be valid for the FFY 2025 - 2029 State Transportation Improvement Program and each MPOs’ FFY 2025 – 2029 Transportation Improvement Program, as each is developed from the conforming 2024-2050 Regional Transportation Plans.

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the FFY 2025-2029 State Transportation Improvement Program, Transportation Improvement Programs, and 2024-2050 Regional Transportation Plans can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s guidance and addressed below, include:

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

Latest Planning Assumptions:

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

Consultation:

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the Massachusetts MPOs on March 6, 2019 to discuss the latest conformity-related court rulings and resulting federal guidance. Regular and recurring interagency consultations have been held since on an (at least) annual schedule, with the most recent conformity consultation held on September 13, 2023. This ongoing consultation is conducted in accordance with the following:

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

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

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

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

Timely Implementation of Transportation Control Measures:

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

Fiscal Constraint:

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans and must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The 2025-2029 State Transportation Improvement Program and 2024-2050 Regional Transportation Plans are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the Commonwealth has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2025-2029 State Transportation Improvement Program and the 2024-2050 Regional Transportation Plans meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the MPO's FFY 2025-2029 State Transportation Improvement Program and the 2024-2050 Regional Transportation Plans are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

BRTA Financial Capacity Assessment

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

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

Federal	47.57%
State	32.93%
Local	11.08%
Fares	6.98%
Other	1.44%
Total	100.00

BRTA Operations and Maintenance Summary
State Fiscal Year 2024

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

Operating Revenue	Previous	Current	Yr. Two	Yr. Three
	2023	2024	2025	2026
Farebox	614,251	677,664	711,547	747,125
Section 5307	1,653,254	4,235,628	3,531,245	4,011,358
Section 5307- CARES Act	1,744,462	0	0	0
Section 5311	384,860	384,860	384,860	384,860
Section 5311-CARES Act	0	0	0	0
Section 5310	10,714	0	0	0
MAP	4,885	0	0	0
ARPA & CRRSA	101,848	0	0	0
RTACAP as Expense	43,403	0	0	0
Section 5339	0	0	0	0
Advertising	37,757	40,000	40,000	41,200
Interest Income	16,763	20,400	22,440	24,235
Rental Income	49,795	52,719	52,719	52,719
State Contract Assistance including discretionary grant from MassDOT*	3,019,174	3,199,423	4,719,222	5,163,144
Local Assessment	1,049,644	1,075,885	1,102,782	1,130,352
Other: (Define)	201,343	26,500	24,100	24,823
TOTAL	8,932,152	9,713,079	10,588,915	11,583,664

BRTA Operations and Maintenance Summary
State Fiscal Year 2024

Operating Expenses **	Previous	Current	Yr. Two	Yr. Three	
	2023	2024	2025	2026	
TOTAL (See Description Below)	8,932,152	9,713,079	10,588,915	11,583,664	

W

h Footnotes:

i Agencies

l * Operating assistance provided by the State

e ** 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.

r

SPECIAL EFFORTS FOR THE ELDERLY AND DISABLED

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

1. Half fares on all fixed-route buses on all service days.
2. Kneeling feature on most fixed-route buses.
3. Wheelchair lifts or ramps on all fixed-route buses.
4. User-side subsidy program for Non-ADA paratransit service is available the same days and times as the fixed route bus. (This program began in July 1978. It was modified in November 2006 via a public solicitation for a single provider for both ambulatory and non-ambulatory trips under a multiyear contract. The BRTA acquired a fleet of 15 paratransit vehicles placed into service in February 2012). The BRTA contract with First Transit will end on June 30, 2024, unless opted to utilize the extensions.

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

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

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

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

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

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

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

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

Transportation Improvement Program

Part D: ATTACHMENTS

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

Attachment 1

1. PROJECTS BY TYPE AND YEAR

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

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

NOTES ON TABLE:

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

BRPC: TIP Priorities by Mode - BRIDGE

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
BRIDGE	NORTH ADAMS	ROUTE 2	BRIDGE REPLACEMENT	MassDOT		25	NGBP	40,095,720	612505
BRIDGE	ADAMS	QUALITY STREET	BRIDGE REPLACEMENT	TOWN		25	BR OFF	4,495,619	610777
Total for YR Y1								44,591,339	
BRIDGE	PITTSFIELD	WAHCONAH STREET	BRIDGE REPLACEMENT	MassDOT		26	NGBP	5,762,273	612162
BRIDGE	GREAT BARRINGTON	DIVISION STREET	BRIDGE REPLACEMENT	MassDOT		26	NGBP	15,660,107	612183
BRIDGE	SHEFFIELD	KELSEY ROAD	BRIDGE REPLACEMENT	MassDOT		26	BR OFF	4,354,637	609068
BRIDGE	LEE	MILL STREET	BRIDGE REPLACEMENT	MassDOT		26	NGBP	5,285,176	607677
BRIDGE	PITTSFIELD	PONTOOSUC AVE	BRIDGE REPLACEMENT	MassDOT		26	NGBP	2,779,341	612168
BRIDGE	GREAT BARRINGTON	STATE ROAD (ROUTES 7/23)	BRIDGE REPLACEMENT	MassDOT		26	NGBP	11,252,218	609430
BRIDGE	SHEFFIELD	COUNTY ROAD	SUPERSTRUCTURE REPLACEMENT	MassDOT		26	NGBP	2,609,189	611942
BRIDGE	BECKET	QUARRY ROAD	BRIDGE REPLACEMENT	MassDOT		26	BR OFF	3,205,556	609069
BRIDGE	GREAT BARRINGTON	COTTAGE STREET	BRIDGE REPLACEMENT	MassDOT		26	BR OFF	4,368,011	609076
BRIDGE	MONTEREY	CURTIS ROAD	BRIDGE REPLACEMENT	MassDOT		26	BR OFF	3,224,158	609074
Total for YR Y2								58,500,666	
BRIDGE	TYRINGHAM	JERUSALEM RD	BRIDGE REPLACEMENT	MassDOT		27	BR OFF	2,815,182	608859
BRIDGE	LANESBOROUGH	WILLIAMSTOWN ROAD	BRIDGE REPLACEMENT	MassDOT		27	NGBP	2,152,449	612177
Total for YR Y3								4,967,631	
BRIDGE	WASHINGTON	LOWER VALLEY RD	BRIDGE REPLACEMENT	MassDOT		28	BRF	2,890,272	613137
BRIDGE	SAVOY	BLACK BROOK RD	BRIDGE SUPERSTRUCTURE REPLACEMENT	MassDOT		28	BRF	2,222,539	613136
Total for YR Y4								5,112,811	
BRIDGE	LEE	SILVER STREET	BRIDGE REPLACEMENT	MassDOT		29	BRF	8,506,025	613300
BRIDGE	CLARKSBURG	CROSS ROAD	BRIDGE REPLACEMENT	MassDOT		29	BRF	6,978,366	613301
BRIDGE	OTIS	ED JONES ROAD	BRIDGE REPLACEMENT	MassDOT		29	BR OFF	2,505,600	613288
BRIDGE	HINSDALE	MAPLE STREET	BRIDGE REPLACEMENT	MassDOT		29	BR OFF	4,732,800	613294
Total for YR Y5								22,722,791	
Total for BRIDGE (20 projects)							\$	135,895,238	

BRPC: TIP Priorities by Mode - HIGHWAYS

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
HIGHWAYS	NORTH ADAMS	ASHLAND STREET	RECONSTRUCTION	CITY	6	25	STBG	10,639,564	609277
Total for YR Y1								10,639,564	
HIGHWAYS	LEE	ROUTE 20	INTERSECTION IMPROVEMENTS	MassDOT	6	26	NHPP	4,036,110	611970
HIGHWAYS	NORTH ADAMS	ASHLAND STREET	RECONSTRUCTION	CITY	6	26	STBG	194,699	609277A
HIGHWAYS	EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	4	26	STBG	9,560,566	608547
HIGHWAYS	WILLIAMSTOWN	ROUTE 7	ACCESS IMPROVEMENT AT MT. GREYLOCK REGIONAL SC	MassDOT	1	26	STBG	624,000	612691
HIGHWAYS	LEE	ROUTE 20	RESURFACING AND RELATED WORK	MassDOT		26	NHPP	7,018,886	610728
Total for YR Y2								21,434,261	
HIGHWAYS	PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	6	27	STBG	7,369,137	609292
HIGHWAYS	EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	4	27	STBG	4,212,704	608547B
HIGHWAYS	LANESBOROUGH	ROUTE 7	RESURFACING & SIDEWALK CONSTRUCTION	MassDOT	3	27	NHPP	3,672,000	609256
HIGHWAYS	LENOX	ROUTE 20 & PLUNKETT ST & B	INTERSECTION IMPROVEMENTS	MassDOT	2	27	S-HSIP	1,668,222	613053
HIGHWAYS	ADAMS - CHESHIRE	ROUTE 8	PAVEMENT PRESERVATION AND RELATED WORK	MassDOT		27	NHPP	9,679,824	609394
Total for YR Y3								26,601,887	
HIGHWAYS	PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	6	28	STBG	13,093,798	608768
HIGHWAYS	ADAMS - NORTH ADAMS	ASHWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	TOWN	4	28	S-CMAQ	9,206,400	606890
Total for YR Y4								22,300,198	
HIGHWAYS	DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	6	29	STBG	9,567,843	608737
HIGHWAYS	PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	6	29	STBG	3,772,702	608768A
HIGHWAYS	LEE	BIKEWAY (PHASE 1)	CONSTRUCTION	TOWN	4	29	S-CMAQ	7,165,739	607570
HIGHWAYS	WILLIAMSTOWN	ROUTE 7	RETAINING WALL REPLACEMENT ON ROUTE 7	MassDOT		29	NHPP	4,011,440	613074
Total for YR Y5								24,517,724	
HIGHWAYS	GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	5	?	UNDET	12,700,000	609465
HIGHWAYS	GREAT BARRINGTON	ROUTE 7/ SOUTH MAIN STREE	RECONSTRUCTION	TOWN	4	?	UNDET	6,931,990	609215
HIGHWAYS	WILLIAMSTOWN	ROUTE 43	RESURFACING	MassDOT	4	?	UNDET	18,336,200	608472
HIGHWAYS	WILLIAMSTOWN	ROUTE 7	RESURFACING	MassDOT	1	?	UNDET	5,255,000	613093
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
HIGHWAYS	LANESBOROUGH	SUMMER STREET	REHABILITATION	TOWN		?	UNDET	1,600,000	XXX14B
Total for YR Y?								49,323,190	
Total for HIGHWAYS (24 projects)								\$ 154,816,824	

BRPC: TIP Priorities by Mode - TRANSIT

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD PRIORITY	YR	FUND	COST	ID#
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT (3) 40 FT BUS (5339 D)	BRTA	25	5339	632,407	RTA25G
TRANSIT	BRTA	TRANSIT	PASSENGER AMENITIES	BRTA	25	5307	100,000	RTA25F
TRANSIT	BRTA	TRANSIT	5310 GRANT VEHICLES EXTRAS	BRTA	25	5307	50,000	RTA25C
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA	25	5307	200,000	RTA25A
TRANSIT	BRTA	TRANSIT	S&B PROJECT REMAINDER	BRTA	25	RTA-C	133,364	RTA25H
TRANSIT	BRTA	TRANSIT	OPERATING ASSISTANCE	BRTA	25	5307	2,473,647	RTA25D
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30-FT BUS (3) FIXED ROUTE	BRTA	25	5307	450,000	RTA25B
Total for YR Y1							4,039,418	
TRANSIT	BRTA	TRANSIT	5310 GRANT VEHICLES EXTRAS	BRTA	26	5307	50,000	RTA26H
TRANSIT	BRTA	TRANSIT	40 FT BUS	BRTA	26	5307	300,000	RTA26G
TRANSIT	BRTA	TRANSIT	PASSENGER AMENITIES	BRTA	26	5307	100,000	RTA26C
TRANSIT	BRTA	TRANSIT	OPERATING ASSISTANCE	BRTA	26	5307	2,473,647	RTA26F
TRANSIT	BRTA	TRANSIT	ITS SOFTWARE REPLACEMENT	BRTA	26	5307	500,000	RTA26E
TRANSIT	BRTA	TRANSIT	BUT REPLACEMENT - SUPPORT VEHICLES ELECTRIC	BRTA	26	5307	100,000	RTA26D
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA	26	5307	200,000	RTA26A
TRANSIT	BRTA	TRANSIT	REPLACEMENT (3) CUTAWAYS	BRTA	26	5307	450,000	RTA26B
Total for YR Y2							4,173,647	
TRANSIT	BRTA	TRANSIT	OPERATING ASSISTANCE	BRTA	27	5307	2,473,647	RTA27G
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (2)	BRTA	27	5307	300,000	RTA27E
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE - ITC CONCRETE	BRTA	27	5307	150,000	RTA27D
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE - SUPPORTING FCA	BRTA	27	5339	760,443	RTA27B
TRANSIT	BRTA	TRANSIT	5310 GRANT VEHICLES EXTRAS	BRTA	27	5307	50,000	RTA27H
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA	27	5307	200,000	RTA27A
TRANSIT	BRTA	TRANSIT	PASSENGER AMENITIES	BRTA	27	5307	100,000	RTA27C
Total for YR Y3							4,034,090	
TRANSIT	BRTA	TRANSIT	5310 GRANT VEHICLE EXTRAS	BRTA	28	5307	50,000	RTA28E
TRANSIT	BRTA	TRANSIT	OPERATING ASSISTANCE	BRTA	28	5307	2,473,647	RTA28D
TRANSIT	BRTA	TRANSIT	PASSENGER AMENITIES - BUS SHELTERS, ACCESSORIES,	BRTA	28	5307	100,000	RTA28C
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA	28	5307	200,000	RTA28A
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (1)	BRTA	28	5307	150,000	RTA28B
Total for YR Y4							2,973,647	
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA	29	5307	200,000	RTA29A
TRANSIT	BRTA	TRANSIT	OPERATING ASSISTANCE	BRTA	29	5307	2,473,647	RTA29D
TRANSIT	BRTA	TRANSIT	PASSENGER AMENITIES - BUS SHELTERS, ACCESSORIES,	BRTA	29	5307	100,000	RTA29C
TRANSIT	BRTA	TRANSIT	5310 GRANT VEHICLE EXTRAS	BRTA	29	5307	50,000	RTA29E
Total for YR Y5							2,823,647	

Attachment 2

2. PROJECTS BY LOCATION

NOTES ON TABLE:

LOCATION: City or Town for highway projects

BRPC: TIP by LOCATION

LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
ADAMS	QUALITY STREET	BRIDGE REPLACEMENT	TOWN	25		BR OFF	4,495,619	OVER HOOSIC RIVER	610777
ADAMS - CHESHIRE	ROUTE 8	PAVEMENT PRESERVATION AND RELATED WORK	MassDOT	27		NHPP	9,679,824		609394
ADAMS - NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	TOWN	28	4	S-CMAQ	9,206,400	LIME ST TO HODGES CROSS RD	606890
BECKET	QUARRY ROAD	BRIDGE REPLACEMENT	MassDOT	26		BR OFF	3,205,556	OVER CUSHMAN BROOK	609069
CLARKSBURG	CROSS ROAD	BRIDGE REPLACEMENT	MassDOT	29		BRF	6,978,366	OVER HUDSON BROOK	613301
DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	29	6	STBG	9,567,843	SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT	608737
EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	26	4	STBG	9,560,566	MT WASHINGTON TL TO N. UNDERMOUNTAIN RD	608547
EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	27	4	STBG	4,212,704	MT WASHINGTON TL TO N. UNDERMOUNTAIN RD	608547B
GREAT BARRINGTON	STATE ROAD (ROUTES 7/23)	BRIDGE REPLACEMENT	MassDOT	26		NGBP	11,252,218	OVER HOUSATONIC RIVER	609430
GREAT BARRINGTON	COTTAGE STREET	BRIDGE REPLACEMENT	MassDOT	26		BR OFF	4,368,011	OVER HOUSATONIC RIVER	609076
GREAT BARRINGTON	DIVISION STREET	BRIDGE REPLACEMENT	MassDOT	26		NGBP	15,660,107	OVER HOUSATONIC RIVER	612183
GREAT BARRINGTON	ROUTE 7/ SOUTH MAIN STREET	RECONSTRUCTION	TOWN	?	4	UNDET	6,931,990		609215
GREAT BARRINGTON	HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	TOWN	?		UNDET	4,500,000	HOUSATONIC RR/RIVER BIKE PATH CORRIDOR BET XXX16D	
GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	?	5	UNDET	12,700,000	FROM BELCHER SQUARE N 1.4 MILES ON ROUTE 7	609465
HINSDALE	MAPLE STREET	BRIDGE REPLACEMENT	MassDOT	29		BR OFF	4,732,800	OVER EAST BRANCH HOUSATONIC RIVER	613294
LANESBOROUGH	WILLIAMSTOWN ROAD	BRIDGE REPLACEMENT	MassDOT	27		NGBP	2,152,449	OVER WATER BRODIE MOUNTAIN BROOK	612177
LANESBOROUGH	ROUTE 7	RESURFACING & SIDEWALK CONSTRUCTION	MassDOT	27	3	NHPP	3,672,000		609256
LANESBOROUGH	SUMMER STREET	REHABILITATION	TOWN	?		UNDET	1,600,000	ROUTE 7 TO ROUTE 8	XXX14B

PART D: ATTACHMENTS

LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
LEE	ROUTE 20	INTERSECTION IMPROVEMENTS	MassDOT	26	6	NHPP	4,036,110	MAIN ST/ PARK ST AT W PARK ST	611970
LEE	ROUTE 20	RESURFACING AND RELATED WORK	MassDOT	26		NHPP	7,018,886	LEE	610728
LEE	MILL STREET	BRIDGE REPLACEMENT	MassDOT	26		NGBP	5,285,176	OVER WASHINGTON MOUNTAIN BROOK	607677
LEE	SILVER STREET	BRIDGE REPLACEMENT	MassDOT	29		BRF	8,506,025	OVER GREENWATER BROOK	613300
LEE	BIKEWAY (PHASE 1)	CONSTRUCTION	TOWN	29	4	S-CMAQ	7,165,739	STOCKBRIDGE T.L. TO WEST PARK STREET	607570
LENOX	ROUTE 20 & PLUNKETT ST & BLANTYRE RD	INTERSECTION IMPROVEMENTS	MassDOT	27	2	S-HSIP	1,668,222		613053
MONTEREY	CURTIS ROAD	BRIDGE REPLACEMENT	MassDOT	26		BR OFF	3,224,158	OVER KONKAPOT RIVER	609074
NORTH ADAMS	ASHLAND STREET	RECONSTRUCTION	CITY	25	6	STBG	10,639,564		609277
NORTH ADAMS	ROUTE 2	BRIDGE REPLACEMENT	MassDOT	25		NGBP	40,095,720	SOUTH BRANCH OF THE HOOSIC RIVER AND ROUT	612505
NORTH ADAMS	ASHLAND STREET	RECONSTRUCTION	CITY	26	6	STBG	194,699		609277A
OTIS	ED JONES ROAD	BRIDGE REPLACEMENT	MassDOT	29		BR OFF	2,505,600	OVER WEST BRANCH FARMINGTON RIVER	613288
PITTSFIELD	PONTOOSUC AVE	BRIDGE REPLACEMENT	MassDOT	26		NGBP	2,779,341	OVER WEST BRANCH HOUSATONIC RIVER	612168
PITTSFIELD	WAHCONAH STREET	BRIDGE REPLACEMENT	MassDOT	26		NGBP	5,762,273	OVER WEST BRANCH HOUSATONIC RIVER	612162
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	27	6	STBG	7,369,137	LYMANN ST TO ELM STREET	609292
PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	28	6	STBG	13,093,798	JUNCTION RD TO EAST STREET	608768
PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	29	6	STBG	3,772,702	JUNCTION RD TO EAST STREET	608768A
PITTSFIELD	HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	TOWN	?		UNDET		CSX OVERPASS ON HUBBARD AVE	XXX17A
SAVOY	BLACK BROOK RD	BRIDGE SUPERSTRUCTURE REPLACEMENT	MassDOT	28		BRF	2,222,539	OVER BLACK BROOK	613136
SHEFFIELD	KELSEY ROAD	BRIDGE REPLACEMENT	MassDOT	26		BR OFF	4,354,637	OVER SCHENOB BROOK	609068
SHEFFIELD	COUNTY ROAD	SUPERSTRUCTURE REPLACEMENT	MassDOT	26		NGBP	2,609,189	OVER IRONWORKS BROOK	611942
TYRINGHAM	JERUSALEM RD	BRIDGE REPLACEMENT	MassDOT	27		BR OFF	2,815,182	OVER HOP BROOK	608859

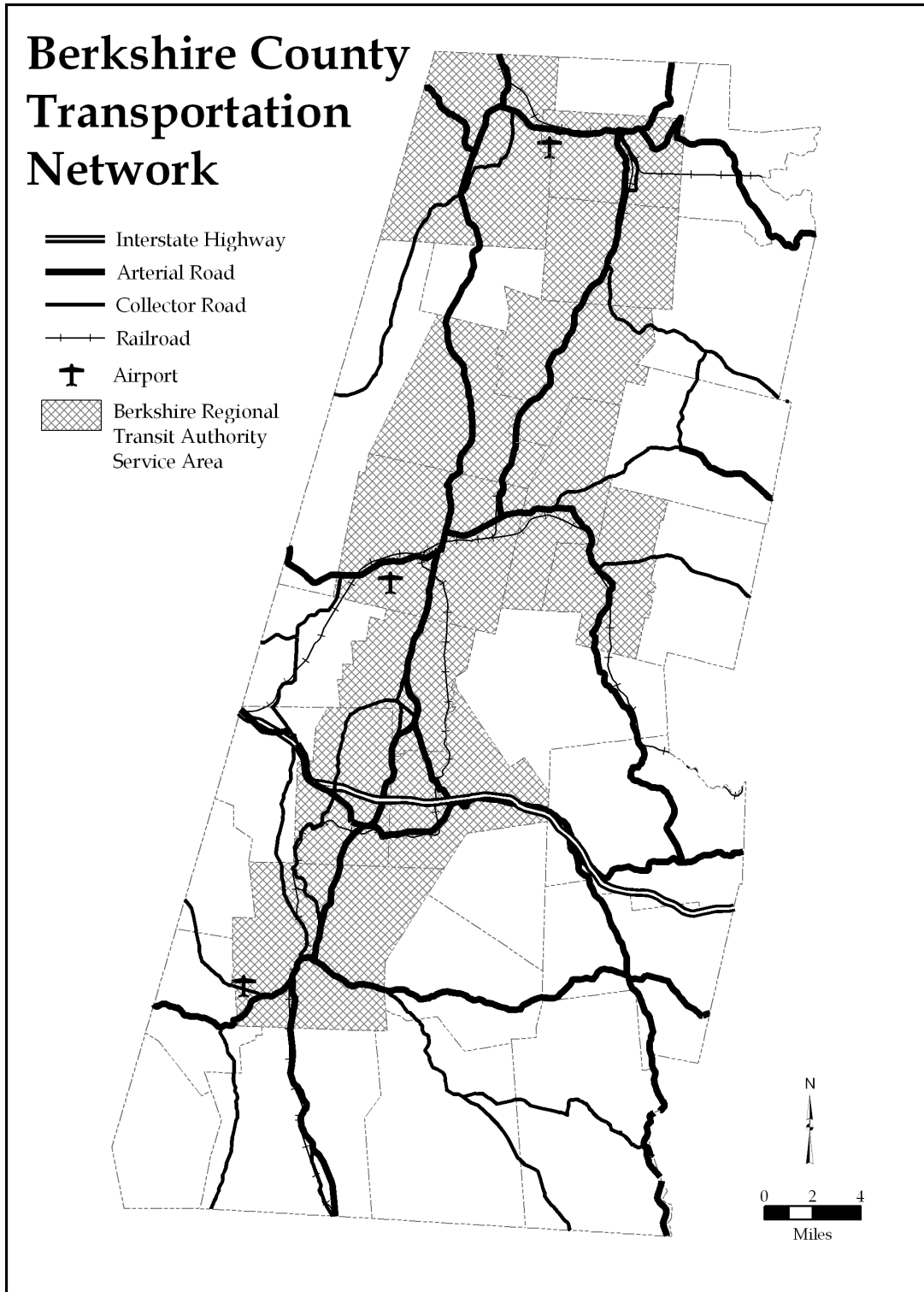
PART D: ATTACHMENTS

LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
WASHINGTON	LOWER VALLEY RD	BRIDGE REPLACEMENT	MassDOT	28		BRF	2,890,272	OVER DEPOT BROOK	613137
WILLIAMSTOWN	ROUTE 7	ACCESS IMPROVEMENT AT MT. GREYLOCK REGIONAL SCHOOL	MassDOT	26	1	STBG	624,000		612691
WILLIAMSTOWN	ROUTE 7	RETAINING WALL REPLACEMENT ON ROUTE 7	MassDOT	29		NHPP	4,011,440		613074
WILLIAMSTOWN	ROUTE 43	RESURFACING	MassDOT	?	4	UNDET	18,336,200		608472
WILLIAMSTOWN	ROUTE 7	RESURFACING	MassDOT	?	1	UNDET	5,255,000		613093

Total Projects = 44

Grand Total Cost = \$ 290,712,062

Attachment 3
3. BERKSHIRE COUNTY TRANSPORTATION NETWORK MAP

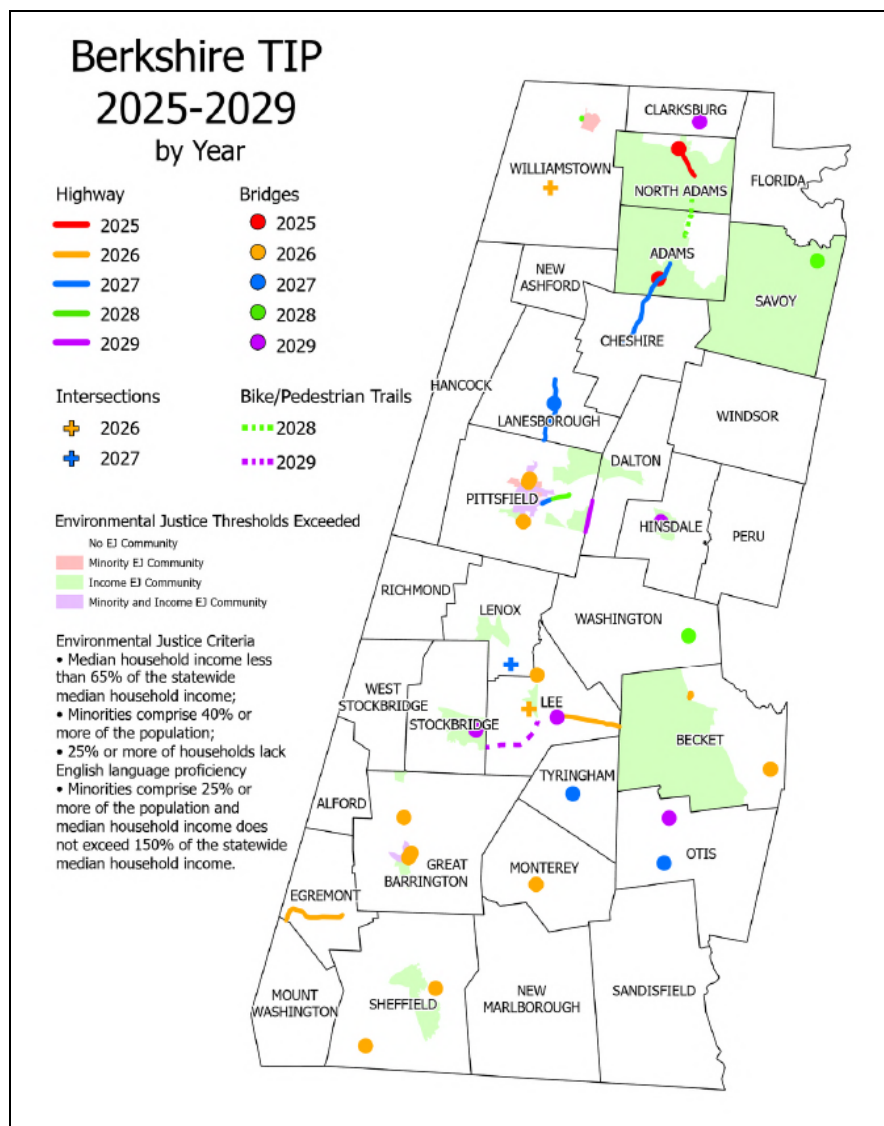


The map below shows a geographical distribution of all highway and bridge projects programed in FFY 2025-2029 TIP in the Berkshire MPO region. Location of TIP projects are superimposed on the Environmental Justice (EJ) map of Berkshire County. The EJ thresholds used for the assessment are:

- Median household income less than 65% (\$57,867) of the statewide median household income of \$89,026.
- Minorities comprise 40% or more of the population.
- 25% or more of households lack English language proficiency.
- Minorities comprise 25% or more of the population.
- Median household income does not exceed 150% of the statewide median household income of \$89,026.

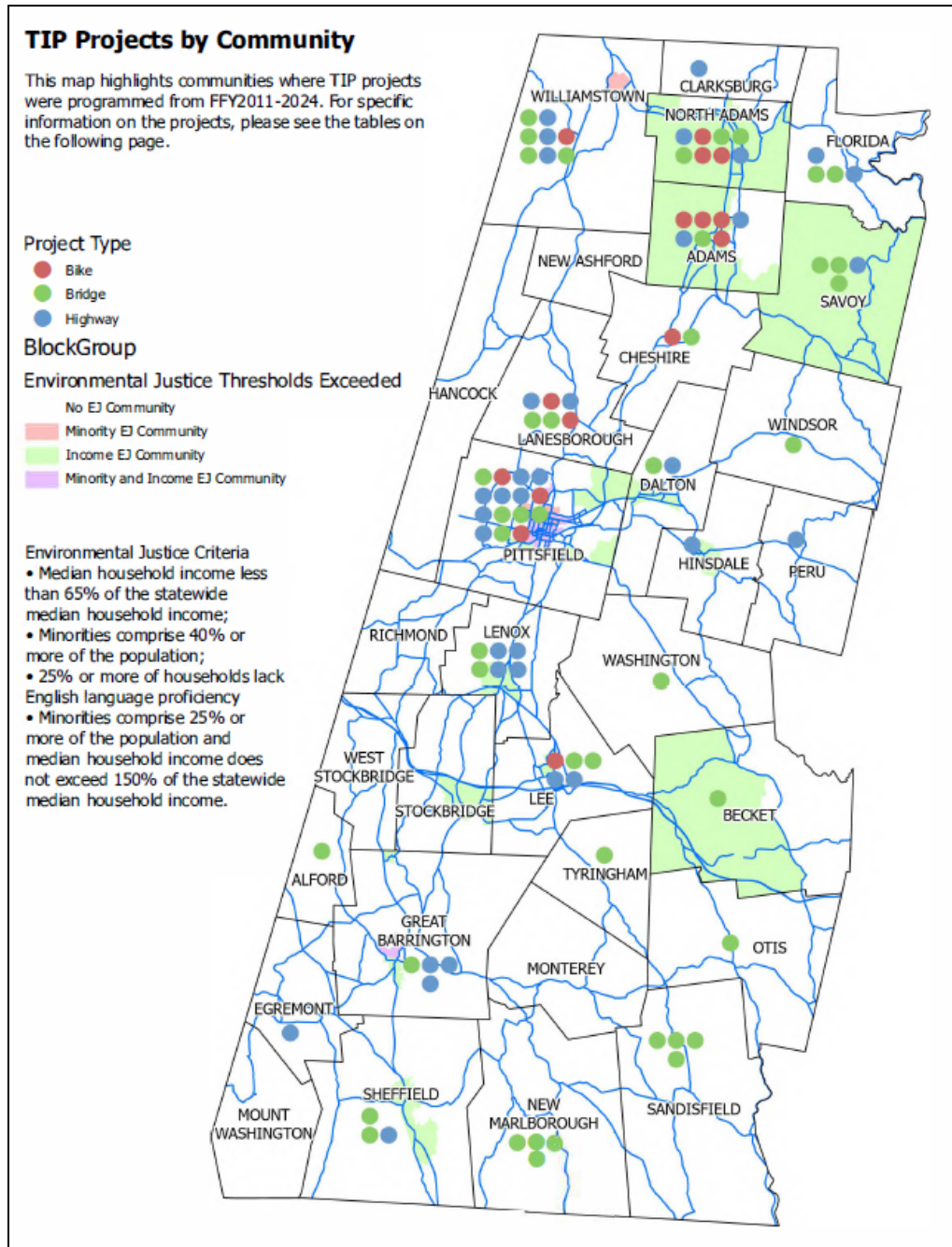
This assessment identifies projects that may potentially impact minority and low-income block groups in the region. While it may appear that many of the projects are programmed in a select number of communities, all the projects benefit each resident who travel to and within the urbanized area of Berkshire County.

Attachment 4 4. BMPO FFY 2025 - 2029 TIP PROJECTS MAP



The map below shows a geographical distribution of TIP past projects programmed from FFY 2011 – 2024 in the Berkshire MPO region. The map highlights communities where TIP past projects were programmed, for specific information on the projects, please see the tables on the following pages. This assessment identifies projects that may potentially impact minority and low-income block groups in the region. While it may appear that many of the projects are programmed on a select number of communities, all the projects benefit each resident who travels to and within the urbanized area of Berkshire County.

Attachment 5 5. BERKSHIRE MPO PAST (FFY 2011 – 2024) TIP PROJECTS MAP



The following tables lists TIP projects programmed from FFY 2011 – 2024 in the Berkshire MPO region.

Highway Projects (FFY 2011 – 2024)

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

		West Housatonic St		Emissions from Traffic Operational Improvement: (-34,012 Kg/Yr)	Population
605799	Williamstown	Route 43, Reconstruction and related work	2017	Qualitative Decrease in Emissions	Benefits an EJ Population
608167	Clarksburg	Route 8, Resurfacing and related work	2017	Qualitative Decrease in Emissions	Benefits an EJ Population
607429	North Adams	Intersection improvements at route 2 & Phelps Avenue	2018	Qualitative Decrease in Emissions	Benefits an EJ Population
606462	Lenox	Reconstruction and Minor Widening on Walker Street	2018 & 2019	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure: (-6202 Kg/Yr)	Not an EJ Area
607760	Pittsfield	Intersections & traffic Signal Improvements at Nine locations along Routs 8 & 9	2019	Qualitative Decrease in Emissions	Benefits an EJ Population
608812	Florida, Savoy	Resurfacing and related work on Route 2	2019	Qualitative Decrease in Emissions	Not an EJ Area
607328	Adams	Pavement Rehabilitation and related work on Route 8	2020	Qualitative Decrease in Emissions	Benefits an EJ Population
607756	Great Barrington	Intersection and Signal Improvements on Route 7 at Maple Ave (Route 23/41)	2020	Qualitative Decrease in Emissions	Benefits an EJ Population
609104	Lee	Resurfacing and related work on Route 20	2020	Qualitative Decrease in Emissions	Benefits an EJ Population
608486	Williamstown	Resurfacing and related work on Route 43	2020	Qualitative Decrease in Emissions	Benefits an EJ Population
606406	Hinsdale Peru	Reconstruction of Skyline Trail (Middlefield Road)	2021	Qualitative Decrease in Emissions	Benefits an EJ Population
608485	Lanesborough Pittsfield	Resurfacing and Related Work on Route 8 (MM 44.43 to MM 47.77)	2021	Qualitative Decrease in Emissions	Benefits an EJ Population
609105	Windsor	Pavement Preservation and Related Work on Route 9	2021	Qualitative Decrease in Emissions	Benefits an EJ Population
609103	Florida North Adams	Resurfacing and related work on Route 2	2022	Qualitative Decrease in Emissions	Benefits an EJ Population

608767	Egremont	Reconstruction and related work on Route 23/41	2022	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure: (-11 Kg/Yr)	Not an EJ Area
608813	Lanesborough	Resurfacing and related work on Route 7	2023	Qualitative Decrease in Emissions	Not an EJ Area
606233	Pittsfield	Intersection Improvements at First Street - North Street – Tyler Street (Berkshire Medical Center)	2023	Qualitative Decrease in Emissions	Benefits an EJ Population
610716	Williamstown	Intersection Improvements at Route 7 and Route 43	2023	Qualitative Decrease in Emissions	Benefits an EJ Population

Bridge Projects (FFY 2011 – 2024)

Project ID	Community	Project Description	FFY
605233	Florida - Savoy	Route 2 over the Cold River; Bridge Preservation	2011
606029	Lanesborough	Miner Rd over Town Brook; Bridge Replacement	2011
605440	Becket	Us Route 20 over Cushman Brook & Walker Brook; Bridge Replacement	2011
601806	North Adams	Route 8, Hadley Overpass; Bridge Reconstruction	2011 & 2012
607112	Sandisfield	Clark Rd over the Farmington River; Bridge Replacement	2013
607241	Sandisfield	Route 8 (South Main St) over Silvernail Brook; Bridge Maintenance	2013
605935	Williamstown	Hooper Rd over Green River; Bridge Replacement	2014
606706	Pittsfield	Woodlawn Ave over CSX Railroad; Bridge Replacement	2014
607469	Sandisfield	Route 8 (South Main St) over W. Branch of Farmington River; Bridge Maintenance	2014
607510	Sandisfield	Route 8 (South Main St) over W. Branch of Farmington River Phase – II; Bridge Maintenance	2015
605299	Great Barrington	SR 183 (Park St) over Housatonic River	2015 & 2016
607121	Savoy	River Rd over the Westfield River; Bridge Replacement	2015
607511	Dalton	Route 8 (Main St) over E. Branch of Housatonic River	2016
605314	New Marlborough	Hadsell St over Umpachene River; Superstructure Replacement	2016
607116	Florida	South County Rd over the Cold River; Bridge Replacement	2016
603778	Lanesborough	Narragansett Ave over Pontoosuc Lake	2016
605350	Washington	Summit Hill Rd over CSX R.R; Superstructure Replacement	2016

607550	Lee	Chapel St over Greenwater Brook; Superstructure Replacement	2017
607551	Lee - Lenox	Valley St over Housatonic River; Bridge Replacement	2017
608125	Sheffield	Route 7A (Ashley Falls Rd) over Housatonic River; Bridge Replacement	2018
608263	Sheffield	Berkshire School Road over Schenob Brook, Bridge Replacement	2019
608243	New Marlborough	Umpachene Falls over Konkapot River, Bridge Replacement	2019
608523	Pittsfield	New Road over W. Branch of Housatonic River, Bridge Replacement	2019
603255	Pittsfield	Lakeway Drive over Onota lake, Bridge Replacement	2019
609161	Adams	Route 8 over Ashuwillticook Trail & Hoosic River, Systematic Bridge Maintenance	2019
608646	Tyringham	Monerey Road over Hop Brook, Bridge Replacement	2019
608645	New Marlborough	Campbell Falls Road over Whiting River, Bridge Replacement	2020
609164	North Adams	Route 2 over Hoosic River, Systematic Bridge Maintenance	2021
605356	Williamstown	Main Street/ Route 2 over the Green River, Bridge Replacement	2021
608636	Lenox	Superstructure Replacement (L-07-006) Roaring Brook Road over Roaring Brook	2021
608642	New Marlborough	Superstructure Replacement of Three (3) Bridges, N-08-001, Norfolk Road, N-08-017, Lumbert Road, and N-08-018, Canaan-Southfield	2021
608854	Pittsfield	Bridge Replacement (P-10-034) Mill St over W. Branch Housatonic River	2021
608647	Savoy	Superstructure Replacement (S-06-003) Center Road over Center Brook	2021
608856	Otis	Bridge Replacement (O-05-007) Tannery Rd. over W. Branch of the Farmington River	2021
608860	Pittsfield	Bridge Replacement (P-10-055) East New Lenox Road over Sackett Brook	2022
609162	Williamstown	Systematic Bridge Maintenance (W-37-013) Route 7 (Moody Bridge) over Hoosic River & PAN-AM RR	2022
611955	Pittsfield	Superstructure Replacement (P-10-002) Holmes Road Housatonic Railroad	2022
605843	North Adams	Bridge Replacement (N-14-016) Route 2 over the Hoosic River	2023
609072	Williamstown	Bridge Replacement (W-37-010) Main Street over Hemlock Brook	2023
609070	Alford	Bridge Replacement (A-06-004) West Road over Scribner Brook	2024
608857	Cheshire	Bridge Replacement (C-10-002) Sand Mill Road over Dry Brook	2024

Bike/ Pedestrian Trail Projects (FFY 2011 – 2024)

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

Attachment 6

6. GREENHOUSE GAS MONITORING AND EVALUATION

2025-2029 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 2025 – 2029 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 2024 Regional Transportation Plans (RTPs), the major projects planned in the RTPs, and the mix of new transportation projects that are programmed and implemented through the TIPs. The GHG tracking and evaluation processes enable the MPOs to identify the anticipated GHG impacts of the planned and programmed projects, and to use GHG impacts as a criterion in prioritizing transportation projects.

Regional GHG Tracking and Evaluation in RTPs

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO's 2035 RTPs, which were adopted in September 2011. This collaboration has continued for the MPO's 2044 RTPs and 2025 -2029 TIPs.

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

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

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

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

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

Calculation of GHG Impacts for TIP Projects

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



**Projects
with
Quantified
Impacts**

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

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

- **Quantified Decrease in Emissions from Traffic Operational Improvement** - An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
- **Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure** - A shared-use path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).
- **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that would enable increased transit ridership and decreased VMT.
- **Quantified Decrease in Emissions from a Park and Ride Lot** - A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT.
- **Quantified Decrease in Emissions from Bus Replacement**
A bus replacement that would directly reduce GHG emissions generated by that bus service.
- **Quantified Decrease in Emissions from Complete Streets Improvements**
Improvements to roadway networks that include the addition

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

Improvement



Projects
with
Assumed
Impacts

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

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

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

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

Regional Greenhouse Gas Impact Summary Tables for FFY 2025 – 2029 TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2025 – 2029 TIP. The 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 ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year of Contract Award (2015 and forward)
602280	DALTON- RECONSTRUCTION OF HOUSATONIC STREET, FROM ROUTE 8 & 9 TO ROUTE 8	11,181,141	Quantified	-5,032	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2015
607900	PITTSFIELD- TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS AT CENTER STREET AND WEST HOUSATONIC STREET (ROUTE 20)	2,372,226	Quantified	-34,012	Quantified Decrease in Emissions from Traffic Operational Improvement		2016
606462	LENOX- RECONSTRUCTION & MINOR WIDENING ON WALKER STREET	8,521,062	Quantified	-6,202	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2018
606891	LANESBOROUGH- PITTSFIELD ASHUWILLTICOOK RAIL TRAIL EXTENSION TO CRANE AVENUE	2,704,236	Quantified	-19,278	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2020
607254	WILLIAMSTOWN- MOHAWK BICYCLE/PEDESTRIAN TRAIL CONSTRUCTION	5,585,900	Quantified	-4,369	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2020
609237	PITTSFIELD- ASHUWILLTICOOK RAIL TRAIL EXTENSION FROM CRANE AVENUE TO MERRILL ROAD	1,417,902	Quantified	-1,088	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2023

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

2025 Berkshire Region Highway Project GHG Tracking

STIP: 2025 - 2029 (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					
610777	ADAMS- BRIDGE REPLACEMENT, A-04-038, QUALITY STREET OVER HOOSIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
612505	NORTH ADAMS- BRIDGE PRESERVATION, N-14-039, ROUTE 2 OVER SOUTH BRANCH OF THE HOOSIC RIVER AND ROUTE 8	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	
2025			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2026 Berkshire Region Highway Project GHG Tracking

STIP: 2025 - 2029 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2026					
Berkshire Region					
607677	LEE- BRIDGE REPLACEMENT, L-05-013, MILL STREET OVER WASHINGTON MOUNTAIN BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609068	SHEFFIELD- BRIDGE REPLACEMENT, S-10-015, KELSEY ROAD OVER SCHENOB BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609069	BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609074	MONTEREY- BRIDGE REPLACEMENT, M-29-001, CURTIS ROAD OVER KONKAPOT RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
609076	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-006, COTTAGE STREET OVER HOUSATONIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
609277	NORTH ADAMS- RECONSTRUCTION OF ASHLAND STREET	Qualitative	Qualitative Decrease in Emissions	0	
609430	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-014, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
609506	BECKET- LEDGE REMOVAL ALONG ROUTE 8, BETWEEN MM 28.002 AND MM 27.998	Qualitative	No assumed impact/negligible impact on emissions	0	
610728	LEE- RESURFACING AND RELATED WORK ON ROUTE 20	Qualitative	Qualitative Decrease in Emissions	0	
611942	SHEFFIELD- SUPERSTRUCTURE REPLACEMENT, S-10-024, COUNTY ROAD OVER IRONWORKS BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
611970	LEE- INTERSECTION IMPROVEMENTS AT PARK STREET AND MAIN STREET (ROUTE 20)	Qualitative	Qualitative Decrease in Emissions	0	
612162	PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC	Qualitative	No assumed impact/negligible impact on emissions	0	
612168	PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC	Qualitative	No assumed impact/negligible impact on emissions	0	
612183	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-002, DIVISION STREET OVER HOUSATONIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
612498	PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P-10-032, SOUTH STREET OVER HOUSATONIC RR & HOUSATONIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
612691	WILLIAMSTOWN- ROUTE 7 ACCESS IMPROVEMENTS AT MOUNT GREYLOCK REGIONAL SCHOOL	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	
2026			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2027 Berkshire Region Highway Project GHG Tracking

STIP: 2025 - 2029 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2027					
Berkshire Region					
608547	EGREMONT- RECONSTRUCTION OF MOUNT WASHINGTON ROAD (PHASE I)	Qualitative	Qualitative Decrease in Emissions	0	
608859	TYRINGHAM- BRIDGE REPLACEMENT, T-10-003, JERUSALEM ROAD OVER HOP BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609256	LANESBOROUGH- RESURFACING AND SIDEWALK CONSTRUCTION ON ROUTE 7	Qualitative	Qualitative Decrease in Emissions	0	
609292	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9) FROM ELM STREET TO LYMAN STREET	Qualitative	Qualitative Decrease in Emissions	0	
609394	ADAMS- CHESHIRE- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8	Qualitative	Qualitative Decrease in Emissions	0	
612177	LANESBOROUGH- BRIDGE SUPERSTRUCTURE REPLACEMENT, L-03-015, US 7 WILLIAMSTOWN ROAD OVER BRODIE MOUNTAIN BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
613025	OTIS- RECONSTRUCTION OF ROUTE 23, INCLUDING CULVERT REPLACEMENT, O-05-004, ROUTE 23 OVER BENTON BROOK	Qualitative	Qualitative Decrease in Emissions	0	
613053	LENOX- INTERSECTION IMPROVEMENTS ON ROUTE 20 AT PLUNKETT STREET AND BLANTYRE ROAD	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	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2028 Berkshire Region Highway Project GHG Tracking

STIP: 2025 - 2029 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2028					
Berkshire Region					
606890	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	23,423	
613136	SAVOY- BRIDGE SUPERSTRUCTURE REPLACEMENT, S-06-011, BLACK BROOK RD OVER BLACK BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
613137	WASHINGTON- BRIDGE REPLACEMENT, W-09-012, LOWER VALLEY RD OVER DEPOT BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
613159	STOCKBRIDGE- CULVERT REPLACEMENT ON ROUTE 7 OVER KAMPOOSA BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
Berkshire Region			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	23,423	
			Total GHG Difference (kg/year)	23,423	
2028			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	23,423	
			Total GHG Difference (kg/year)	23,423	

2029 Berkshire Region Highway Project GHG Tracking

STIP: 2025 - 2029 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2029					
Berkshire Region					
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	
608768	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, INCLUDING CONSTRUCTION OF SHARED-USE PATH	Qualitative	Qualitative Decrease in Emissions	0	
613074	WILLIAMSTOWN- RETAINING WALL REPLACEMENT ON ROUTE 7	Qualitative	No assumed impact/negligible impact on emissions	0	
613288	OTIS- BRIDGE REPLACEMENT, O-05-023 (071), ED JONES ROAD OVER WEST BRANCH FARMINGTON RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
613294	HINSDALE- BRIDGE REPLACEMENT, H-16-001 (04V), MAPLE STREET OVER EAST BRANCH HOUSATONIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
613300	LEE- BRIDGE REPLACEMENT, L-05-008 (05B), SILVER STREET OVER GREENWATER BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
613301	CLARKSBURG- BRIDGE REPLACEMENT, C-15-003 (042), CROSS ROAD OVER HUDSON BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
Berkshire Region			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	18,003	
			Total GHG Difference (kg/year)	18,003	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	18,003	
			Total GHG Difference (kg/year)	18,003	
2025 - 2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	41,426	
			Total GHG Difference (kg/year)	41,426	

2025 Berkshire Region Transit Project GHG Tracking

STIP: 2025 - 2029 (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 Regional Transportation Authority					
BRTA011702	BRTA- 5310 grant vehicle extras	Qualitative	No assumed impact/negligible impact on emissions	0	
BRTA011703	BRTA- S&B Project-remainder	Qualitative	No assumed impact/negligible impact on emissions	0	
BRTA011704	BRTA- 40 FT Bus	Qualitative	Qualitative Decrease in Emissions	0	New buses replacing 2016 year models should result in decreased emissions and greater efficiency.
BRTA011711	BRTA- Operating Assistance	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010571	BRTA - PREVENTIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011289	BRTA - BUY REPLACEMENT <30 FT BUS (3)	Qualitative	Qualitative Decrease in Emissions	0	New buses replacing 2016 year models should result in decreased emissions and greater efficiency.
T00057	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	Not Applicable	No assumed impact/negligible impact on emissions	0	
Berkshire Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2025			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2026 Berkshire Region Transit Project GHG Tracking

STIP: 2025 - 2029 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2026					
Berkshire Regional Transportation Authority					
BRTA011702	BRTA- 5310 grant vehicle extras	Qualitative	No assumed impact/negligible impact on emissions	0	
BRTA011704	BRTA- 40 FT Bus	Qualitative	Qualitative Decrease in Emissions	0	New buses replacing 2016 year models should result in decreased emissions and greater efficiency.
BRTA011711	BRTA- Operating Assistance	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010571	BRTA - PREVENTIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011281	BRTA - BUY replacement- Support Vehicles-electric	Qualitative	Qualitative Decrease in Emissions	0	
T00057	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00062	Replacement (3) cutaways	Qualitative	Qualitative Decrease in Emissions	0	New buses replacing 2018 year models should result in decreased emissions and greater efficiency.
T00064	ITS Software Replacement	Not Applicable	No assumed impact/negligible impact on emissions	0	
Berkshire Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2026			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2027 Berkshire Region Transit Project GHG Tracking

STIP: 2025 - 2029 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2027					
Berkshire Regional Transportation Authority					
BRTA011702	BRTA- 5310 grant vehicle extras	Qualitative	No assumed impact/negligible impact on emissions	0	
BRTA011711	BRTA- Operating Assistance	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010571	BRTA - PREVENTIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011286	BRTA - PREVENTIVE MAINTENANCE-ITC concrete	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011287	BRTA - BUY REPLACEMENT <30 FT BUS (2)	Qualitative	Qualitative Decrease in Emissions	0	New buses replacing 2018 year models should result in decreased emissions and greater efficiency.
T00057	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00060	BRTA-Preventative Maintenance- support Facility Condition Assessment (5339 SU)	Not Applicable	No assumed impact/negligible impact on emissions	0	
Berkshire Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2028 Berkshire Region Transit Project GHG Tracking

STIP: 2025 - 2029 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2028					
Berkshire Regional Transportation Authority					
BRTA011702	BRTA- 5310 grant vehicle extras	Qualitative	No assumed impact/negligible impact on emissions	0	
BRTA011710	BRTA- Buy Replacement <30 ft bus (1)	Qualitative	Qualitative Decrease in Emissions	0	
BRTA011711	BRTA- Operating Assistance	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010571	BRTA - PREVENTIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00057	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	Not Applicable	No assumed impact/negligible impact on emissions	0	
Berkshire Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2028			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2029 Berkshire Region Transit Project GHG Tracking

STIP: 2025 - 2029 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2029					
Berkshire Regional Transportation Authority					
BRTA011702	BRTA- 5310 grant vehicle extras	Qualitative	No assumed impact/negligible impact on emissions	0	
BRTA011711	BRTA- Operating Assistance	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010571	BRTA - PREVENTIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00057	Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	Not Applicable	No assumed impact/negligible impact on emissions	0	
Berkshire Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2025 - 2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

THIS PAGE IS LEFT BLANK INTENTIONALLY

Certification of the Berkshire Region MPO Transportation Planning Process

310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation

This will certify that the FFY 2025 – 2029 Transportation Improvement Program and Air Quality Conformity Determination for the Berkshire Region MPO is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

1. 310 CMR 60.05(5)(a)1.: Evaluate and report the aggregate transportation GHG emissions impacts of RTPs and TIPs;
2. 310 CMR 60.05(5)(a)2.: In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts;
3. 310 CMR 60.05(5)(a)3.: Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts;
4. 310 CMR 60.05(5)(a)4.: Determine in consultation with the RPA that the appropriate planning assumptions used for transportation GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05(8)(a)2.a.: Develop RTPs and TIPs;
6. 310 CMR 60.05(8)(a)2.b.: Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05(8)(a)2.c.: Perform regional aggregate transportation GHG emissions impact analysis of RTPs and TIPs;
8. 310 CMR 60.05(8)(a)2.d.: Calculate aggregate transportation GHG emissions impacts for RTPs and TIPs;
9. 310 CMR 60.05(8)(a)2.e.: Develop public consultation procedures for aggregate transportation GHG emissions impact reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05(8)(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs; and
11. 310 CMR 60.05(8)(a)1.c.: After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs, STIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.

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

 Monica Tibbits-Nutt, Secretary and CEO
 Massachusetts Department of Transportation
 Chair, Berkshire MPO

 Date

THIS PAGE IS LEFT BLANK INTENTIONALLY

Attachment 7

7. FHWA & FTA TITLE VI CERTIFICATIONS & ASSURANCES

TITLE VI/NONDISCRIMINATION ASSURANCES

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

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

STATUTORY/REGULATORY AUTHORITIES

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

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

GENERAL ASSURANCES

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

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

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

SPECIFIC ASSURANCES

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

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

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

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

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

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

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

SIGNED FOR THE RECIPIENT:



2/15/2021

Jamey Tesler

Date

Acting Secretary/CEO

Massachusetts Department of Transportation

SUBRECIPIENT TITLE VI/NONDISCRIMINATION ASSURANCES

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

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

SIGNED FOR THE SUB-RECIPIENT:

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

THOMAS MATUSZKO Executive Director
(Print Name & Title)

APPENDIX A

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

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

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

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

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

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

(HABENDUM CLAUSE)

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

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

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

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

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

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

APPENDIX C

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

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

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

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

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

APPENDIX D

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

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

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

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

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

APPENDIX E

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

PERTINENT NON-DISCRIMINATION AUTHORITIES:

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

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations)
- Executive Order 13166, Improving Access to Services for People with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100)
- Title IX of the Education Amendments Act of 1972, as amended (20 U.S.C. 1681 *et seq.*) (prohibits discrimination on the basis of sex in education programs or activities)

THIS PAGE IS LEFT BLANK INTENTIONALLY

Transportation Improvement Program

APPENDIX

1. PUBLIC NOTICE
2. PUBLIC COMMENTS
3. MassDOT STIP Amendment/ Adjustment Procedures
4. Operating & Maintenance Expenditure 2023-2027 STIP - Berkshires

1. PUBLIC NOTICE

2. PUBLIC COMMENTS

3. MassDOT STIP Amendment/ Adjustment Procedures

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

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

Definitions of STIP Revision Procedures

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

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

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

Highway Project STIP Revision Definitions and Procedures

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

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

Transit Project STIP Revision Definitions and Procedures

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

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

Exceptions

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

4. Operating & Maintenance Expenditure 2025-2029 STIP Berkshires

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

2024-2028 | State Transportation Improvement Program



Operating and Maintenance Expenditures as of March 2024					
Statewide and District Contracts plus Expenditures within MPO boundaries					
Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part I: Non-Federal Aid					
Section I - Non-Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ 2,527,973	\$ 1,154,109	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ 38,823,388	\$ 30,607,721	\$ 14,961,883	\$ 1,113,028	\$ -
Bridge Maintenance - Deck Repairs	\$ 10,003,534	\$ 10,139,124	\$ 7,440,018	\$ 546,417	\$ -
Bridge Maintenance - Joints	\$ 1,622,979	\$ 1,888,486	\$ 1,573,739	\$ -	\$ -
Bridge Preservation	\$ 12,420,609	\$ 10,425,512	\$ 5,129,556	\$ 692,413	\$ -
Bridge Replacement	\$ -	\$ 598,754	\$ 1,796,261	\$ 299,377	\$ -
Drawbridge Maintenance	\$ 8,369,008	\$ 6,317,237	\$ 2,625,000	\$ 515,007	\$ -
Painting - Structural	\$ 839,566	\$ 835,547	\$ 1,260,216	\$ 210,036	\$ -
Structures Maintenance	\$ (43,962)	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ 17,976,879	\$ 4,651,566	\$ 1,609,386	\$ 206,609	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ 3,682,661	\$ 2,380,658	\$ 2,014,210	\$ 102,122	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$ 5,369,210	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ 26,463,372	\$ 15,822,396	\$ 7,243,191	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ 10,246,699	\$ 2,669,150	\$ 4,321,796	\$ 1,786,791	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ 2,639,496	\$ 1,152,484	\$ 241,154	\$ -	\$ -
Contract Highway Maintenance	\$ 14,260,788	\$ 14,433,780	\$ 7,827,224	\$ 942,840	\$ -
Crack Sealing	\$ 1,120,385	\$ 874,404	\$ 845,600	\$ 51,969	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ 9,006,753	\$ 10,552,249	\$ 2,223,511	\$ -	\$ -
Guard Rail & Fencing	\$ 8,074,789	\$ 5,566,800	\$ 3,198,449	\$ 246,000	\$ -
Highway Sweeping	\$ 1,285,981	\$ 1,038,047	\$ 283,520	\$ -	\$ -
Landscaping	\$ 661,954	\$ 997,891	\$ 844,896	\$ -	\$ -
Mowing and Spraying	\$ 3,921,935	\$ 1,744,547	\$ 1,258,591	\$ 187,826	\$ -
Sewer and Water	\$ 357,394	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ 4,155,926	\$ 4,285,897	\$ 2,775,495	\$ 572,870	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$ 3,999,753	\$ 50,053	\$ 30,590	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ 1,243,385	\$ 730,625	\$ 579,195	\$ 48,696	\$ -
Lighting	\$ 4,327,624	\$ 3,549,482	\$ 1,974,433	\$ 78,087	\$ -
Pavement Marking	\$ 5,034,163	\$ 2,880,555	\$ 1,164,804	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ 1,904,647	\$ 749,713	\$ 533,787	\$ 65,026	\$ -
Structural Signing	\$ 467,090	\$ 98,000	\$ -	\$ -	\$ -
Section I Total:	\$ 200,763,979	\$ 136,194,787	\$ 73,756,305	\$ 7,665,114	\$ -
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
	\$ 75,000,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 36,200,000	\$ 37,290,000	\$ 38,410,000	\$ 39,570,000	\$ 40,760,000
Section II Total:	\$ 111,200,000	\$ 132,290,000	\$ 133,410,000	\$ 134,570,000	\$ 135,760,000
Grand Total NFA:	\$ 311,963,979	\$ 268,484,787	\$ 207,166,305	\$ 142,235,114	\$ 135,760,000



Operating and Maintenance Expenditures as of March 2024					
Statewide and District Contracts plus Expenditures within MPO boundaries					
Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ 1,603,769	\$ 820,406	\$ -	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ 1,205,265	\$ 596,970	\$ -	\$ -	\$ -
Structures Maintenance	\$ 1,086,368	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ 932,873	\$ 467,165	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ 54,025	\$ -	\$ -	\$ -	\$ -
Section I Total:	\$ 4,882,300	\$ 1,884,541	\$ -	\$ -	\$ -
Grand Total Federal Aid:	\$ 4,882,300	\$ 1,884,541	\$ -	\$ -	\$ -



Operating and Maintenance Expenditures as of March 2024					
Statewide and District Contracts					
Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part I - Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ 2,527,973	\$ 1,154,109	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ 36,832,755	\$ 27,374,727	\$ 11,202,912	\$ 927,820	\$ -
Bridge Maintenance - Deck Repairs	\$ 10,003,534	\$ 10,139,124	\$ 7,440,018	\$ 546,417	\$ -
Bridge Maintenance - Joints	\$ 1,622,979	\$ 1,888,486	\$ 1,573,739	\$ -	\$ -
Bridge Preservation	\$ 3,461,604	\$ 1,774,656	\$ -	\$ -	\$ -
Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ 8,369,008	\$ 6,317,237	\$ 2,625,000	\$ 515,007	\$ -
Painting - Structural	\$ 741,316	\$ 415,475	\$ -	\$ -	\$ -
Structures Maintenance	\$ (43,962)	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ 8,934,384	\$ 2,709,748	\$ 1,439,204	\$ 206,609	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ 3,682,661	\$ 2,380,658	\$ 2,014,210	\$ 102,122	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planing	\$ 5,369,210	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ 26,463,372	\$ 15,822,396	\$ 7,243,191	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ 10,246,699	\$ 2,669,150	\$ 4,321,796	\$ 1,786,791	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ 2,639,496	\$ 1,152,484	\$ 241,154	\$ -	\$ -
Contract Highway Maintenance	\$ 13,780,927	\$ 14,433,780	\$ 7,827,224	\$ 942,840	\$ -
Crack Sealing	\$ 1,120,385	\$ 874,404	\$ 845,600	\$ 51,969	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ 8,915,161	\$ 10,552,249	\$ 2,223,511	\$ -	\$ -
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ 8,074,789	\$ 5,566,800	\$ 3,198,449	\$ 246,000	\$ -
Highway Sweeping	\$ 1,285,981	\$ 1,038,047	\$ 283,520	\$ -	\$ -
Landscaping	\$ 661,954	\$ 997,891	\$ 844,696	\$ -	\$ -
Mowing and Spraying	\$ 3,718,863	\$ 1,739,747	\$ 1,258,591	\$ 187,826	\$ -
Sewer and Water	\$ 357,394	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ 4,155,926	\$ 4,285,897	\$ 2,775,495	\$ 572,870	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Restr and Rehab	\$ 3,999,753	\$ 50,053	\$ 30,590	\$ -	\$ -
Roadway - Reconstr - Sidewalks and Curbing	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ 1,243,385	\$ 730,625	\$ 579,195	\$ 48,696	\$ -
Lighting	\$ 4,327,624	\$ 3,549,482	\$ 1,974,433	\$ 78,087	\$ -
Pavement Marking	\$ 5,034,163	\$ 2,880,555	\$ 1,164,804	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ 1,673,740	\$ 749,713	\$ 633,787	\$ 65,026	\$ -
Structural Signing	\$ 467,090	\$ 98,000	\$ -	\$ -	\$ -
Section I Total:	\$ 179,668,063	\$ 121,345,493	\$ 61,641,119	\$ 6,278,079	\$ -
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
District Maintenance Payroll	\$ 75,000,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 36,200,000	\$ 37,290,000	\$ 38,410,000	\$ 39,570,000	\$ 40,760,000
Section II Total:	\$ 111,200,000	\$ 132,290,000	\$ 133,410,000	\$ 134,570,000	\$ 135,760,000
Grand Total NFA:	\$ 290,868,063	\$ 253,635,493	\$ 195,051,119	\$ 140,848,079	\$ 135,760,000



Operating and Maintenance Expenditures as of March 2024					
Statewide and District Contracts					
Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ 1,603,769	\$ 820,406	\$ -	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ 53,456	\$ -	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ 54,025	\$ -	\$ -	\$ -	\$ -
Section I Total:	\$ 1,711,249	\$ 820,406	\$ -	\$ -	\$ -
Grand Total Federal Aid:	\$ 1,711,249	\$ 820,406	\$ -	\$ -	\$ -



Operating and Maintenance Expenditures as of March 2024					
Berkshire Region					
Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ -	\$ -	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway - Reconstr - Sidewalks and Curbing	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -
Section I Total:	\$ -	\$ -	\$ -	\$ -	\$ -
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
District Maintenance Payroll	\$ -	\$ -	\$ -	\$ -	\$ -
Moving, Litter Mgmt, Sight Distance Clearing, Etc.	\$ -	\$ -	\$ -	\$ -	\$ -
Section II Total:	\$ -	\$ -	\$ -	\$ -	\$ -
Grand Total NFA:	\$ -	\$ -	\$ -	\$ -	\$ -



Operating and Maintenance Expenditures as of March 2024					
Berkshire Region					
Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ -	\$ -	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -
Section I Total:	\$ -	\$ -	\$ -	\$ -	\$ -
Grand Total NFA:	\$ -	\$ -	\$ -	\$ -	\$ -