

# Berkshire County Metropolitan Planning Organization

Ashland Street – North Adams  
East Street - Pittsfield  
Dalton Division Road – Dalton  
Route 7 & 23 – Great Barrington  
Howland Street – Adams

Highway Safety Analysis Transit Bridge  
Berkshire MPO Bike Capacity

## **DRAFT** **Transportation Improvement Program**

October 1, 2026 – September 30, 2031



Communities Project Planning  
Improvements Transit Air Quality  
Safety Bike Trail

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

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### Additional Information

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

Title VI Coordinator/MPO Manager

BRPC

1 Fenn Street, Suite 201

Pittsfield, MA 01201

413-442-1521

TTY: 771 or 1-800-439-2370

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



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Massachusetts Commission Against Discrimination (MCAD)

One Ashburton Place, 6th Floor

Boston, MA 02109

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

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**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**

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**TRANSPORTATION IMPROVEMENT PROGRAM**

**FOR**

**THE BERKSHIRE REGION**

OCTOBER 1, 2026 – SEPTEMBER 30, 2031

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

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# BERKSHIRE METROPOLITAN PLANNING ORGANIZATION

BERKSHIRE REGIONAL PLANNING COMMISSION  
1 FENN STREET, SUITE 201, PITTSFIELD, MASSACHUSETTS 01201  
TELEPHONE (413) 442-1521 · FAX (413) 442-1523

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

## MPO CERTIFICATION

### Transportation Improvement Program (TIP) FFY 2027 – 2031

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 2027-2031, 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 2027-2031 TIP document on their behalf.

\_\_\_\_\_  
Phil Eng, Acting Secretary and CEO  
Massachusetts Department of Transportation  
Chair, Berkshire MPO

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# Transportation Improvement Program

## Part A: INTRODUCTION

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

## INTRODUCTION

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

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

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

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

### BIL and FAST Act Legislation

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

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

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

- The Bridge Formula Program;
- The National Electric Vehicle Infrastructure Formula program; and

- The Appalachian Development Highway System Program.

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

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote 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.

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) 2026. 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 (2022-2026), rolling average trend lines for all FHWA-defined safety measures.

Table on the following page shows the Commonwealth's CY 2026 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.

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 Tracker<sup>1</sup> and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT's annual targets or to establish their own each year.

The safety measures MassDOT has established for CY 2026, and that the Berkshire MPO has adopted, are shown in the chart on the following page:

### 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) 2026 5-year rolling average (2022-2026) target setting process began with a trend line projection based on the most recent available data. Due to the lingering impacts of pandemic-related driving conditions in 2021 and 2022, roadway fatalities were increasing relative to previous years. However, in Massachusetts this trend finally reversed in 2023, before a slight increase again in 2024.

To estimate 2025 fatalities, MassDOT compared 2015-2024 year-to-date fatalities the data available at the time of target setting in July 2025. On average, 46% of annual fatalities occurred between January 1 – July 1 of each year. Therefore, to estimate 2025 fatalities MassDOT divided the number of fatalities in 2025 to date by 46%. A 3% annual reduction in fatalities was then assumed to obtain an estimate for 2026, which brings the 2022-2026 5-year rolling average to 357, the target adopted

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

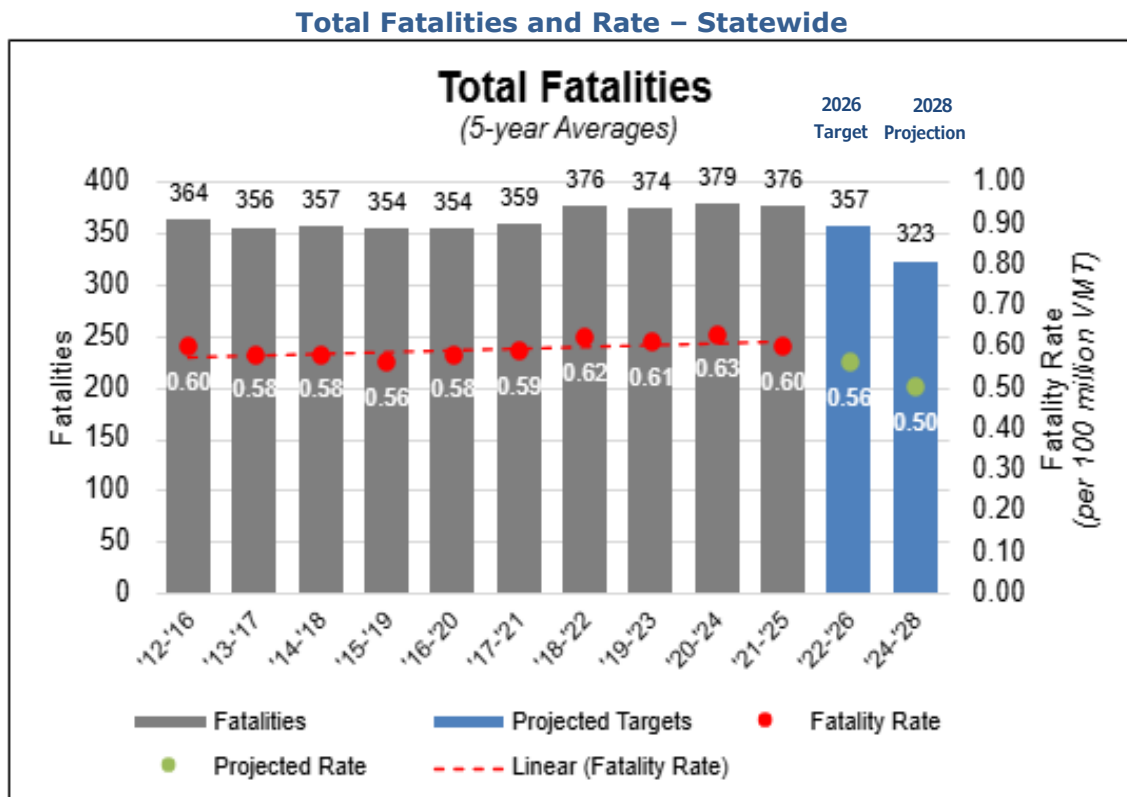
by MassDOT. In addition, similar to last year, MassDOT also developed a 2024-2028 projection to forecast current trends further into the future. If this 3% decrease in annual fatalities continues, MassDOT projects the 2024-2028 5-year average to be 323.

As always, although numeric targets have been established following federal guidelines, MassDOT’s overarching goal is zero deaths and this goal will be pursued by implementing strategies from the [Strategic Highway Safety Plan \(SHSP\)](#) and [Vulnerable Road User Safety Assessment](#), both of which were updated and finalized in 2023.

These strategies help provide details on how the state will drive down fatalities and serious injuries.

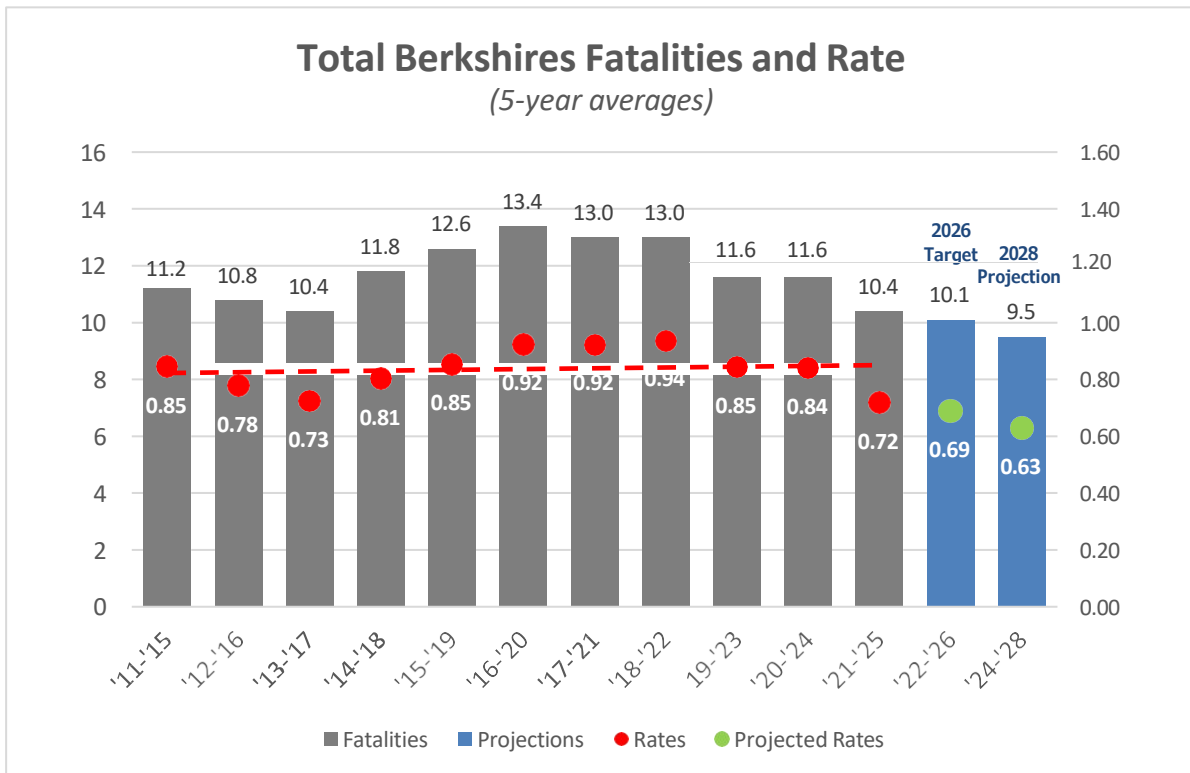
**Statewide Fatality Rate:** The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities.

However, VMT in Massachusetts is returning to pre-pandemic levels and annual projections for 2025 are nearly in line with 2019. Consequently, the 5-year average fatality rate target is 0.56 fatalities per 100 million VMT for 2022-2026. If this trend continues, MassDOT projects a decrease to 0.50 fatalities per 100 million VMT for 2024-2028.



Note: All data as of July 30, 2025

## Total Fatalities and Rate – Berkshire MPO



**Berkshire Total Fatalities:** In 2025, Berkshire County saw 9 fatalities according to the IMPACT online database. This represented a 31% decrease. For a less populated area like Berkshire County, relatively small fluctuations in absolute quantity can have an outsized effect on averages and trends. The 5-year average calculations were shown to the tenths decimal place to illustrate the projected decreases in fatalities. BRPC mirrored MassDOT’s presumed 3% year-over-year decrease in fatalities, but using whole numbers would result in a level trend of 10 fatalities if proper rounding was utilized. BRPC also differed slightly from MassDOT in applying the 3% decrease directly to the 5-year average statistic as well as the raw total, whereas MassDOT applied this only to the raw total. This was due to an outlier statistic in the Berkshire serious injuries data, which will be discussed below. Projected total fatalities are shown in the blue bars on the graph.

It should be noted that the Berkshire County MPO has adopted a Vision Zero target year of 2040 for zero deaths and serious injuries. While keeping current targets realistic and attainable, the region will be working to steadily reduce our average annual fatalities until zero is reached.

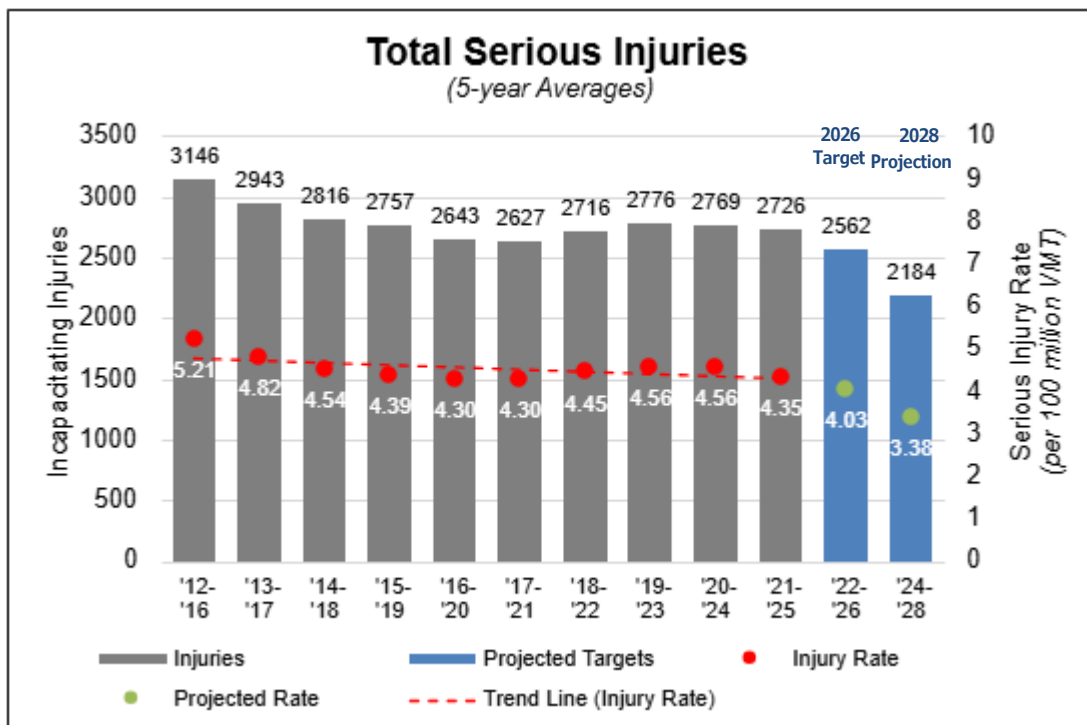
**Berkshire Fatality Rate:** With projected VMTs in Berkshire County increasing slightly year over year, and the projected 5-year average fatality rate very slightly decreasing, the resulting fatality rate per 100,000,000 VMT is projected to drop from the current 0.72 in 2025 to 0.69 in 2026 and 0.63 in 2028. These rates are still above the state average, which are projected to be 0.56 in 2026 and 0.50 in 2028.

**Statewide Total Serious Injuries:** The target setting process began with a trend line projection based on the most recent available data. The 2022-2024 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 the lingering impacts of pandemic-related driving conditions in 2021 and 2022, serious injuries increased relative to previous years. However, in Massachusetts this trend finally reversed in 2023, and in 2024, serious injuries continued to decrease, but not quite to pre-pandemic levels. To estimate 2025 serious injuries, MassDOT compared year-to-date serious injuries from 2015-2024 to the data available at the time of target setting in July 2025. 2025 serious injuries to date were divided by 46%, the average of serious injuries that occur between January 1 – July 1 each year. A 3% annual reduction in serious injuries was then assumed to obtain an estimate for 2026, which brings the 2022-2026 5-year rolling average to 2,562, the target adopted by MassDOT. If this 3% annual decrease continues, the 2024-2028 5-year average of serious injuries will be 2,184.

**Statewide Serious Injuries Rate:** The serious injury rate represents five-year average serious injuries divided by five-year average VMTs. Similar to the fatality rate, the rate of serious injuries is trending toward pre-pandemic levels, with estimates for VMTs in 2025 approaching 2019 levels. Following the same methods to derive the 5-year average fatality rate, the 5-year average serious injuries rate is estimated to be 4.03 serious injuries per 100 million VMT for 2022-2026. If this trend continues, MassDOT projects a decrease to 3.38 serious injuries per 100 million VMT for 2024-2028.

**Total Incapacitating Injuries – Statewide**



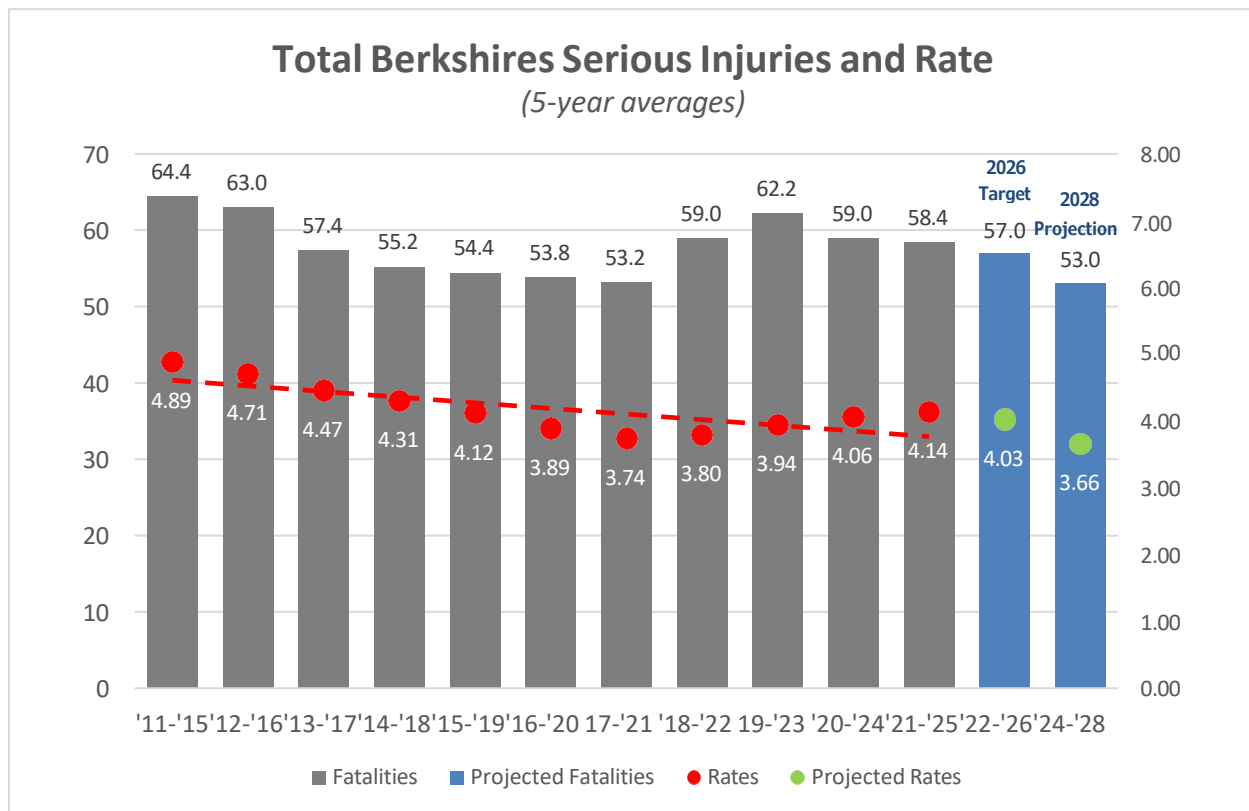
Note: All data as of July 30, 2025

**Berkshire Total Serious Injuries:** While raw fatalities declined between 2024 and 2025, serious injuries rose from 51 to 59 according to the MassDOT IMPACT database. The year 2022 also contained a significant outlier of 78 serious injuries, which caused an outsized effect on the 5-year average. When attempting a 5-year average calculation and projecting the statistics to 2026, the result showed an increase in serious injuries. The decision was made to apply the presumed 3% decrease to mirror MassDOT calculations, but to the serious injury 5-year average projection itself. This was also done with the fatalities projection as mentioned above, for the purpose of consistency. This provides a projection of 57 serious injuries in 2026 and 53 in 2028.

As discussed above, BRPC ultimately has a goal of reaching zero serious injuries by 2040 and will be working to attain steady decreases until reaching this target.

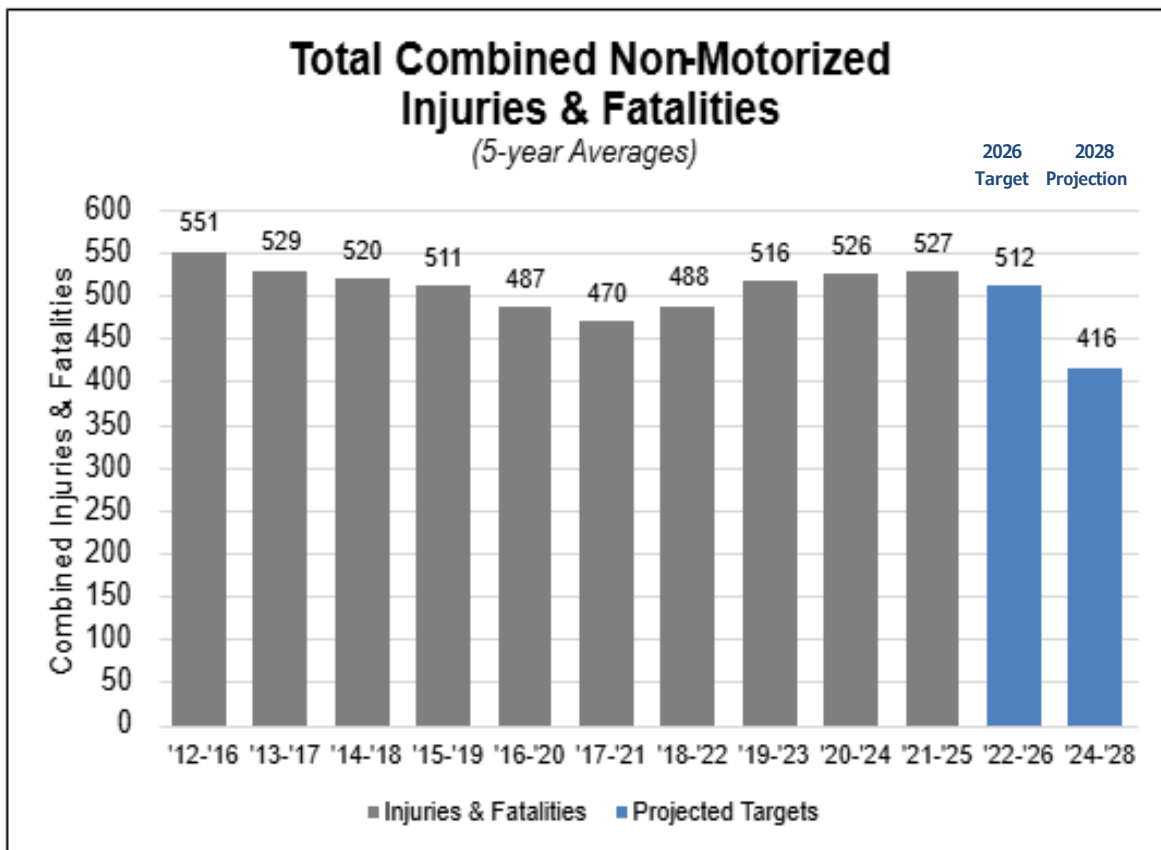
**Berkshire Serious Injuries Rate:** The trend of serious injuries per 100 million VMT has been rising year-over-year since 2021. The relatively flat 5-year average serious injuries combined with the assumed 3% decline for the targets results in a projected decrease in serious injury rates, as actual and projected VMTs increase slightly year-over-year following the pandemic-related reduction in traffic in 2020 and 2021.

**Total Incapacitating Injuries – Berkshire MPO**



**Statewide Total Number of Non-Motorized Fatalities and Serious Injuries:** As with all the other target setting measures, FHWA’s guidance is to start with a trend line forecast and then consider external factors and planned implementation in order to set targets. The number of non-motorized fatalities and serious injuries has fluctuated greatly in recent years. Non-motorist fatalities, specifically, increased through 2022 before decreasing in 2023, increasing in 2024, and decreasing in 2025. Non-motorist serious injuries appear to have peaked in 2023 and show signs of decreasing in 2024 and 2025. On average, 45% of annual non-motorist fatalities and serious injuries occur between January 1 – July 1. Therefore, to estimate 2025 non-motorist fatalities and serious injuries, MassDOT divided the number to date by 45%. Based on the state’s increased work and emphasis to protect vulnerable road users, a 5% annual reduction in non-motorized fatalities and serious injuries was then estimated for 2026, which brings the 2022-2026 5-year rolling average to 512, the target adopted by MassDOT. If this 5% annual decrease continues, MassDOT projects the 2024-2028 5-year average to be 416.

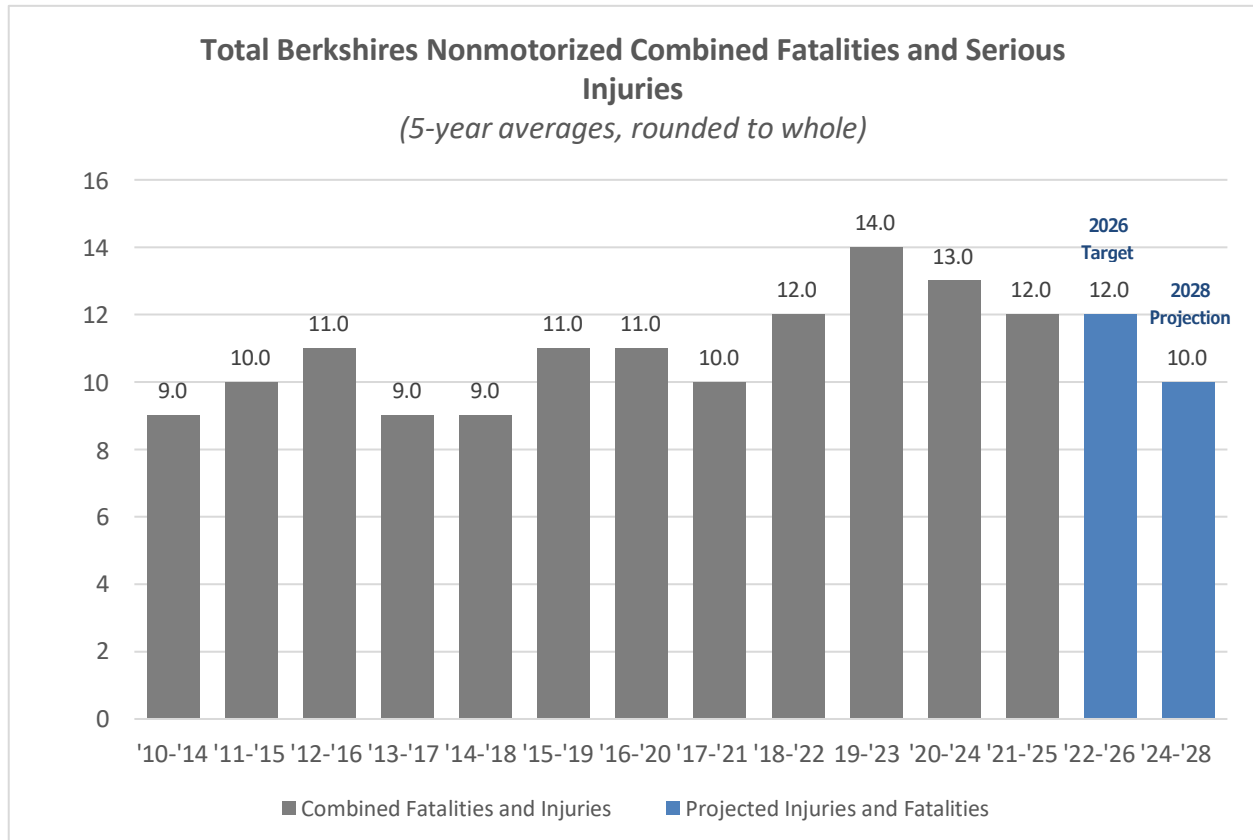
### Total Combined Non-Motorized Injuries & Fatalities – Statewide



Note: All data as of July 30, 2025

**Berkshire Total Number of Non-Motorized Fatalities and Serious Injuries:** The number of non-motorized fatalities and serious injuries continues to fluctuate in Berkshire County. Calculating a 3% reduction year-on-year produces a constant rate of 12 average fatalities and serious injuries by 2026 and a drop to 10 in 2028. Berkshire County’s Vision Zero initiative has a target of zero fatalities and serious injuries over the next 15 years to 2040. The Action Plan development for this initiative gives particular emphasis to vulnerable road users (VRUs) and work will be continuing to reduce this trend.

### Total Combined Non-Motorized Injuries & Fatalities – Berkshire MPO



**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 4+ 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 16<sup>th</sup>, 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 revisited in 2024 as part of the 'Mid Performance Period Progress Report' and the 4-year targets remain unchanged.

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	Baseline	2-year condition/ performance	2-year target	4-year target
<b>Bridges in good condition</b>	16%	15.7%	16%	16%
<b>Bridges in poor condition</b>	12.2%	12.5%	12%	12%
<b>Interstate Pavement in good condition</b>	71.8%	67.2%	70%	70%
<b>Interstate Pavement in poor condition</b>	0.0%	0.1%	2%	2%
<b>Non-Interstate Pavement in good condition</b>		28.6%	30%	30%
<b>Non-Interstate Pavement in poor condition</b>		6.9%	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 50<sup>th</sup> percentile travel time and the 80<sup>th</sup> percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50<sup>th</sup> percentile travel time and the 90<sup>th</sup> percentile travel time for trucks only along the Interstate system is reported as a statewide measure.

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	Baseline	2-year condition/ performance	2-year target	4-year target
<b>Interstate LOTTR</b>	84.2%	75.0%	74.0%	76.0%
<b>Non-Interstate LOTTR</b>	87.2%	85.6%	85.0%	87.0%
<b>TTTR</b>	1.61	1.75	1.80	1.75
<b>Emissions Reductions: PM2.5</b>				
<b>Emissions Reductions: NOx</b>	0.490	0.000	0.000	0.000
<b>Emissions Reductions: VOC</b>	0.534	0.000	0.000	0.000
<b>Emissions Reductions: PM10</b>				
<b>Emissions Reductions: CO</b>	6.637		0.354	0.354

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

BRTA provides public transportation service to its 30 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
<b>Rolling Stock</b>	<b>Age</b> - % of revenue vehicles with a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	<b>Marginal rate 20% or less.</b> <b>Poor rate of 10% or less.</b>
All revenue vehicles: fixed route, paratransit, and MAP		
<b>Equipment</b>	<b>Age</b> - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<b>Marginal rate 20% or less.</b> <b>Poor rate of 10% or less.</b>
Non-revenue support vehicles, stations, systems, and equipment		
<b>Facilities</b>	<b>Condition</b> - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	<b>Marginal rate 20% or less.</b> <b>Poor rate of 10% or less.</b> <b>Total asset rating above 3 on the TERM scale</b>
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 (State, Regional, City and Town officials or their alternatives) and three 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
- One Selectperson from a town within each of the following four sub-regions:
- North Sub-region (Adams, Clarksburg, Florida, New Ashford, Savoy, Williamstown)
- North-Central Sub-region (Cheshire, Dalton, Hancock, Hinsdale, Lanesborough, Peru, Windsor)
- Southeast Sub-region (Becket, Lee, Lenox, Monterey, New Marlborough, Otis, Sandisfield, Tyringham, Washington,)
- Southwest Sub-region (Alford, Egremont, Great Barrington, Mount Washington, Richmond, Sheffield, Stockbridge, West Stockbridge)
  - North Towns Representative
  - North Central Towns Representative
  - Southeast Towns Representative
  - Southwest Towns Representative

The first six members on the above list are permanent ex officio members. The four sub-regional members are elected by caucuses comprised of designated representatives from the Select Board within each sub-region. These caucuses are open to the public. The term of office for each sub-regional member and alternate is two years, starting on August 1 of the year elected. The names of the newly elected sub-regional members and alternates are submitted to the MPO by August 1 of each year. In the event a sub-regional seat is vacated prior to the full term of the appointee, and the alternate is not able to complete the member's term, the MPO shall act to fill the vacated seat at the earliest opportunity.

Alternate members from the four sub-regions are selected in the same manner and the same term as the official member from the sub-region, provided that an alternate is from a different town in the same sub-region as the member he/she is representing. In the event that the official member is unable to complete his/her term, the alternate will complete the member's term.

By November 1 of every third year, the Secretary and CEO of MassDOT and the MassDOT Administrator each present to the Berkshire Region MPO a list of not more than three representatives (designated by title) appointed by him/her, any one of which may vote as his/her designee. These are persons who are directly responsible and accountable to the official member they represent.

The Berkshire Regional Planning Commission and the Berkshire Regional Transit Authority each choose a standing alternate from within their respective organizations.

The Mayors of Pittsfield and North Adams each present to the MPO by February 1, semi-annually following city elections, a list of not more than three persons appointed by him/her,

any of which may vote as his/her respective designee. These are persons who are directly responsible and accountable to the official member they represent. In the event there is a change in the office of the Mayor outside of the schedule noted above, the MPO shall act to update this information at the earliest opportunity.

#### Ex-Officio Members:

The Chair of the Transportation Advisory Committee and a representative from both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are considered ex-officio, non-voting members of the MPO.

- Chair of the Transportation Advisory Committee (TAC)
- Federal Highway Administration, Division Administrator
- Federal Transit Administration, Regional Administrator

#### Berkshire MPO Meetings and Functions:

The Berkshire MPO meets a minimum of every three months. Additional meetings may be called as needed by the Chair or any three other members.

A quorum of the Berkshire MPO shall consist of six voting members of the membership. Lack of a quorum shall not prevent an officially called meeting from coming to order and discussing or passing a motion to continue said meeting to a later date.

A vote to accept a motion relative to the Regional Transportation Plan and the Transportation Improvement Program shall be by an affirmative vote of the majority of members present, provided that it includes the affirmative vote of the implementing agency (defined as MassDOT for highway projects, the BRTA for transit projects and MassDOT for Commuter Rail projects).

The Berkshire MPO perform all functions as required in federal or state laws and regulations including jointly developing, reviewing and adopting the region's annual transportation Unified Planning Work Program, the Regional Transportation Plan, the Transportation Improvement Program and air quality conformity determinations.

In meeting the provisions of the federal 3C process, the Berkshire MPO assumes the responsibility for the transportation planning process which may include: initiation of studies, evaluation and recommendation of transportation improvements and the programming of funds for transportation projects in the region for which funding is sought for implementation. While transportation studies may be conducted by other entities from time to time, the Berkshire MPO shall monitor their progress and make the final decision on whether any regionally significant project is to be included in the Regional Transportation Plan.

The Berkshire MPO shall be the forum for cooperative decision making by officials of local government, regional planning commission, regional transit authority, and state officials representing state transportation agencies.

The table below lists the current MPO membership:

Berkshire Metropolitan Planning Organization  
April 2026

MPO Signatories

Mass DOT	Phil Eng, Acting Secretary and CEO, Chair of BMPO David Mohler, Executive Director, representing Secretary Eng 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	Douglas McNally, Chair (Windsor) Kathleen Lambert, Administrator (alternate) Benjamin Hansen (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 Nuvallie (first alternate) Tim Lescarbeau (second alternate)
North Subregion	Jay Meczyzwor, Adams Stephanie Boyd, Williamstown (alternate)
North Central	Marc Strout, Dalton Ron DeAngelis, Cheshire (alternate)
South East	Frank Abbott, Monterey Gordon Bailey, Lee (alternate)
South	Dottie Bonbrake, Mount Washington Vacant (alternate)

Federal Highway Administration (ex-officio, non-voting)

- Vacant

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.

In order to facilitate the implementation of the 3C process and the functions of the Berkshire MPO, a standing committee, known as the Transportation Advisory Committee (TAC), has been established to advise the Berkshire MPO. TAC membership is selected, through the Berkshire MPO, in a manner that provides for the involvement of local government officials, transportation professionals and other representatives of transportation providers, user groups, and other relevant interests, and that provides for a broad based transportation planning perspective of its participants. Its principal mission is as follows:

- To advise the Berkshire MPO on all matters of policy affecting the conduct of the region's 3C transportation planning and programming process.
- To put forth recommendations to the MPO on such regional transportation work activities, plans, studies, project priorities and financial constraints as may be required for the effective operation of the Berkshire MPO.
- To provide maximum participation in the transportation planning and programming process by creating a forum and other opportunities to bring together officials of local government, public agencies, transportation providers, interest groups and residents for open dialogue and the exchange of views on current transportation issues.

The Chair of the TAC has the responsibility to report to the MPO regarding the TAC's consensus regarding an issue, along with a summary of the considerations involved in the decision, will present any majority and minority reports resulting from the TAC's deliberations, and provide complete and accurate descriptions of the various points of view and options available.

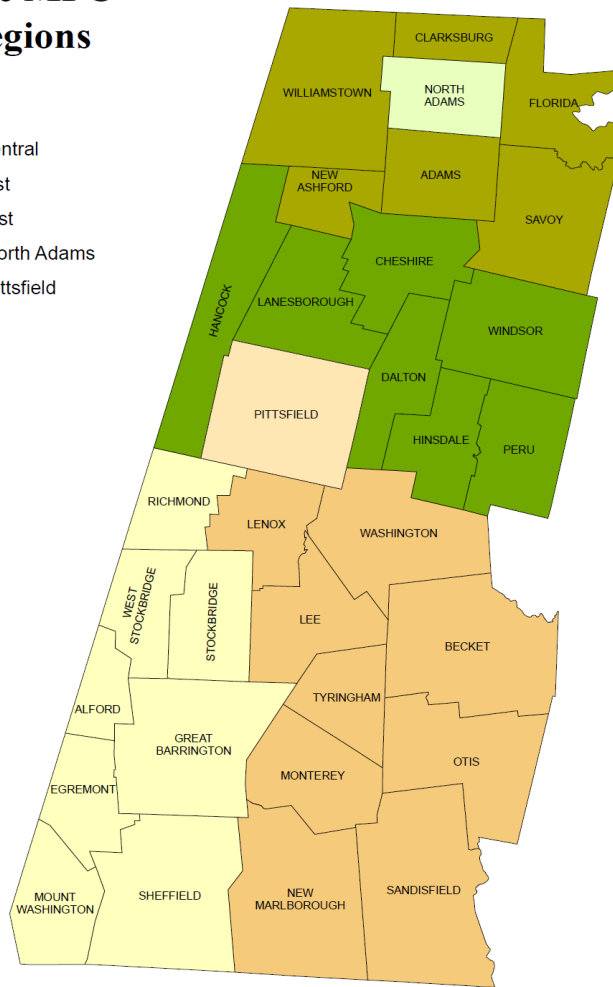
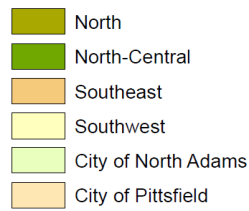
The table on the following page lists the current TAC membership.

Berkshire Regional Planning Commission  
 Transportation Advisory Committee Membership April 2026

Municipal Members	
Town/City	Representative Name
ADAMS	Vacant
ALFORD	<i>No rep appointed as of 1/13/11</i>
BECKET	Bill Elovirta
CHESHIRE	<i>No rep appointed as of 9/11/08</i>
CLARKSBURG	Vacant
DALTON	Joe Diver
EGREMONT	James Noe
FLORIDA	<i>Vacancy 5/7/13</i>
GREAT BARRINGTON	Joe Aberdale
HANCOCK	<i>No rep appointed as of 12/18/06</i>
HINSDALE	<i>Scott Rodman</i>
LANESBOROUGH	Ron Tinkham
LEE	Len Tisdale
LENOX	Bill Gop
MONTEREY	Wayne Burkhart
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

Non-Municipal Members (subject to MPO Approval)	
Organization Name	Representative Name
AAA SOUTHERN NEW ENGLAND (Pittsfield)	Tom Goggins
BAKER HILL ROAD DISTRICT	Vacant
BERKSHIRE BIKE PATH COUNCIL	Marjorie Cohan
1BERKSHIRES	Jonathan Butler
BERKSHIRE COMMUNITY COLLEGE	Vacant
BERKSHIRE COUNTY SCHOOL DISTRICTS SUPERINTENDENTS	William Ballen
BERKSHIRE CYCLING ASSOCIATION	Greg Herrman
BERKSHIRE ENVIRONMENTAL ACTION TEAM (BEAT)	Brittany Ebeling
BERKSHIRE REGIONAL TRANSIT AUTHORITY	Kathleen Lambert
MASS ASSOC. OF CONSERVATION COMMISSIONS	Vacant
MASS COLLEGE OF LIBERAL ARTS	Vacant
NORTHERN BERKSHIRES COMMUNITY COALITION	Vacant
PITTSFIELD MUNICIPAL AIRPORT	Vacant
SOUTHERN BERKSHIRE CHAMBER OF COMMERCE	Vacant
THE NATURE CONSERVANCY	<i>Angela Sirois</i>

## Berkshire MPO Sub-Regions



### Format

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

1. This, the first section, presents a narrative overview of the TIP and its development.
2. The second section presents the listings of TIP projects in the formats required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
3. The third section of this document contains the federal requirements for the TIP in accordance with the mandates of 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.

For the Federal Fiscal year 2027 – 2031 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 2027 – 2031 TIP Project Evaluation table on the next page shows the list of projects that were evaluated for FFY 2027 – 2031 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 minority 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 2027-2031 TIP Project Evaluation  
 Results of MPO Staff Evaluation of Highway Projects, February 12th, 2026, 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 2027-2031 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 minority populations.							
608737	DALTON DIVISION ROAD	DALTON	1	0	1	1	1	0	1	1	6	\$17,170,589	<25%	√		6	2028, 2029 & 2030
609292	EAST STREET (LYMAN ST TO ELM ST)	PITTSFIELD	1	0	1	1	1	0	1	1	6	\$9,652,005	<25%	√	√	4	2028
609465	ROUTE 7 & ROUTE 23	GREAT BARRINGTON	1	0	1	1	1	0	1	1	6	\$12,700,000	<25%	√		5	2029, 2030 & 2031
613657	ROUTE 8 (HOWLAND AVENUE)	ADAMS	1	0	1	0	1	0	1	1	5	\$17,919,975	<25%			8	2031 & 2032
609215	SOUTH MAIN STREET (ROUTE 7)	GREAT BARRINGTON	1	0	1	0	0	0	1	1	4	\$7,124,000	<25%			6	
612784	MOUNT WASHINGTON ROAD (PHASE II)	EGREMONT	1	0	1	1	0	1	0	0	4	\$9,807,885	<25%			7	
616280	STATE ST & MAIN ST INTERSECTION IMPROVEMENTS	NORTH ADAMS	0	1	1	0	0	0	1	1	4	\$11,885,800	<25%	√	√		
613877	PARK STREET (ROUTE 183)	GREAT BARRINGTON	1	0	0	0	0	0	1	1	3	\$28,038,775	<25%			7	
616299	ROUTE 7 RESURFACING	SHEFFIELD	0	0	1	0	1	0	0	0	2	\$6,000,000	<25%				2027

Note: Project Costs are in 2026 dollars and do not account for inflation.

### 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 28, 2026 and May 26, 2026 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 Transdev, 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, 2025, unless opted to utilize the extensions. The first year option was exercised and will expire 6/30/26. 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 2028 to construct a multi-use sidewalk along East Street (Lyman to Elm Street) in Pittsfield.
- In FFY 2028 & 2029, to construct a shared-use path along the Dalton Division Road.

BRPC will identify other CMAQ eligible 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 coastal 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.

## 2027 Berkshire Region Transportation Improvement Program

STIP: 2027 - 2031 (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	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
Federal Fiscal Year 2027								\$98,140,268	\$57,209,756	\$40,930,512						
Section 1A / Regionally Prioritized Projects								\$12,244,080	\$9,795,264	\$2,448,816						
Roadway Reconstruction								\$4,994,080	\$3,995,264	\$998,816						
2027	609277	Berkshire Region	North Adams	NORTH ADAMS-RECONSTRUCTION OF ASHLAND STREET	1	STBG	\$11,342,811	\$4,994,080	\$3,995,264	\$998,816	6 of 8				North Adams	AC 2 of 2; Total Project Cost = \$11,342,811
Non-Interstate Pavement								\$6,000,000	\$4,800,000	\$1,200,000						
2027	616299	Berkshire Region	Sheffield	SHEFFIELD-RESURFACING AND RELATED WORK ON ROUTE 7	1	STBG	\$6,000,000	\$6,000,000	\$4,800,000	\$1,200,000	2 of 8				MassDOT	Total Project Cost = \$6,000,000
Flex to FTA								\$1,250,000	\$1,000,000	\$250,000						
2027	S13516	Berkshire Region		BRTA -TRANSIT FLEET SOFTWARE UPGRADE AND PARATRANSIT-MICROTRANSIT SOFTWARE (FLEX TO FTA)		STBG	\$1,250,000	\$1,250,000	\$1,000,000	\$250,000		BRTA			BRTA	Amount getting transferred is \$1,000,000 (STBG), a match of \$250,000 provided by BRTA.
Section 1B / Earmark or Discretionary Grant Funded Projects								\$3,490,000	\$2,792,000	\$698,000						
Earmark Discretionary								\$3,490,000	\$2,792,000	\$698,000						
2027	S13442	Berkshire Region	North Adams	NORTH ADAMS-ADVENTURE TRAIL (DESIGN ONLY - FEDERAL EARMARK MA298)	1	HPP	\$1,250,000	\$1,250,000	\$1,000,000	\$250,000				MA298	North Adams	City interested in using earmark strictly for design (reference Project 609324). Must be obligated by 9/30/2027.
2027	S13448	Berkshire Region	Becket	Wildlife Crossings Program Grant - I-90: Mass Pike Appalachian Trail Pedestrian-Wildlife Shared Use	1	Other FA	\$2,240,000	\$2,240,000	\$1,792,000	\$448,000					MassDOT	Federal award. 80% of TFPC is federal; 20% non-federal.  S13364 is 26-30 STIP ID

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	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information	
Federal Fiscal Year 2027								\$98,140,268	\$57,209,756	\$40,930,512							
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$55,778,115	\$44,622,492	\$11,155,623							
Bridge Off-system								\$27,994,568	\$22,395,654	\$5,598,914							
2027	609068	Berkshire Region	Sheffield	SHEFFIELD- BRIDGE REPLACEMENT, S-10-015, KELSEY ROAD OVER SCHENOB BROOK	1	STBG-BR-Off	\$4,144,916	\$4,144,916	\$3,315,933	\$828,983					MassDOT		
2027	609074	Berkshire Region	Monterey	MONTEREY- BRIDGE REPLACEMENT, M-29-001, CURTIS ROAD OVER KONKAPOT RIVER	1	STBG-BR-Off	\$5,530,277	\$5,530,277	\$4,424,222	\$1,106,055					MassDOT		
2027	609076	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-006, COTTAGE STREET OVER HOUSATONIC RIVER	1	STBG-BR-Off	\$18,319,375	\$18,319,375	\$14,655,500	\$3,663,875					MassDOT		
Bridge On-system NHS								\$27,783,547	\$22,226,838	\$5,556,709							
2027	612498	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P-10-032, SOUTH STREET OVER HOUSATONIC RR & HOUSATONIC RIVER	1	NHPP	\$27,783,547	\$23,968,841	\$19,175,073	\$4,793,768					MassDOT		
2027	612498	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P-10-032, SOUTH STREET OVER HOUSATONIC RR & HOUSATONIC RIVER	1	NHPP-PEN	\$27,783,547	\$3,814,706	\$3,051,765	\$762,941					MassDOT		
Section 3B / Non-Federal Aid Funded								\$26,628,073	\$0	\$26,628,073							
Bridge On-System (NGB)								\$26,628,073	\$0	\$26,628,073							
2027	607677	Berkshire Region	Lee	LEE- BRIDGE REPLACEMENT, L-05-013, MILL STREET OVER WASHINGTON MOUNTAIN BROOK	1	NGBP	\$8,248,499	\$8,248,499	\$0	\$8,248,499					MassDOT		
2027	609430	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-014, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER	1	NGBP	\$18,379,574	\$18,379,574	\$0	\$18,379,574					MassDOT		

## 2028 Berkshire Region Transportation Improvement Program

STIP: 2027 - 2031 (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	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
Federal Fiscal Year 2028								\$49,700,326	\$32,205,227	\$17,495,099						
Section 1A / Regionally Prioritized Projects								\$12,876,119	\$10,300,895	\$2,575,224						
Roadway Reconstruction								\$12,876,119	\$10,300,895	\$2,575,224						
2028	608737	Berkshire Region	Dalton	DALTON-RECONSTRUCTION OF DALTON DIVISION ROAD	1	STBG	\$17,170,589	\$2,838,034	\$2,270,427	\$567,607	6 of 8		43.3		Dalton	AC 1 of 3; Total Project Cost = \$17,857,413; YOE = 4%
2028	609292	Berkshire Region	Pittsfield	PITTSFIELD-RECONSTRUCTION OF EAST STREET (ROUTE 9) FROM ELM STREET TO LYMAN STREET	1	STBG	\$10,038,085	\$10,038,085	\$8,030,468	\$2,007,617	6 of 8			MA045	Pittsfield	Total Project Cost = \$10,038,085; YOE = 4%  MA045 repurposed (fed earmark) as part of FY25 repurposing process
Section 1B / Earmark or Discretionary Grant Funded Projects								\$5,036,622	\$4,807,576	\$229,046						
Earmark Discretionary								\$1,145,228	\$916,182	\$229,046						
2028	609292	Berkshire Region	Pittsfield	PITTSFIELD-RECONSTRUCTION OF EAST STREET (ROUTE 9) FROM ELM STREET TO LYMAN STREET	1	HPP	\$10,038,085	\$520,228	\$416,182	\$104,046	6 of 8			MA045	Pittsfield	Total Project Cost = \$10,038,085; YOE = 4%  MA045 repurposed (fed earmark) as part of FY25 repurposing process
2028	609394	Berkshire Region	Multiple	ADAMS- CHESHIRE-PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8	1	HPP	\$11,910,718	\$625,000	\$500,000	\$125,000					MassDOT	
Bridge Off-system (BFP)								\$3,891,394	\$3,891,394	\$0						
2028	613137	Berkshire Region	Washington	WASHINGTON- BRIDGE REPLACEMENT, W-09-012, LOWER VALLEY RD OVER DEPOT BROOK	1	BROFF	\$3,891,394	\$3,891,394	\$3,891,394	\$0					MassDOT	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$16,019,982	\$12,815,986	\$3,203,996						
Bridge Off-system								\$4,734,264	\$3,787,411	\$946,853						
2028	609069	Berkshire Region	Becket	BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN BROOK	1	STBG-BR-Off	\$4,734,264	\$4,734,264	\$3,787,411	\$946,853					MassDOT	
Non-Interstate Pavement								\$11,285,718	\$9,028,574	\$2,257,144						
2028	609394	Berkshire Region	Multiple	ADAMS- CHESHIRE-PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8	1	NHPP	\$11,910,718	\$11,285,718	\$9,028,574	\$2,257,144					MassDOT	

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	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information	
Federal Fiscal Year 2028								\$49,700,326	\$32,205,227	\$17,495,099							
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$5,350,962	\$4,280,770	\$1,070,192							
Roadway Reconstruction								\$5,350,962	\$4,280,770	\$1,070,192							
2028	609256	Berkshire Region	Lanesborough	LANESBOROUGH-RESURFACING AND SIDEWALK CONSTRUCTION ON ROUTE 7	1	NHPP	\$5,350,962	\$5,350,962	\$4,280,770	\$1,070,192					MassDOT		
Section 3B / Non-Federal Aid Funded								\$10,416,641	\$0	\$10,416,641							
Bridge On-System (NGB)								\$10,416,641	\$0	\$10,416,641							
2028	612168	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC RIVER RESERVOIR	1	NGBP	\$10,416,641	\$10,416,641	\$0	\$10,416,641					MassDOT		

## 2029 Berkshire Region Transportation Improvement Program

STIP: 2027 - 2031 (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	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
Federal Fiscal Year 2029								\$55,827,568	\$37,846,353	\$17,981,215						
Section 1A / Regionally Prioritized Projects								\$13,076,466	\$10,461,173	\$2,615,293						
Roadway Reconstruction								\$13,076,466	\$10,461,173	\$2,615,293						
2029	608737	Berkshire Region	Dalton	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	1	STBG	\$17,170,589	\$7,076,466	\$5,661,173	\$1,415,293	6 of 8		43.3		Dalton	AC 1 of 3; Total Project Cost = \$17,857,413; YOE = 4%
2029	609465	Berkshire Region	Great Barrington	GREAT BARRINGTON- RECONSTRUCTION OF ROUTE 7	1	STBG	\$13,716,000	\$6,000,000	\$4,800,000	\$1,200,000	6 of 8				MassDOT	AC 1 of 3; Total Project Cost = \$13,716,000; YOE = 8%
Section 1B / Earmark or Discretionary Grant Funded Projects								\$15,397,828	\$15,397,828	\$0						
Bridge Off-system (BFP)								\$15,397,828	\$15,397,828	\$0						
2029	613136	Berkshire Region	Savoy	SAVOY- BRIDGE REPLACEMENT, S-06-011, BLACK BROOK RD OVER BLACK BROOK	1	BROFF	\$8,900,728	\$8,900,728	\$8,900,728	\$0					MassDOT	
2029	613301	Berkshire Region	Clarksburg	CLARKSBURG- BRIDGE REPLACEMENT, C-15-003 (042), CROSS ROAD OVER HUDSON BROOK	1	BROFF	\$6,497,100	\$6,497,100	\$6,497,100	\$0					MassDOT	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$9,664,539	\$7,731,631	\$1,932,908						
Non-Interstate Pavement								\$9,664,539	\$7,731,631	\$1,932,908						
2029	616337	Berkshire Region	Pittsfield	PITTSFIELD- PAVEMENT PRESERVATION ON US20 (MM 3.19-6.69)	1	NHPP	\$5,752,702	\$5,752,702	\$4,602,162	\$1,150,540					MassDOT	
2029	616338	Berkshire Region	Lee	LEE- PAVEMENT PRESERVATION ON US20 (MM 15.15-17.53)	1	NHPP	\$3,911,837	\$3,911,837	\$3,129,470	\$782,367					MassDOT	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$5,111,124	\$4,255,721	\$855,403						
Intersection Improvements								\$1,668,222	\$1,501,400	\$166,822						
2029	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					MassDOT	
Roadway Reconstruction								\$3,442,902	\$2,754,322	\$688,580						
2029	613074	Berkshire Region	Williamstown	WILLIAMSTOWN- LEDGE STABILIZATION ON ROUTE 7 BETWEEN MILEMARKER 51.9 AND 52	1	NHPP	\$3,442,902	\$3,442,902	\$2,754,322	\$688,580					MassDOT	

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	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information		
Federal Fiscal Year 2029								\$55,827,568	\$37,846,353	\$17,981,215								
Section 3B / Non-Federal Aid Funded								\$12,577,611	\$0	\$12,577,611								
Bridge On-System (NGB)								\$12,577,611	\$0	\$12,577,611								
2029	612162	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC	1	NGBP	\$5,983,899	\$5,983,899	\$0	\$5,983,899					MassDOT			
2029	612177	Berkshire Region	Lanesborough	LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLIAMSTOWN ROAD OVER BRODIE MOUNTAIN BROOK	1	NGBP	\$6,593,712	\$6,593,712	\$0	\$6,593,712					MassDOT			

## 2030 Berkshire Region Transportation Improvement Program

STIP: 2027 - 2031 (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	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
Federal Fiscal Year 2030								\$95,843,465	\$79,958,563	\$15,884,902						
Section 1A / Regionally Prioritized Projects								\$12,902,613	\$10,322,090	\$2,580,523						
Roadway Reconstruction								\$12,902,613	\$10,322,090	\$2,580,523						
2030	608737	Berkshire Region	Dalton	DALTON-RECONSTRUCTION OF DALTON DIVISION ROAD	1	STBG	\$17,170,589	\$7,942,913	\$6,354,330	\$1,588,583	6 of 8		43.3		Dalton	AC 1 of 3; Total Project Cost = \$17,857,413; YOE = 4%
2030	609465	Berkshire Region	Great Barrington	GREAT BARRINGTON-RECONSTRUCTION OF ROUTE 7	1	STBG	\$13,716,000	\$4,959,700	\$3,967,760	\$991,940	6 of 8				MassDOT	AC 1 of 3; Total Project Cost = \$13,716,000; YOE = 8%
Section 1B / Earmark or Discretionary Grant Funded Projects								\$8,212,714	\$8,212,714	\$0						
Bridge Off-system (BFP)								\$8,212,714	\$8,212,714	\$0						
2030	613300	Berkshire Region	Lee	LEE- BRIDGE REPLACEMENT, L-05-008 (05B), SILVER STREET OVER GREENWATER BROOK	1	BROFF	\$8,212,714	\$8,212,714	\$8,212,714	\$0					MassDOT	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$53,188,546	\$44,192,085	\$8,996,461						
Bridge Off-system								\$32,685,256	\$26,148,205	\$6,537,051						
2030	613481	Berkshire Region	Great Barrington	GREAT BARRINGTON-BRIDGE REPLACEMENT, G-11-008 (04K), BROOKSIDE ROAD OVER HOUSATONIC RIVER	1	STBG-BR Off	\$56,586,180	\$32,685,256	\$26,148,205	\$6,537,051					MassDOT	
Highway Resiliency Improvement Program								\$16,412,480	\$14,771,232	\$1,641,248						
2030	613866	Berkshire Region	Sandisfield	SANDISFIELD- ROCK STABILIZATION ON ROUTE 8	1	PRCT90	\$16,412,480	\$16,412,480	\$14,771,232	\$1,641,248					MassDOT	
Non-Interstate Pavement								\$4,090,810	\$3,272,648	\$818,162						
2030	616345	Berkshire Region	Dalton	DALTON- PAVEMENT PRESERVATION ON SR9 (MM 40 4-42.8)	1	NHPP	\$4,090,810	\$4,090,810	\$3,272,648	\$818,162					MassDOT	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$11,832,772	\$9,466,218	\$2,366,554						
Roadway Reconstruction								\$11,832,772	\$9,466,218	\$2,366,554						
2030	608472	Berkshire Region	Williamstown	WILLIAMSTOWN-RECONSTRUCTION OF ROUTE 43	1	NHPP	\$11,832,772	\$11,832,772	\$9,466,218	\$2,366,554					MassDOT	

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	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information		
Federal Fiscal Year 2030								\$95,843,465	\$79,958,563	\$15,884,902								
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								\$9,706,820	\$7,765,456	\$1,941,364								
Bicycle and Pedestrian								\$9,706,820	\$7,765,456	\$1,941,364								
2030	606890	Berkshire Region	Multiple	ADAMS- NORTH ADAMS-ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	1	CMAQ	\$22,221,295	\$2,788,176	\$2,230,541	\$557,635					Adams			
2030	607570	Berkshire Region	Lee	LEE- BIKEWAY CONSTRUCTION, FROM ROUTE 102 TO WEST PARK STREET (PHASE 1)	1	CMAQ	\$6,918,644	\$6,918,644	\$5,534,915	\$1,383,729					Lee			

## 2031 Berkshire Region Transportation Improvement Program

STIP: 2027 - 2031 (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	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information	
Federal Fiscal Year 2031								\$44,065,429	\$35,252,343	\$8,813,086							
Section 1A / Regionally Prioritized Projects								\$13,186,695	\$10,549,356	\$2,637,339							
Roadway Reconstruction								\$13,186,695	\$10,549,356	\$2,637,339							
2031	609465	Berkshire Region	Great Barrington	GREAT BARRINGTON-RECONSTRUCTION OF ROUTE 7	1	STBG	\$13,716,000	\$2,756,300	\$2,205,040	\$551,260	6 of 8				MassDOT	AC 1 of 3; Total Project Cost = \$13,716,000; YOE = 8%	
2031	613657	Berkshire Region	Adams	ADAMS-RECONSTRUCTION OF HOWLAND AVENUE (ROUTE 8) AND LIME STREET	1	STBG	\$20,787,171	\$10,430,395	\$8,344,316	\$2,086,079	5 of 6				Adams	AC 1 of 2; Total Project Cost = \$20,787,171; YOE = 12%	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$23,900,924	\$19,120,739	\$4,780,185							
Bridge Off-system								\$23,900,924	\$19,120,739	\$4,780,185							
2031	613481	Berkshire Region	Great Barrington	GREAT BARRINGTON-BRIDGE REPLACEMENT, G-11-008 (04K), BROOKSIDE ROAD OVER HOUSATONIC RIVER	1	STBG-BR Off	\$56,586,180	\$23,900,924	\$19,120,739	\$4,780,185					MassDOT		
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								\$6,977,810	\$5,582,248	\$1,395,562							
Bicycle and Pedestrian								\$6,977,810	\$5,582,248	\$1,395,562							
2031	606890	Berkshire Region	Multiple	ADAMS- NORTH ADAMS-ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	1	CMAQ	\$22,221,295	\$6,977,810	\$5,582,248	\$1,395,562					Adams		

### 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\$
MOUNT WASHINGTON ROAD (	RECONSTRUCTION	EGREMONT	612784	UNDET	4	9,807,885
ROUTE 7/ SOUTH MAIN STREE	RECONSTRUCTION	GREAT BARRINGTON	609215	UNDET	4	7,124,000
PARK STREET (ROUTE 183)	RECONSTRUCTION	GREAT BARRINGTON	613877	UNDET	3	28,038,775
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
<b>Total for UNDETERMINED</b>						<b>51,070,660</b>
<b>Total for HIGHWAYS (6 projects) \$</b>						<b>51,070,660</b>

State Target: 0

## 4. TRANSIT PROJECTS

The table on the following pages lists federally funded transit projects programmed for the region over the five-year TIP period. The format of this table is different from the highway tables in order to meet Federal Transit Administration requirements. The scheduling of projects in this table represents the years in which grants are expected to be applied for and approved (obligated), rather than the years in which projects are to be implemented, as is the case with highway projects. Projects to be funded from grants or appropriations from previous years that have not been obligated are shown as carry-over projects.

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

# FFY 2027 Berkshire Region TIP - Transit

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2027							\$3,471,061	\$3,327,061	\$144,000				
Berkshire Regional Transportation Authority							\$3,471,061	\$3,327,061	\$144,000				
2027	BRTA011702		RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	5307	\$70,000	\$56,000	\$56,000				11.42.20	<p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p>
2027	BRTA011702		RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	RTACAP	\$70,000	\$14,000		\$14,000			11.42.20	<p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p>
2027	BRTA011704		RTA Vehicle Replacement	BRTA- 40 Foot Hybrid Bus	OF	\$1,000,000	\$294,076	\$294,076				11.12.01	<p>BRTA's ridership has been increasing. This 40 foot bus will provide a larger bus for the increased rider capacity and will now replace 2018 bus loss from a fire #1860 VIN#1460.</p>
2027	BRTA011711		Operating	BRTA- Operating Assistance	5307	\$2,456,985	\$2,456,985	\$2,456,985				30.09.01	<p>Operating Assistance 5307 funded 50% and MassDOT funded 50%. Not a capital project.</p>
2027	BRTA012196		RTA Facility & Vehicle Maintenance	Construct bus canopy at maintenance facility to provide cover for gas powered vehicles	5339D	\$100,000	\$80,000	\$80,000				11.41.02	
2027	BRTA012196		RTA Facility & Vehicle Maintenance	Construct bus canopy at maintenance facility to provide cover for gas powered vehicles	TDC	\$100,000	\$20,000		\$20,000			11.41.02	
2027	BRTA012197		RTA Facility & Vehicle Maintenance	Repair existing Bus wash at Maintenance Facility	5339D	\$150,000	\$120,000	\$120,000				11.44.01	
2027	BRTA012197		RTA Facility & Vehicle Maintenance	Repair existing Bus wash at Maintenance Facility	TDC	\$150,000	\$30,000		\$30,000			11.44.01	
2027	RTD0010571		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	\$300,000	\$240,000	\$240,000				11.7A.00	<p>Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30</p>
2027	RTD0010571		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$300,000	\$60,000		\$60,000			11.7A.00	<p>Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30</p>
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	<p>Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. FY26-30</p>
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	<p>Passenger Amenities- Bus shelters, accessories, bus stop signs, etc. FY26-30</p>

# FFY 2028 Berkshire Region TIP - Transit

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2028							\$3,624,985	\$3,412,985	\$212,000				
Berkshire Regional Transportation Authority							\$3,624,985	\$3,412,985	\$212,000				
2028	BRTA011702		RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	5307	\$70,000	\$56,000	\$56,000				11.42.20	<p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p>
2028	BRTA011702		RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	RTACAP	\$70,000	\$14,000		\$14,000			11.42.20	<p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p>
2028	BRTA011711		Operating	BRTA- Operating Assistance	5307	\$2,456,985	\$2,456,985	\$2,456,985				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	\$300,000	\$240,000	\$240,000				11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30
2028	RTD0010571		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$300,000	\$60,000		\$60,000			11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30
2028	RTD0011281		RTA Fleet Upgrades	BRTA - BUY replacement-Support Vehicles	5307	\$100,000	\$40,000	\$40,000				11.42.11	FY 2028 replace 1 support vehicle (2015 Ford Fusion) FY 2029 replace 1 support vehicle (2015 Ford Fusion) FY 2030 replace 2 support vehicles (2015 Toyota Highlander and 2016 Ford Escape)
2028	RTD0011281		RTA Fleet Upgrades	BRTA - BUY replacement-Support Vehicles	RTACAP	\$100,000	\$10,000		\$10,000			11.42.11	FY 2028 replace 1 support vehicle (2015 Ford Fusion) FY 2029 replace 1 support vehicle (2015 Ford Fusion) FY 2030 replace 2 support vehicles (2015 Toyota Highlander and 2016 Ford Escape)
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. FY26-30
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. FY26-30
2028	T00062		RTA Vehicle Replacement	Replacement Vehicle <30 Buses (3)	5339D	\$0	\$540,000	\$540,000				11.12.04	Replacement of (3) vehicles: 1819, 1820, and 1780 (FY 2026-5307 formula funds). Replacement of (3) vehicles using 5339 Small Urban formula funding: 1826, 1828, and 2176. Replacement of (3) vehicles: 2149, 2204, and 2203 (FY 2029-5307 formula funds).
2028	T00062		RTA Vehicle Replacement	Replacement Vehicle <30 Buses (3)	RTACAP	\$0	\$108,000		\$108,000			11.12.04	Replacement of (3) vehicles: 1819, 1820, and 1780 (FY 2026-5307 formula funds). Replacement of (3) vehicles using 5339 Small Urban formula funding: 1826, 1828, and 2176. Replacement of (3) vehicles: 2149, 2204, and 2203 (FY 2029-5307 formula funds).

# FFY 2029 Berkshire Region TIP - Transit

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2029							\$3,816,985	\$3,592,985	\$224,000				
Berkshire Regional Transportation Authority							\$3,816,985	\$3,592,985	\$224,000				
2029	BRTA011702		RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	5307	\$70,000	\$56,000	\$56,000				11.42.20	<p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p>
2029	BRTA011702		RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	RTACAP	\$70,000	\$14,000		\$14,000			11.42.20	<p>This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGP/5310 grant. FY 2026-2030</p> <p>This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.</p>
2029	BRTA011711		Operating	BRTA- Operating Assistance	5307	\$2,456,985	\$2,456,985	\$2,456,985				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	\$300,000	\$240,000	\$240,000				11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30
2029	RTD0010571		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$300,000	\$60,000		\$60,000			11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30
2029	RTD0011281		RTA Fleet Upgrades	BRTA - BUY replacement-Support Vehicles	5307	\$100,000	\$40,000	\$40,000				11.42.11	FY 2028 replace 1 support vehicle (2015 Ford Fusion) FY 2029 replace 1 support vehicle (2015 Ford Fusion) FY 2030 replace 2 support vehicles (2015 Toyota Highlander and 2016 Ford Escape)
2029	RTD0011281		RTA Fleet Upgrades	BRTA - BUY replacement-Support Vehicles	RTACAP	\$100,000	\$10,000		\$10,000			11.42.11	FY 2028 replace 1 support vehicle (2015 Ford Fusion) FY 2029 replace 1 support vehicle (2015 Ford Fusion) FY 2030 replace 2 support vehicles (2015 Toyota Highlander and 2016 Ford Escape)
2029	RTD0011287		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT 35' Bus (3)	5339D	\$3,000,000	\$720,000	\$720,000				11.12.02	FY 28- Replacement of 506 and 2151
2029	RTD0011287		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT 35' Bus (3)	TDC	\$3,000,000	\$120,000		\$120,000			11.12.02	FY 28- Replacement of 506 and 2151
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. FY26-30
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. FY26-30

# FFY 2030 Berkshire Region TIP – Transit

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2030							\$4,699,964	\$4,299,368	\$400,596				
Berkshire Regional Transportation Authority							\$4,699,964	\$4,299,368	\$400,596				
2030	BRTA011702		RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	5307	\$70,000	\$56,000	\$56,000				11.42.20	This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGFP/5310 grant. FY 2026-2030  This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.
2030	BRTA011702		RTA Vehicle Replacement	BRTA- 5310 grant vehicle extras	RTACAP	\$70,000	\$14,000		\$14,000			11.42.20	This line item will fund the options for additional items beyond MassDOT's base model vehicles that are expected to be awarded through the CTGFP/5310 grant. FY 2026-2030  This line item is funded through BRTA 5307 funds and BondCap/RTACAP and does not contain funds from the Discretionary 5310 grant.
2030	BRTA011711		Operating	BRTA- Operating Assistance	5307	\$2,456,985	\$2,456,985	\$2,456,985				30.09.01	Operating Assistance 5307 funded 50% and MassDOT funded 50%. Not a capital project.
2030	BRTA011953		RTA Vehicle Replacement	BRTA- 35' Hybrid Replacement Vehicle	5307	\$2,700,000	\$666,383	\$666,383				11.12.02	Replacement bus for vehicle 1850, 35ft heavy duty diesel bus.
2030	BRTA011953		RTA Vehicle Replacement	BRTA- 35' Hybrid Replacement Vehicle	TDC	\$2,700,000	\$166,596		\$166,596			11.12.02	Replacement bus for vehicle 1850, 35ft heavy duty diesel bus.
2030	RTD0010571		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	\$300,000	\$240,000	\$240,000				11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30
2030	RTD0010571		RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	\$300,000	\$60,000		\$60,000			11.7A.00	Preventative Maintenance for repairs, renovations, upgrades of the BRTA facilities. FY 2026-30
2030	RTD0011281		RTA Fleet Upgrades	BRTA - BUY replacement-Support Vehicles	5307	\$100,000	\$80,000	\$80,000				11.42.11	FY 2028 replace 1 support vehicle (2015 Ford Fusion) FY 2029 replace 1 support vehicle (2015 Ford Fusion) FY 2030 replace 2 support vehicles (2015 Toyota Highlander and 2016 Ford Escape)
2030	RTD0011281		RTA Fleet Upgrades	BRTA - BUY replacement-Support Vehicles	RTACAP	\$100,000	\$20,000		\$20,000			11.42.11	FY 2028 replace 1 support vehicle (2015 Ford Fusion) FY 2029 replace 1 support vehicle (2015 Ford Fusion) FY 2030 replace 2 support vehicles (2015 Toyota Highlander and 2016 Ford Escape)
2030	RTD0011287		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT 35' Bus (3)	5339D	\$3,000,000	\$720,000	\$720,000				11.12.02	FY 28- Replacement of 506 and 2151
2030	RTD0011287		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT 35' Bus (3)	TDC	\$3,000,000	\$120,000		\$120,000			11.12.02	FY 28- Replacement of 506 and 2151
2030	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. FY26-30
2030	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. FY26-30

# FFY 2031 Berkshire Region TIP – Transit

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2031							\$65,840,000	\$52,720,000	\$13,120,000				
Berkshire Regional Transportation Authority							\$65,840,000	\$52,720,000	\$13,120,000				
2031	BRTA012198		RTA Facility & Vehicle Maintenance	Design and Construct new Maintenance Facility to replace original and prepare for alternative fuels buses.	5339D	\$65,000,000	\$52,000,000	\$52,000,000				11.41.02	
2031	BRTA012198		RTA Facility & Vehicle Maintenance	Design and Construct new Maintenance Facility to replace original and prepare for alternative fuels buses.	TDC	\$65,000,000	\$13,000,000		\$13,000,000			11.41.02	
2031	RTD0011287		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT 35' Bus (3)	5339D	\$3,000,000	\$720,000	\$720,000				11.12.02	FY 28- Replacement of 506 and 2151
2031	RTD0011287		RTA Vehicle Replacement	BRTA - BUY REPLACEMENT 35' Bus (3)	TDC	\$3,000,000	\$120,000		\$120,000			11.12.02	FY 28- Replacement of 506 and 2151

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

2026	\$1,740,000	New parking area
	\$4,000,000	Purchase 2 trolleys and 2 expansion fleet; hybrid
2027	\$1,150,000	Satellite facility North County
	\$6,000,000	Hydrogen buses and modular refueling station
2028	\$15,000,000	New Hydrogen Facility and infrastructure for green microgrid
2029	\$1,150,000	Satellite facility South County
<b>Total</b>	<b>\$29,040,000</b>	

## Transportation Improvement Program

### Part C: FINANCIAL SUMMARIES AND CERTIFICATIONS

#### 1. FEDERAL FUNDING FINANCIAL SUMMARY

- 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 2026 Transit Grants

#### 4. CERTIFICATIONS

- 3-C Process
- Air Quality
- Highway Operations and Maintenance Expenditures
- BRTA Financial Capacity
- Special Efforts for the Elderly and Disabled
- 701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects

## 1. FEDERAL FUNDING FINANCIAL SUMMARY

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.

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 (\$million):

Funding Category	2027	2028	2029	2030	2031	Total
Bridge NHPP	27.784	0.000	0.000	0.000	0.000	27.784
Bridge Off	27.995	4.734	15.398	32.685	23.901	104.713
Bridge Federal	0.000	3.891	0.000	8.213	0.000	12.104
Bridge NGBP	26.628	10.417	12.578	0.000	0.000	49.622
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	16.637	13.107	15.924	0.000	45.668
STBG	12.244	12.876	13.076	12.903	13.187	64.286
Statewide -CMAQ	0.000	0.000	0.000	9.707	6.978	16.685
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	1.250	1.145	0.000	0.000	0.000	2.395
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	0.000	0.000	16.412	0.000	16.412
Other Federal	2.240	0.000	0.000	0.000	0.000	2.240
<b>FHWA TOTAL</b>	<b>98.140</b>	<b>49.700</b>	<b>55.828</b>	<b>95.843</b>	<b>44.065</b>	<b>343.577</b>
FTA-Program						
5307	2.927	2.977	2.977	3.860	0.000	12.741
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	0.250	0.540	0.720	0.720	65.720	67.950
Other Federal	0.294	0.000	0.000	0.000	0.000	0.294
Other Non Federal	0.000	0.108	0.120	0.120	0.120	0.468
<b>FTA TOTAL</b>	<b>3.471</b>	<b>3.625</b>	<b>3.817</b>	<b>4.700</b>	<b>65.840</b>	<b>81.453</b>
<b>GRAND TOTAL</b>	<b>101.611</b>	<b>53.325</b>	<b>59.645</b>	<b>100.543</b>	<b>109.905</b>	<b>425.030</b>

## 2. FEDERAL REGIONAL TARGETS

Federal Fiscal Year 2027

STIP: 2027 - 2031 (D)

		Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$788,144,450		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$838,144,450</b>	<b>\$203,126,791</b>	<b>\$1,132,701,704</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$72,553,953</b>	<b>\$17,490,030</b>	<b>\$90,043,983</b>
GANS Repayment		\$0	\$0	\$0
Award Adjustments, Change Orders, etc.		\$22,225,500	\$5,556,375	\$27,781,875
Metropolitan Planning		\$11,783,367	\$2,945,842	\$14,729,209
State Planning & Research		\$14,942,487	\$3,735,622	\$18,678,109
Recreational Trails		\$1,174,862	\$293,716	\$1,468,578
SRTS Education		\$1,951,346	\$487,837	\$2,439,183
Transit Grant Program		\$0	\$0	\$0
Flex to FTA		\$0	\$0	\$0
Railroad Crossings		\$2,593,832	\$0	\$2,593,832
Carbon Reduction		\$17,882,558	\$4,470,640	\$22,353,198
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$284,969,113</b>	<b>\$71,242,278</b>	<b>\$356,211,391</b>
3.5596	Berkshire Region	\$10,143,761	\$2,535,940	\$12,679,701
42.9671	Boston Region	\$122,442,964	\$30,610,741	\$153,053,705
4.5851	Cape Cod	\$13,066,119	\$3,266,530	\$16,332,648
8.6901	Central Mass	\$24,764,101	\$6,191,025	\$30,955,126
2.5397	Franklin Region	\$7,237,361	\$1,809,340	\$9,046,701
0.3100	Martha's Vineyard	\$883,404	\$220,851	\$1,104,255
4.4296	Merrimack Valley	\$12,622,992	\$3,155,748	\$15,778,740
4.4596	Montachusett	\$12,708,483	\$3,177,121	\$15,885,603
0.2200	Nantucket	\$626,932	\$156,733	\$783,665
3.9096	Northern Middlesex	\$11,141,152	\$2,785,288	\$13,926,441
4.5595	Old Colony	\$12,993,167	\$3,248,292	\$16,241,458
10.8100	Pioneer Valley	\$30,805,161	\$7,701,290	\$38,506,451
8.9601	Southeastern Mass	\$25,533,517	\$6,383,379	\$31,916,897

**PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS**

<b>Highway</b>		<b>\$480,621,384</b>	<b>\$114,394,483</b>	<b>\$595,015,867</b>
<b>Reliability</b>		<b>\$326,964,584</b>	<b>\$78,154,739</b>	<b>\$405,119,323</b>
	Interstate Pavement	\$40,000,000	\$10,000,000	\$50,000,000
	Non-Interstate Pavement	\$55,000,000	\$13,750,000	\$68,750,000
	Safety Improvements	\$25,822,108	\$2,869,120	\$28,691,229
	Highway Resiliency Improvement Program	\$20,344,989	\$5,086,247	\$25,431,236
	Bridge	\$185,797,487	\$46,449,372	\$232,246,859
	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	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$31,955,145	\$7,988,786	\$39,943,931
	Bridge Off-system	\$34,148,205	\$8,537,051	\$42,685,256
<b>Modernize</b>		<b>\$120,011,108</b>	<b>\$27,828,321</b>	<b>\$147,839,429</b>
	ADA Retrofits	\$2,000,000	\$500,000	\$2,500,000
	Intersection Improvements	\$22,500,000	\$2,500,000	\$25,000,000
	Intelligent Transportation Systems	\$8,000,000	\$2,000,000	\$10,000,000
	Roadway Reconstruction	\$55,000,000	\$14,700,544	\$73,502,719
	Safe Routes to School	\$12,000,000	\$3,000,000	\$15,000,000
	Freight	\$20,511,108	\$5,127,777	\$25,638,885
<b>Expansior</b>		<b>\$33,645,692</b>	<b>\$8,411,423</b>	<b>\$42,057,115</b>
	Bicycle and Pedestrian	\$33,645,692	\$8,411,423	\$42,057,115
	Capacity	\$0	\$0	\$0
<b>Grand Total Formula Funds</b>		<b>\$838,144,449</b>	<b>\$203,126,791</b>	<b>\$1,041,271,241</b>
<b>Difference from Funds Available</b>		<b>\$0</b>		
<b>Highway (</b>		<b>\$289,583,912</b>	<b>\$63,263,679</b>	<b>\$352,847,591</b>
<b>Reliabilit</b>		<b>\$287,652,096</b>	<b>\$62,780,725</b>	<b>\$350,432,821</b>
<b>y</b>	Bridge	\$287,652,096	\$62,780,725	\$350,432,821
	Bridge Systematic Maintenance NB	\$0	\$0	\$0
	Bridge On-System NHS NB	\$251,122,901	\$62,780,725	\$313,903,626
	Bridge On-system Non-NHS NB	\$0	\$0	\$0
	Bridge Off-system Local NB	\$36,529,195	\$0	\$36,529,195
	Bridge Off-System State NB	\$0	\$0	\$0
<b>Modernize</b>		<b>\$1,931,816</b>	<b>\$482,954</b>	<b>\$2,414,770</b>
	Electric Vehicle Infrastructure	\$0	\$0	\$0
	Ferry Boat Program	\$1,931,816	\$482,954	\$2,414,770
<b>Grand Total + Non-Formula Programs</b>		<b>\$1,127,728,361</b>	<b>\$266,390,470</b>	<b>\$1,394,118,832</b>

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Federal Fiscal Year 2028

STIP: 2027 - 2031 (D)

		Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$801,127,976		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$851,127,976</b>	<b>\$205,050,945</b>	<b>\$1,132,701,704</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$73,446,121</b>	<b>\$17,713,072</b>	<b>\$91,159,193</b>
GANS Repayment		\$0	\$0	\$0
Award Adjustments, Change Orders, etc.		\$22,225,500	\$5,556,375	\$27,781,875
Metropolitan Planning		\$12,019,035	\$3,004,759	\$15,023,793
State Planning & Research		\$15,241,337	\$3,810,334	\$19,051,671
Recreational Trails		\$1,174,862	\$293,716	\$1,468,578
SRTS Education		\$1,951,346	\$487,837	\$2,439,183
Transit Grant Program		\$0	\$0	\$0
Flex to FTA		\$0	\$0	\$0
Railroad Crossings		\$2,593,832	\$0	\$2,593,832
Carbon Reduction		\$18,240,209	\$4,560,052	\$22,800,262
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$289,383,512</b>	<b>\$72,345,878</b>	<b>\$361,729,390</b>
3.5596	Berkshire Region	\$10,300,895	\$2,575,224	\$12,876,119
42.9671	Boston Region	\$124,339,703	\$31,084,926	\$155,424,629
4.5851	Cape Cod	\$13,268,523	\$3,317,131	\$16,585,654
8.6901	Central Mass	\$25,147,717	\$6,286,929	\$31,434,646
2.5397	Franklin Region	\$7,349,473	\$1,837,368	\$9,186,841
0.3100	Martha's Vineyard	\$897,089	\$224,272	\$1,121,361
4.4296	Merrimack Valley	\$12,818,532	\$3,204,633	\$16,023,165
4.4596	Montachusett	\$12,905,347	\$3,226,337	\$16,131,684
0.2200	Nantucket	\$636,644	\$159,161	\$795,805
3.9096	Northern Middlesex	\$11,313,738	\$2,828,434	\$14,142,172
4.5595	Old Colony	\$13,194,441	\$3,298,610	\$16,493,052
10.8100	Pioneer Valley	\$31,282,358	\$7,820,589	\$39,102,947
8.9601	Southeastern Mass	\$25,929,052	\$6,482,263	\$32,411,315

**PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS**

<b>Highway</b>		<b>\$488,298,343</b>	<b>\$114,991,995</b>	<b>\$603,290,338</b>
<b>Reliability</b>		<b>\$328,558,407</b>	<b>\$78,481,467</b>	<b>\$407,039,874</b>
	Interstate Pavement	\$40,000,000	\$10,000,000	\$50,000,000
	Non-Interstate Pavement	\$55,000,000	\$13,750,000	\$68,750,000
	Safety Improvements	\$26,338,550	\$2,926,503	\$29,265,053
	Highway Resiliency Improvement Program	\$20,751,888	\$5,187,972	\$25,939,861
	Bridge	\$186,467,969	\$46,616,992	\$233,084,961
	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	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$32,625,627	\$8,156,407	\$40,782,033
	Bridge Off-system	\$34,148,205	\$8,537,051	\$42,685,256
<b>Modernizatio</b>		<b>\$125,421,330</b>	<b>\$27,930,876</b>	<b>\$153,352,207</b>
	ADA Retrofits	\$2,000,000	\$500,000	\$2,500,000
	Intersection Improvements	\$22,500,000	\$2,500,000	\$25,000,000
	Intelligent Transportation Systems	\$8,000,000	\$2,000,000	\$10,000,000
	Roadway Reconstruction	\$60,000,000	\$14,700,544	\$73,502,719
	Safe Routes to School	\$12,000,000	\$3,000,000	\$15,000,000
	Freight	\$20,921,330	\$5,230,333	\$26,151,663
<b>Expansion</b>		<b>\$34,318,606</b>	<b>\$8,579,651</b>	<b>\$42,898,257</b>
	Bicycle and Pedestrian	\$34,318,606	\$8,579,651	\$42,898,257
	Capacity	\$0	\$0	\$0
<b>Grand Total Formula Funds</b>		<b>\$851,127,976</b>	<b>\$205,050,945</b>	<b>\$1,056,178,921</b>
<b>Difference from Funds Available</b>		<b>\$0</b>		
<b>Highway (Noi</b>		<b>\$289,622,548</b>	<b>\$63,273,338</b>	<b>\$352,895,886</b>
<b>Reliability</b>		<b>\$287,652,096</b>	<b>\$62,780,725</b>	<b>\$350,432,821</b>
	Bridge	\$287,652,096	\$62,780,725	\$350,432,821
	Bridge Systematic Maintenance NB	\$0	\$0	\$0
	Bridge On-System NHS NB	\$251,122,901	\$62,780,725	\$313,903,626
	Bridge On-system Non-NHS NB	\$0	\$0	\$0
	Bridge Off-system Local NB	\$36,529,195	\$0	\$36,529,195
	Bridge Off-System State NB	\$0	\$0	\$0
<b>Modernizatio</b>		<b>\$1,970,452</b>	<b>\$492,613</b>	<b>\$2,463,065</b>
	Electric Vehicle Infrastructure	\$0	\$0	\$0
	Ferry Boat Program	\$1,970,452	\$492,613	\$2,463,065
<b>Grand Total + Non-Formula Programs</b>		<b>\$1,140,750,524</b>	<b>\$268,324,283</b>	<b>\$1,409,074,807</b>

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Federal Fiscal Year 2029

STIP: 2027 - 2031 (D)

		Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$814,371,173		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$864,371,173</b>	<b>\$207,038,581</b>	<b>\$1,132,701,704</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$74,356,132</b>	<b>\$17,940,575</b>	<b>\$92,296,708</b>
GANS Repayment		\$0	\$0	\$0
Award Adjustments, Change Orders, etc.		\$22,225,500	\$5,556,375	\$27,781,875
Metropolitan Planning		\$12,259,415	\$3,064,854	\$15,324,269
State Planning & Research		\$15,546,164	\$3,886,541	\$19,432,704
Recreational Trails		\$1,174,862	\$293,716	\$1,468,578
SRTS Education		\$1,951,346	\$487,837	\$2,439,183
Transit Grant Program		\$0	\$0	\$0
Flex to FTA		\$0	\$0	\$0
Railroad Crossings		\$2,593,832	\$0	\$2,593,832
Carbon Reduction		\$18,605,014	\$4,651,253	\$23,256,267
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$293,886,199</b>	<b>\$73,471,550</b>	<b>\$367,357,749</b>
3.5596	Berkshire Region	\$10,461,173	\$2,615,293	\$13,076,466
42.9671	Boston Region	\$126,274,377	\$31,568,594	\$157,842,971
4.5851	Cape Cod	\$13,474,976	\$3,368,744	\$16,843,720
8.6901	Central Mass	\$25,539,005	\$6,384,751	\$31,923,756
2.5397	Franklin Region	\$7,463,828	\$1,865,957	\$9,329,785
0.3100	Martha's Vineyard	\$911,047	\$227,762	\$1,138,809
4.4296	Merrimack Valley	\$13,017,983	\$3,254,496	\$16,272,479
4.4596	Montachusett	\$13,106,149	\$3,276,537	\$16,382,686
0.2200	Nantucket	\$646,550	\$161,637	\$808,187
3.9096	Northern Middlesex	\$11,489,775	\$2,872,444	\$14,362,219
4.5595	Old Colony	\$13,399,741	\$3,349,935	\$16,749,677
10.8100	Pioneer Valley	\$31,769,098	\$7,942,275	\$39,711,373
8.9601	Southeastern Mass	\$26,332,497	\$6,583,124	\$32,915,622

**PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS**

<b>Highway</b>		<b>\$496,128,842</b>	<b>\$115,626,457</b>	<b>\$611,755,299</b>
<b>Reliability</b>		<b>\$330,284,107</b>	<b>\$78,839,729</b>	<b>\$409,123,836</b>
	Interstate Pavement	\$40,000,000	\$10,000,000	\$50,000,000
	Non-Interstate Pavement	\$55,000,000	\$13,750,000	\$68,750,000
	Safety Improvements	\$26,865,321	\$2,985,033	\$29,850,354
	Highway Resiliency Improvement Program	\$21,166,926	\$5,291,732	\$26,458,658
	Bridge	\$187,251,860	\$46,812,965	\$234,064,824
	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	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$33,409,518	\$8,352,379	\$41,761,897
	Bridge Off-system	\$34,148,205	\$8,537,051	\$42,685,256
<b>Modernizatio</b>		<b>\$130,839,757</b>	<b>\$28,035,483</b>	<b>\$158,875,240</b>
	ADA Retrofits	\$2,000,000	\$500,000	\$2,500,000
	Intersection Improvements	\$22,500,000	\$2,500,000	\$25,000,000
	Intelligent Transportation Systems	\$8,000,000	\$2,000,000	\$10,000,000
	Roadway Reconstruction	\$65,000,000	\$14,700,544	\$73,502,719
	Safe Routes to School	\$12,000,000	\$3,000,000	\$15,000,000
	Freight	\$21,339,757	\$5,334,939	\$26,674,696
<b>Expansion</b>		<b>\$35,004,978</b>	<b>\$8,751,244</b>	<b>\$43,756,222</b>
	Bicycle and Pedestrian	\$35,004,978	\$8,751,244	\$43,756,222
	Capacity	\$0	\$0	\$0
<b>Grand Total Formula Funds</b>		<b>\$864,371,173</b>	<b>\$207,038,581</b>	<b>\$1,071,409,755</b>
<b>Difference from Funds Available</b>		<b>\$0</b>		
<b>Highway (No</b>		<b>\$289,661,957</b>	<b>\$63,283,191</b>	<b>\$352,945,148</b>
<b>Reliability</b>		<b>\$287,652,096</b>	<b>\$62,780,725</b>	<b>\$350,432,821</b>
	Bridge	\$287,652,096	\$62,780,725	\$350,432,821
	Bridge Systematic Maintenance NB	\$0	\$0	\$0
	Bridge On-System NHS NB	\$251,122,901	\$62,780,725	\$313,903,626
	Bridge On-system Non-NHS NB	\$0	\$0	\$0
	Bridge Off-system Local NB	\$36,529,195	\$0	\$36,529,195
	Bridge Off-System State NB	\$0	\$0	\$0
<b>Modernizatio</b>		<b>\$2,009,861</b>	<b>\$502,465</b>	<b>\$2,512,326</b>
	Electric Vehicle Infrastructure	\$0	\$0	\$0
	Ferry Boat Program	\$2,009,861	\$502,465	\$2,512,326
<b>Grand Total + Non-Formula Programs</b>		<b>\$1,154,033,130</b>	<b>\$270,321,772</b>	<b>\$1,424,354,902</b>

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Federal Fiscal Year 2030

STIP: 2027 - 2031 (D)

	Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)	
Balance Obligation Authority	\$827,879,234			
Planned Redistribution Request	\$50,000,000			
<b>Total Non-earmarked Funding Available</b>	<b>\$877,879,234</b>	<b>\$204,090,971</b>	<b>\$1,132,701,704</b>	
<b>Planning/Adjustments/Pass-throughs</b>	<b>\$100,284,344</b>	<b>\$18,172,628</b>	<b>\$118,456,972</b>	
GANS Repayment	\$25,000,000	\$0	\$25,000,000	
Award Adjustments, Change Orders, etc.	\$22,225,500	\$5,556,375	\$27,781,875	
Metropolitan Planning	\$12,504,604	\$3,126,151	\$15,630,754	
State Planning & Research	\$15,857,087	\$3,964,272	\$19,821,358	
Recreational Trails	\$1,174,862	\$293,716	\$1,468,578	
SRTS Education	\$1,951,346	\$487,837	\$2,439,183	
Transit Grant Program	\$0	\$0	\$0	
Flex to FTA	\$0	\$0	\$0	
Railroad Crossings	\$2,593,832	\$0	\$2,593,832	
Carbon Reduction	\$18,977,114	\$4,744,278	\$23,721,392	
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$289,978,940</b>	<b>\$72,494,735</b>	<b>\$362,473,675</b>
3.5596	Berkshire Region	\$10,322,090	\$2,580,523	\$12,902,613
42.9671	Boston Region	\$124,595,541	\$31,148,885	\$155,744,426
4.5851	Cape Cod	\$13,295,824	\$3,323,956	\$16,619,780
8.6901	Central Mass	\$25,199,460	\$6,299,865	\$31,499,325
2.5397	Franklin Region	\$7,364,595	\$1,841,149	\$9,205,744
0.3100	Martha's Vineyard	\$898,935	\$224,734	\$1,123,668
4.4296	Merrimack Valley	\$12,844,907	\$3,211,227	\$16,056,134
4.4596	Montachusett	\$12,931,901	\$3,232,975	\$16,164,876
0.2200	Nantucket	\$637,954	\$159,488	\$797,442
3.9096	Northern Middlesex	\$11,337,017	\$2,834,254	\$14,171,271
4.5595	Old Colony	\$13,221,590	\$3,305,397	\$16,526,987
10.8100	Pioneer Valley	\$31,346,723	\$7,836,681	\$39,183,404
8.9601	Southeastern Mass	\$25,982,403	\$6,495,601	\$32,478,004

**PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS**

<b>Highway</b>		<b>\$487,615,950</b>	<b>\$113,423,608</b>	<b>\$601,039,558</b>
<b>Reliability</b>		<b>\$320,644,321</b>	<b>\$76,355,157</b>	<b>\$396,999,477</b>
	Interstate Pavement	\$40,000,000	\$10,000,000	\$50,000,000
	Non-Interstate Pavement	\$55,000,000	\$13,750,000	\$68,750,000
	Safety Improvements	\$27,402,628	\$3,044,733	\$30,447,361
	Highway Resiliency Improvement Program	\$21,590,265	\$5,397,566	\$26,987,831
	Bridge	\$176,651,428	\$44,162,857	\$220,814,285
	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	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$22,809,086	\$5,702,272	\$28,511,358
	Bridge Off-system	\$34,148,205	\$8,537,051	\$42,685,256
<b>Modernizatio</b>		<b>\$131,266,552</b>	<b>\$28,142,182</b>	<b>\$159,408,734</b>
	ADA Retrofits	\$2,000,000	\$500,000	\$2,500,000
	Intersection Improvements	\$22,500,000	\$2,500,000	\$25,000,000
	Intelligent Transportation Systems	\$8,000,000	\$2,000,000	\$10,000,000
	Roadway Reconstruction	\$65,000,000	\$14,700,544	\$73,502,719
	Safe Routes to School	\$12,000,000	\$3,000,000	\$15,000,000
	Freight	\$21,766,552	\$5,441,638	\$27,208,190
<b>Expansion</b>		<b>\$35,705,077</b>	<b>\$8,926,269</b>	<b>\$44,631,347</b>
	Bicycle and Pedestrian	\$35,705,077	\$8,926,269	\$44,631,347
	Capacity	\$0	\$0	\$0
<b>Grand Total Formula Funds</b>		<b>\$877,879,234</b>	<b>\$204,090,971</b>	<b>\$1,081,970,205</b>
<b>Difference from Funds Available</b>		<b>\$0</b>		
<b>Highway (No</b>		<b>\$289,702,154</b>	<b>\$63,293,240</b>	<b>\$352,995,394</b>
<b>Reliability</b>		<b>\$287,652,096</b>	<b>\$62,780,725</b>	<b>\$350,432,821</b>
	Bridge	\$287,652,096	\$62,780,725	\$350,432,821
	Bridge Systematic Maintenance NB	\$0	\$0	\$0
	Bridge On-System NHS NB	\$251,122,901	\$62,780,725	\$313,903,626
	Bridge On-system Non-NHS NB	\$0	\$0	\$0
	Bridge Off-system Local NB	\$36,529,195	\$0	\$36,529,195
	Bridge Off-System State NB	\$0	\$0	\$0
<b>Modernizatio</b>		<b>\$2,050,058</b>	<b>\$512,515</b>	<b>\$2,562,573</b>
	Electric Vehicle Infrastructure	\$0	\$0	\$0
	Ferry Boat Program	\$2,050,058	\$512,515	\$2,562,573
<b>Grand Total + Non-Formula Programs</b>		<b>\$1,167,581,388</b>	<b>\$267,384,210</b>	<b>\$1,434,965,599</b>

PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS

Federal Fiscal Year 2031

STIP: 2027 - 2031 (D)

		Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$841,657,457		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$891,657,457</b>	<b>\$207,459,408</b>	<b>\$1,132,701,704</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$96,231,120</b>	<b>\$18,409,322</b>	<b>\$114,640,442</b>
GANS Repayment		\$20,000,000	\$0	\$20,000,000
Award Adjustments, Change Orders, etc.		\$22,225,500	\$5,556,375	\$27,781,875
Metropolitan Planning		\$12,754,696	\$3,188,674	\$15,943,370
State Planning & Research		\$16,174,229	\$4,043,557	\$20,217,786
Recreational Trails		\$1,174,862	\$293,716	\$1,468,578
SRTS Education		\$1,951,346	\$487,837	\$2,439,183
Transit Grant Program		\$0	\$0	\$0
Flex to FTA		\$0	\$0	\$0
Railroad Crossings		\$2,593,832	\$0	\$2,593,832
Carbon Reduction		\$19,356,656	\$4,839,164	\$24,195,820
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$296,363,535</b>	<b>\$74,090,884</b>	<b>\$370,454,419</b>
3.5596	Berkshire Region	\$10,549,356	\$2,637,339	\$13,186,696
42.9671	Boston Region	\$127,338,817	\$31,834,704	\$159,173,521
4.5851	Cape Cod	\$13,588,564	\$3,397,141	\$16,985,706
8.6901	Central Mass	\$25,754,288	\$6,438,572	\$32,192,859
2.5397	Franklin Region	\$7,526,745	\$1,881,686	\$9,408,431
0.3100	Martha's Vineyard	\$918,727	\$229,682	\$1,148,409
4.4296	Merrimack Valley	\$13,127,719	\$3,281,930	\$16,409,649
4.4596	Montachusett	\$13,216,628	\$3,304,157	\$16,520,785
0.2200	Nantucket	\$652,000	\$163,000	\$815,000
3.9096	Northern Middlesex	\$11,586,629	\$2,896,657	\$14,483,286
4.5595	Old Colony	\$13,512,695	\$3,378,174	\$16,890,869
10.8100	Pioneer Valley	\$32,036,898	\$8,009,225	\$40,046,123
8.9601	Southeastern Mass	\$26,554,469	\$6,638,617	\$33,193,086

**PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS**

<b>Highway</b>		<b>\$499,062,801</b>	<b>\$114,959,202</b>	<b>\$614,022,003</b>
<b>Reliability</b>		<b>\$325,941,739</b>	<b>\$77,603,393</b>	<b>\$403,545,132</b>
	Interstate Pavement	\$40,000,000	\$10,000,000	\$50,000,000
	Non-Interstate Pavement	\$55,000,000	\$13,750,000	\$68,750,000
	Safety Improvements	\$27,950,680	\$3,105,628	\$31,056,309
	Highway Resiliency Improvement Program	\$22,022,070	\$5,505,518	\$27,527,588
	Bridge	\$180,968,989	\$45,242,247	\$226,211,236
	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	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$27,126,647	\$6,781,662	\$33,908,308
	Bridge Off-system	\$34,148,205	\$8,537,051	\$42,685,256
<b>Modernizatio</b>		<b>\$136,701,883</b>	<b>\$28,251,015</b>	<b>\$164,952,898</b>
	ADA Retrofits	\$2,000,000	\$500,000	\$2,500,000
	Intersection Improvements	\$22,500,000	\$2,500,000	\$25,000,000
	Intelligent Transportation Systems	\$8,000,000	\$2,000,000	\$10,000,000
	Roadway Reconstruction	\$70,000,000	\$14,700,544	\$73,502,719
	Safe Routes to School	\$12,000,000	\$3,000,000	\$15,000,000
	Freight	\$22,201,883	\$5,550,471	\$27,752,354
<b>Expansion</b>		<b>\$36,419,179</b>	<b>\$9,104,795</b>	<b>\$45,523,974</b>
	Bicycle and Pedestrian	\$36,419,179	\$9,104,795	\$45,523,974
	Capacity	\$0	\$0	\$0
<b>Grand Total Formula Funds</b>		<b>\$891,657,457</b>	<b>\$207,459,408</b>	<b>\$1,099,116,864</b>
<b>Difference from Funds Available</b>		<b>\$0</b>		
<b>Highway (Noi</b>		<b>\$289,743,155</b>	<b>\$63,303,490</b>	<b>\$353,046,646</b>
<b>Reliability</b>		<b>\$287,652,096</b>	<b>\$62,780,725</b>	<b>\$350,432,821</b>
	Bridge	\$287,652,096	\$62,780,725	\$350,432,821
	Bridge Systematic Maintenance NB	\$0	\$0	\$0
	Bridge On-System NHS NB	\$251,122,901	\$62,780,725	\$313,903,626
	Bridge On-system Non-NHS NB	\$0	\$0	\$0
	Bridge Off-system Local NB	\$36,529,195	\$0	\$36,529,195
	Bridge Off-System State NB	\$0	\$0	\$0
<b>Modernizatio</b>		<b>\$2,091,059</b>	<b>\$522,765</b>	<b>\$2,613,824</b>
	Electric Vehicle Infrastructure	\$0	\$0	\$0
	Ferry Boat Program	\$2,091,059	\$522,765	\$2,613,824
<b>Grand Total + Non-Formula Programs</b>		<b>\$1,181,400,612</b>	<b>\$270,762,898</b>	<b>\$1,452,163,510</b>

### 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 not yet been advertised can be found in the following tables.

#### Highway Projects Advertised from 10/01/25 to 04/30/26 in the BRPC Region

Locale	Description	Advertised Amount	ID No.	Fund
Sheffield	Superstructure Replacement, County Road over Ironworks Brook (S-10-024)	\$2,475,543	611942	Federal Aid Next-Gen Bridge GANS
North Adams	Bridge Preservation, Route 2 over S. Br. Hoosic River & Route 8 (N-14-039)	\$11,945,925	612505	Federal Aid Next-Gen Bridge GANS

#### Highway Funded Projects anticipated to be advertised (05/01/26 to 09/30/26)

Locale	Description	Current TIP Programming*	ID No.	Fund
Great Barrington	Bridge Replacement, Division Street over Housatonic River (G-11-002)	\$10,690,281	612183	Federal Aid Next-Gen Bridge GANS
North Adams	Reconstruction of Ashland Street	\$11,342,811	609277	Surface Transportation Block Grant
Lee	Resurfacing and Related Work on Route 20	\$9,422,966	610728	Federal Aid National Highway Performance Prog. NHS
Sheffield	Bridge Replacement, Kelsey Road over Schenob Brook (S-10-015)	\$4,192,200	609068	Surface Transportation Block Grant Off-System Bridge
Becket	Ledge Removal along Route 8	\$2,950,417	609506	Fed-Aid PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation)

\* TIP programming includes State/Local match; cost estimates subject to change before 9/30/26 by MPO amendment.

**PART C: FINANCIAL SUMMARIES AND CERTIFICATIONS**

Transit

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

Section 5307 Capital and Operating Assistance	\$ 3,086,660
Section 5339 Capital	\$ 2,045,321
Section 5311 Operating Assistance- Rural Areas	\$ 448,646
<b>Total Federal Transit Dollars</b>	<b>\$ 5,580,627</b>

**STATUS OF FFY 2025 TRANSIT PROJECTS (FEDERAL FUNDS) Funds are as of 3/27/2025**  
 Federal Funds Direct to Recipient from FTA

Section	Description	Federal Funds	Approval Status	Grant #	Comments
5339	Capital	\$66,610	Approved	MA-2020-003	Available \$45,730
5339	Capital	\$616,071	Approved	MA-2021-009	Available \$51,025
5339	Capital	\$333,732	Approved	MA-2021-016	Available \$15,315
5307	Capital	\$417,780	Approved	MA-2022-016	Available \$11,753
5307	Operating	\$2,297,305	Approved	MA-2022-026	Available \$1,764,763
5307	Capital	\$572,583	Approved	MA-2022-026	Available \$209,144
5339	Capital	\$2,457,328	Approved	MA-2023-041	Available \$409,991
5339	Capital	\$2,212,747	Approved	MA-2024-011	Available \$525,538
5307	Operating	\$2,493,647	Approved	MA-2023-040	Available \$2,493,647
5307	Capital	\$440,000	Approved	MA-2023-040	Available \$351,561
5339	Capital	\$152,012	Approved	MA-2024-024	Available \$152,012
5307	Capital	\$320,000	Approved	MA-2024-025	Available \$316,643

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## 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.

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Phil Eng, Acting Secretary and CEO  
Massachusetts Department of Transportation  
Chair, Berkshire MPO

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Date

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## Air Quality Conformity Determination

### Berkshire MPO FFY 2027-2031 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 2027 - 2031 State Transportation Improvement Program and each MPOs’ FFY 2027 – 2031 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 2027-2031 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:

- 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 2027-2031 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 2027-2031 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 2027-2031 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	36.27%
State	46.52%
Local	9.39%
Fares	6.50%
Other	1.32%
<b>Total</b>	<b>100.00</b>

**BRTA Operations and Maintenance Summary**

**State Fiscal Year 2025**

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.

<b>Operating Revenue</b>	<b>Previous</b>	<b>Current</b>	<b>Yr. Two</b>	<b>Yr. Three</b>
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Farebox	594,391	763,107	763,107	763,107
Section 5307	2,841,702	3,892,739	3,331,245	3,331,245
Section 5307- CARES Act	0	0	0	0
Section 5311	448,646	365,347	448,646	453,132
Section 5311-CARES Act	0	0	0	0
Section 5310	6,115	0	0	0
MAP	0	0	0	0
ARPA & CRRSA	0	0	0	0
RTACAP as Expense	25,715	0	0	0
Section 5339	0	0	0	0
Advertising	39,998	40,000	40,000	41,200
Interest Income	34,118	30,000	33,000	35,640
Rental Income	52,719	52,719	52,719	52,719
State Contract Assistance including discretionary grant from MassDOT*	4,454,891	5,460,434	8,735,477	10,938,511
Local Assessment	1,075,885	1,102,782	1,130,352	1,158,610
Other: (Define)	109,416	32,100	32,100	33,063
<b>TOTAL</b>	<b>9,683,596</b>	<b>11,739,228</b>	<b>14,566,646</b>	<b>16,807,227</b>

**BRTA Operations and Maintenance Summary**  
**State Fiscal Year 2024**

<i>Operating Expenses</i> **	<i>Previous</i>	<i>Current</i>	<i>Yr. Two</i>	<i>Yr. Three</i>	
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	
<b>TOTAL (See Description Below)</b>	9,683,596	11,739,228	14,566,646	16,807,227	

Footnotes:

Agencies

\* Operating assistance provided by the State

\*\* Description of Operating Expenses: Salaries and Wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.

### 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, 2025, unless opted to utilize the extensions. The first year option was exercised and will expire on 6/30/26.

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:

<b>MODE:</b>	Type of project (Bridges, Enhancements, Highways, Transit)
<b>LOCATION:</b>	City or Town for highway projects. Transit projects list the grant recipient in this column.
<b>LEAD:</b>	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.
<b>YR:</b>	Federal Fiscal Year in which a project is programmed for funding. Supplemental List projects are listed with a question mark in the YR column.
<b>OTHER HIGHWAYS:</b>	Highway projects not funded or programmed in this TIP
<b>NOTE:</b>	MODE Totals include projects not funded or programmed

## BRPC: TIP Priorities by Mode - BRIDGE

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
BRIDGE	PITTSFIELD	SOUTH STREET	BRIDGE REPLACEMENT	MassDOT		27	NHPP	27,783,547	612498
BRIDGE	GREAT BARRINGTON	STATE ROAD (ROUTES 7/23)	BRIDGE REPLACEMENT	MassDOT		27	NGBP	18,379,574	609430
BRIDGE	LEE	MILL STREET	BRIDGE REPLACEMENT	MassDOT		27	NGBP	8,248,499	607677
BRIDGE	SHEFFIELD	KELSEY ROAD	BRIDGE REPLACEMENT	MassDOT		27	BR OFF	4,144,916	609068
BRIDGE	MONTEREY	CURTIS ROAD	BRIDGE REPLACEMENT	MassDOT		27	BR OFF	5,530,277	609074
BRIDGE	GREAT BARRINGTON	COTTAGE STREET	BRIDGE REPLACEMENT	MassDOT		27	BR OFF	18,319,375	609076
<b>Total for YR Y1</b>								<b>82,406,188</b>	
BRIDGE	BECKET	QUARRY ROAD	BRIDGE REPLACEMENT	MassDOT		28	BR OFF	4,734,264	609069
BRIDGE	WASHINGTON	LOWER VALLEY RD	BRIDGE REPLACEMENT	MassDOT		28	BRF	3,891,394	613137
BRIDGE	PITTSFIELD	PONTOOSUC AVE	BRIDGE REPLACEMENT	MassDOT		28	NGBP	10,416,641	612168
<b>Total for YR Y2</b>								<b>19,042,299</b>	
BRIDGE	LANESBOROUGH	WILLIAMSTOWN ROAD	BRIDGE REPLACEMENT	MassDOT		29	NGBP	6,593,712	612177
BRIDGE	PITTSFIELD	WAHCONAH STREET	BRIDGE REPLACEMENT	MassDOT		29	NGBP	5,983,899	612162
BRIDGE	SAVOY	BLACK BROOK RD	BRIDGE SUPERSTRUCTURE REPLACEMENT	MassDOT		29	BRF	8,900,728	613136
BRIDGE	CLARKSBURG	CROSS ROAD	BRIDGE REPLACEMENT	MassDOT		29	BRF	6,497,100	613301
<b>Total for YR Y3</b>								<b>27,975,439</b>	
BRIDGE	LEE	SILVER STREET	BRIDGE REPLACEMENT	MassDOT		30	BRF	8,212,714	613300
BRIDGE	GREAT BARRINGTON	BROOKSIDE ROAD	BRIDGE REPLACEMENT	MassDOT		30	BR OFF	32,685,256	613481
<b>Total for YR Y4</b>								<b>40,897,970</b>	
BRIDGE	GREAT BARRINGTON	BROOKSIDE ROAD	BRIDGE REPLACEMENT	MassDOT		31	BR OFF	23,900,924	613481A
<b>Total for YR Y5</b>								<b>23,900,924</b>	
<b>Total for BRIDGE (16 projects )</b>								<b>\$ 194,222,820</b>	

## 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	27	STBG	4,994,080	609277
HIGHWAYS	SHEFFIELD	ROUTE 7	RESURFACING AND RELATED WORK	MassDOT	2	27	STBG	6,000,000	616299
HIGHWAYS	NORTH ADAMS		ADVENTURE TRAIL (DESIGN ONLY - FEDERAL EARMARK -	CITY		27	HPP	1,250,000	S13442
HIGHWAYS	BECKET	I-90	I-90 MASS PIKE APPALACHAIN TRAIL PEDESTRIAN-WILDLIF	MassDOT		27	OTH-FA	2,240,000	S13448
HIGHWAYS	BERKSHIRE	BRTA	TRANSIT FLEET/ MICOTRANSIT SOFTWARE UPGRADE/PUR	BRTA		27	STBG	1,250,000	S13516
<b>Total for YR Y1</b>								<b>15,734,080</b>	
HIGHWAYS	PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	6	28	STBG	10,038,085	609292
HIGHWAYS	DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	6	28	STBG	2,838,034	608737
HIGHWAYS	PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	6	28	HPP	520,228	609292A
HIGHWAYS	LANESBOROUGH	ROUTE 7	RESURFACING & SIDEWALK CONSTRUCTION	MassDOT	3	28	NHPP	5,350,962	609256
HIGHWAYS	ADAMS - CHESHIRE	ROUTE 8	PAVEMENT PRESERVATION AND RELATED WORK	MassDOT		28	NHPP	11,285,718	609394
HIGHWAYS	ADAMS - CHESHIRE	ROUTE 8	PAVEMENT PRESERVATION AND RELATED WORK	MassDOT		28	HPP	625,000	609394A
<b>Total for YR Y2</b>								<b>30,658,027</b>	
HIGHWAYS	DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	6	29	STBG	7,076,466	608737A
HIGHWAYS	GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	6	29	STBG	6,000,000	609465
HIGHWAYS	LENEX	ROUTE 20 & PLUNKETT ST & B	INTERSECTION IMPROVEMENTS	MassDOT	2	29	S-HSIP	1,668,222	613053
HIGHWAYS	LEE	ROUTE 20	PAVEMENT PRESERVATION	MassDOT		29	NHPP	3,911,837	616338
HIGHWAYS	PITTSFIELD	ROUTE 20	PAVEMENT PRESERVATION	MassDOT		29	NHPP	5,752,702	616337
HIGHWAYS	WILLIAMSTOWN	ROUTE 7	RETAINING WALL REPLACEMENT ON ROUTE 7	MassDOT		29	NHPP	3,442,902	613074
<b>Total for YR Y3</b>								<b>27,852,129</b>	
HIGHWAYS	GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	6	30	STBG	4,959,700	609465A
HIGHWAYS	DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	6	30	STBG	7,942,913	608737B
HIGHWAYS	ADAMS - NORTH ADAMS	ASHWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	TOWN	4	30	S-CMAQ	2,788,176	606890
HIGHWAYS	WILLIAMSTOWN	ROUTE 43	RECONSTRUCTION OF ROUTE 43	MassDOT	4	30	NHPP	11,832,772	608472
HIGHWAYS	LEE	BIKEWAY (PHASE 1)	CONSTRUCTION	TOWN	4	30	S-CMAQ	6,918,644	607570
HIGHWAYS	DALTON	ROUTE 9	PAVEMENT PRESERVATION	MassDOT		30	NHPP	4,090,810	616345
<b>Total for YR Y4</b>								<b>38,533,015</b>	
HIGHWAYS	GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	6	31	STBG	2,756,300	609465B
HIGHWAYS	ADAMS	ROUTE 8	RECONSTRUCTION	TOWN	4	31	STBG	10,430,395	613657
HIGHWAYS	ADAMS - NORTH ADAMS	ASHWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	TOWN	4	31	S-CMAQ	6,977,810	606890A
<b>Total for YR Y5</b>								<b>20,164,505</b>	
HIGHWAYS	EGREMONT	MOUNT WASHINGTON ROAD (	RECONSTRUCTION	TOWN	4	?	UNDET	9,807,885	612784
HIGHWAYS	GREAT BARRINGTON	ROUTE 7/ SOUTH MAIN STREE	RECONSTRUCTION	TOWN	4	?	UNDET	7,124,000	609215
HIGHWAYS	GREAT BARRINGTON	PARK STREET (ROUTE 183)	RECONSTRUCTION	TOWN	3	?	UNDET	28,038,775	613877
HIGHWAYS	PITTSFIELD	HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	TOWN		?	UNDET		XXX17A
HIGHWAYS	GREAT BARRINGTON	HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	TOWN		?	UNDET	4,500,000	XXX16D
HIGHWAYS	LANESBOROUGH	SUMMER STREET	REHABILITATION	TOWN		?	UNDET	1,600,000	XXX14B
<b>Total for YR Y?</b>								<b>51,070,660</b>	
<b>Total for HIGHWAYS (32 projects )</b>								<b>\$ 184,012,416</b>	

## BRPC: TIP Priorities by Mode - TRANSIT

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
TRANSIT	BRTA	TRANSIT	5310 GRANT VEHICLES EXTRAS	BRTA		27	5307	70,000	RTA27D
TRANSIT	BRTA	TRANSIT	BUS CANOPY AT MAINTENANCE FACILITY	BRTA		27	5339	100,000	RTA27E
TRANSIT	BRTA	TRANSIT	REPAIR EXISTING BUS WASH AT MAINTENANCE FACILITY	BRTA		27	5339	150,000	RTA27H
TRANSIT	BRTA	TRANSIT	40 FOOT HYBRID BUS	BRTA		27	OTH-FA	294,076	RTA27B
TRANSIT	BRTA	TRANSIT	OPERATING ASSISTANCE	BRTA		27	5307	2,456,985	RTA27G
TRANSIT	BRTA	TRANSIT	PASSENGER AMENITIES	BRTA		27	5307	100,000	RTA27C
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		27	5307	300,000	RTA27A
<b>Total for YR Y1</b>								<b>3,471,061</b>	
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		28	5307	300,000	RTA28A
TRANSIT	BRTA	TRANSIT	PASSENGER AMENITIES - BUS SHELTERS, ACCESSORIES,	BRTA		28	5307	100,000	RTA28C
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35 FT BUS (3)	BRTA		28	5339	540,000	RTA28B
TRANSIT	BRTA	TRANSIT	5310 GRANT VEHICLE EXTRAS	BRTA		28	5307	70,000	RTA28E
TRANSIT	BRTA	TRANSIT	OPERATING ASSISTANCE	BRTA		28	5307	2,456,985	RTA28D
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT SUPPORT VEHICLES	BRTA		28	5307	50,000	RTA28F
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35 FT BUS (3)	BRTA		28	RTA	108,000	RTA28G
<b>Total for YR Y2</b>								<b>3,624,985</b>	
TRANSIT	BRTA	TRANSIT	PASSENGER AMENITIES - BUS SHELTERS, ACCESSORIES,	BRTA		29	5307	100,000	RTA29C
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35 FT BUS (3)	BRTA		29	5339	720,000	RTA29B
TRANSIT	BRTA	TRANSIT	5310 GRANT VEHICLE EXTRAS	BRTA		29	5307	70,000	RTA29E
TRANSIT	BRTA	TRANSIT	OPERATING ASSISTANCE	BRTA		29	5307	2,456,985	RTA29D
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		29	5307	300,000	RTA29A
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35 FT BUS (3)	BRTA		29	RTA	120,000	RTA29G
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT SUPPORT VEHICLES	BRTA		29	5307	50,000	RTA29F
<b>Total for YR Y3</b>								<b>3,816,985</b>	
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		30	5307	300,000	RTA30A
TRANSIT	BRTA	TRANSIT	5310 GRANT VEHICLE EXTRAS	BRTA		30	5307	70,000	RTA30E
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35 FT BUS (3)	BRTA		30	RTA	120,000	RTA30H
TRANSIT	BRTA	TRANSIT	BUY 35 FT HYBRID REPLACEMENT VEHICLE	BRTA		30	5307	832,979	RTA30G
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35 FT BUS (3)	BRTA		30	5339	720,000	RTA30B
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT SUPPORT VEHICLES	BRTA		30	5307	100,000	RTA30F
TRANSIT	BRTA	TRANSIT	PASSENGER AMENITIES - BUS SHELTERS, ACCESSORIES,	BRTA		30	5307	100,000	RTA30C
TRANSIT	BRTA	TRANSIT	OPERATING ASSISTANCE	BRTA		30	5307	2,456,985	RTA30D
<b>Total for YR Y4</b>								<b>4,699,964</b>	
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35 FT BUS (3)	BRTA		31	RTA	120,000	RTA31C
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT 35 FT BUS (3)	BRTA		31	5339	720,000	RTA31B
TRANSIT	BRTA	TRANSIT	REPLACE MAINTENANCE FACILITY TO PREPARE FOR ALT	BRTA		31	5339	65,000,000	RTA31A
<b>Total for YR Y5</b>								<b>65,840,000</b>	

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	ROUTE 8	RECONSTRUCTION	TOWN	31	4	STBG	10,430,395	HOWLAND AVENUE	613657
ADAMS - CHESHIRE	ROUTE 8	PAVEMENT PRESERVATION AND RELATED WORK	MassDOT	28		NHPP	11,285,718		609394
ADAMS - CHESHIRE	ROUTE 8	PAVEMENT PRESERVATION AND RELATED WORK	MassDOT	28		HPP	625,000		609394A
ADAMS - NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	TOWN	30	4	S-CMAQ	2,788,176	LIME ST TO HODGES CROSS RD	606890
ADAMS - NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	TOWN	31	4	S-CMAQ	6,977,810	LIME ST TO HODGES CROSS RD	606890A
BECKET	I-90	I-90 MASS PIKE APPALACHAIN TRAIL PEDESTRIAN-WILDLIFE SHARED CROSSING	MassDOT	27		OTH-FA	2,240,000		S13448
BECKET	QUARRY ROAD	BRIDGE REPLACEMENT	MassDOT	28		BR OFF	4,734,264	OVER CUSHMAN BROOK	609069
BERKSHIRE	BRTA	TRANSIT FLEET/ MICOTRANSIT SOFTWARE UPGRADE/PURCHASE (FLEX TO FTA)	BRTA	27		STBG	1,250,000		S13516
CLARKSBURG	CROSS ROAD	BRIDGE REPLACEMENT	MassDOT	29		BRF	6,497,100	OVER HUDSON BROOK	613301
DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	28	6	STBG	2,838,034	SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT	608737
DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	29	6	STBG	7,076,466	SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT	608737A
DALTON	ROUTE 9	PAVEMENT PRESERVATION	MassDOT	30		NHPP	4,090,810	MM 40.4 - 42.8	616345
DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	30	6	STBG	7,942,913	SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT	608737B
EGREMONT	MOUNT WASHINGTON ROAD (PHASE II)	RECONSTRUCTION	TOWN	?	4	UNDET	9,807,885		612784
GREAT BARRINGTON	STATE ROAD (ROUTES 7/23)	BRIDGE REPLACEMENT	MassDOT	27		NGBP	18,379,574	OVER HOUSATONIC RIVER	609430
GREAT BARRINGTON	COTTAGE STREET	BRIDGE REPLACEMENT	MassDOT	27		BR OFF	18,319,375	OVER HOUSATONIC RIVER	609076
GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	29	6	STBG	6,000,000	FROM BELCHER SQUARE N 1.4 MILES ON ROUTE 7	609465
GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	30	6	STBG	4,959,700	FROM BELCHER SQUARE N 1.4 MILES ON ROUTE 7	609465A

**PART D: ATTACHMENTS**

LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
GREAT BARRINGTON	BROOKSIDE ROAD	BRIDGE REPLACEMENT	MassDOT	30		BR OFF	32,685,256	OVER HOUSATONIC RIVER	613481
GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	31	6	STBG	2,756,300	FROM BELCHER SQUARE N 1.4 MILES ON ROUTE 7	609465B
GREAT BARRINGTON	BROOKSIDE ROAD	BRIDGE REPLACEMENT	MassDOT	31		BR OFF	23,900,924	OVER HOUSATONIC RIVER	613481A
GREAT BARRINGTON	ROUTE 7/ SOUTH MAIN STREET	RECONSTRUCTION	TOWN	?	4	UNDET	7,124,000		609215
GREAT BARRINGTON	HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	TOWN	?		UNDET	4,500,000	HOUSATONIC RR/RIVER BIKE PATH CORRIDOR BE	XXX16D
GREAT BARRINGTON	PARK STREET (ROUTE 183)	RECONSTRUCTION	TOWN	?	3	UNDET	28,038,775	PARK STREET	613877
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LANESBOROUGH	ROUTE 7	RESURFACING & SIDEWALK CONSTRUCTION	MassDOT	28	3	NHPP	5,350,962		609256
LANESBOROUGH	WILLIAMSTOWN ROAD	BRIDGE REPLACEMENT	MassDOT	29		NGBP	6,593,712	OVER WATER BRODIE MOUNTAIN BROOK	612177
LANESBOROUGH	SUMMER STREET	REHABILITATION	TOWN	?		UNDET	1,600,000	ROUTE 7 TO ROUTE 8	XXX14B
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LEE	MILL STREET	BRIDGE REPLACEMENT	MassDOT	27		NGBP	8,248,499	OVER WASHINGTON MOUNTAIN BROOK	607677
LEE	ROUTE 20	PAVEMENT PRESERVATION	MassDOT	29		NHPP	3,911,837	MM 15.15 - 17.53	616338
LEE	BIKEWAY (PHASE 1)	CONSTRUCTION	TOWN	30	4	S-CMAQ	6,918,644	STOCKBRIDGE T.L. TO WEST PARK STREET	607570
LEE	SILVER STREET	BRIDGE REPLACEMENT	MassDOT	30		BRF	8,212,714	OVER GREENWATER BROOK	613300
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LENOX	ROUTE 20 & PLUNKETT ST & BLANTYRE RD	INTERSECTION IMPROVEMENTS	MassDOT	29	2	S-HSIP	1,668,222		613053
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MONTEREY	CURTIS ROAD	BRIDGE REPLACEMENT	MassDOT	27		BR OFF	5,530,277	OVER KONKAPOT RIVER	609074
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NORTH ADAMS		ADVENTURE TRAIL (DESIGN ONLY - FEDERAL EARMARK - MA298)	CITY	27		HPP	1,250,000		S13442
NORTH ADAMS	ASHLAND STREET	RECONSTRUCTION	CITY	27	6	STBG	4,994,080		609277
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PITTSFIELD	SOUTH STREET	BRIDGE REPLACEMENT	MassDOT	27		NHPP	27,783,547	OVER HOUSATONIC RR & HOUSATONIC RIVER	612498
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	28	6	STBG	10,038,085	LYMANN ST TO ELM STREET	609292
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	28	6	HPP	520,228	LYMANN ST TO ELM STREET	609292A
PITTSFIELD	PONTOOSUC AVE	BRIDGE REPLACEMENT	MassDOT	28		NGBP	10,416,641	OVER WEST BRANCH HOUSATONIC RIVER	612168
PITTSFIELD	WAHCONAH STREET	BRIDGE REPLACEMENT	MassDOT	29		NGBP	5,983,899	OVER WEST BRANCH HOUSATONIC RIVER	612162
PITTSFIELD	ROUTE 20	PAVEMENT PRESERVATION	MassDOT	29		NHPP	5,752,702	MM 3.19 - 6.69	616337

**PART D: ATTACHMENTS**

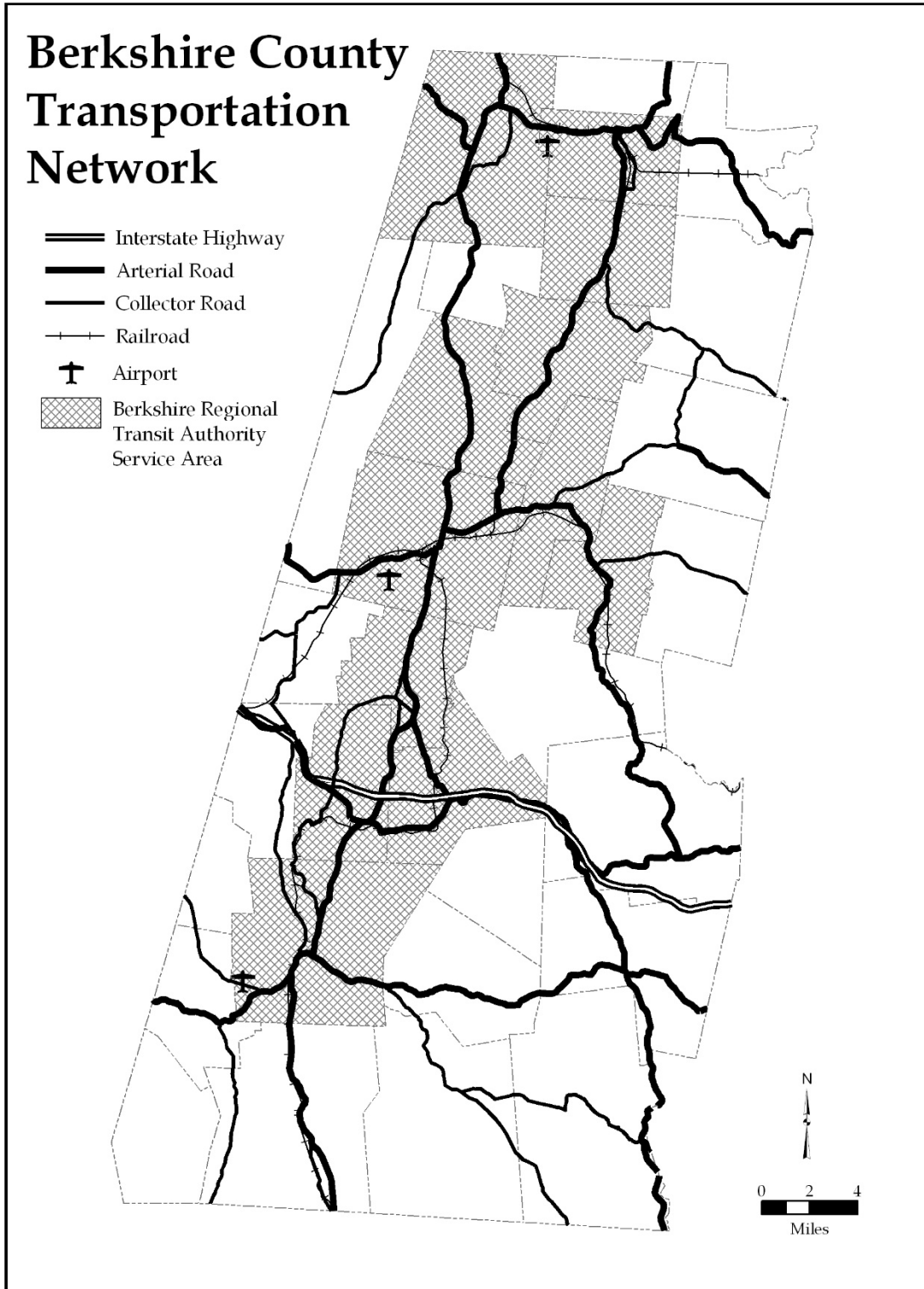
LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
PITTSFIELD	HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	TOWN	?		UNDET		CSX OVERPASS ON HUBBARD AVE	XXX17A
SAVOY	BLACK BROOK RD	BRIDGE SUPERSTRUCTURE REPLACEMENT	MassDOT	29		BRF	8,900,728	OVER BLACK BROOK	613136
SHEFFIELD	ROUTE 7	RESURFACING AND RELATED WORK	MassDOT	27	2	STBG	6,000,000		616299
SHEFFIELD	KELSEY ROAD	BRIDGE REPLACEMENT	MassDOT	27		BR OFF	4,144,916	OVER SCHENOB BROOK	609068
WASHINGTON	LOWER VALLEY RD	BRIDGE REPLACEMENT	MassDOT	28		BRF	3,891,394	OVER DEPOT BROOK	613137
WILLIAMSTOWN	ROUTE 7	RETAINING WALL REPLACEMENT ON ROUTE 7	MassDOT	29		NHPP	3,442,902		613074
WILLIAMSTOWN	ROUTE 43	RECONSTRUCTION OF ROUTE 43	MassDOT	30	4	NHPP	11,832,772		608472

**Total Projects = 48**

**Grand Total Cost = \$ 378,235,236**

Attachment 3

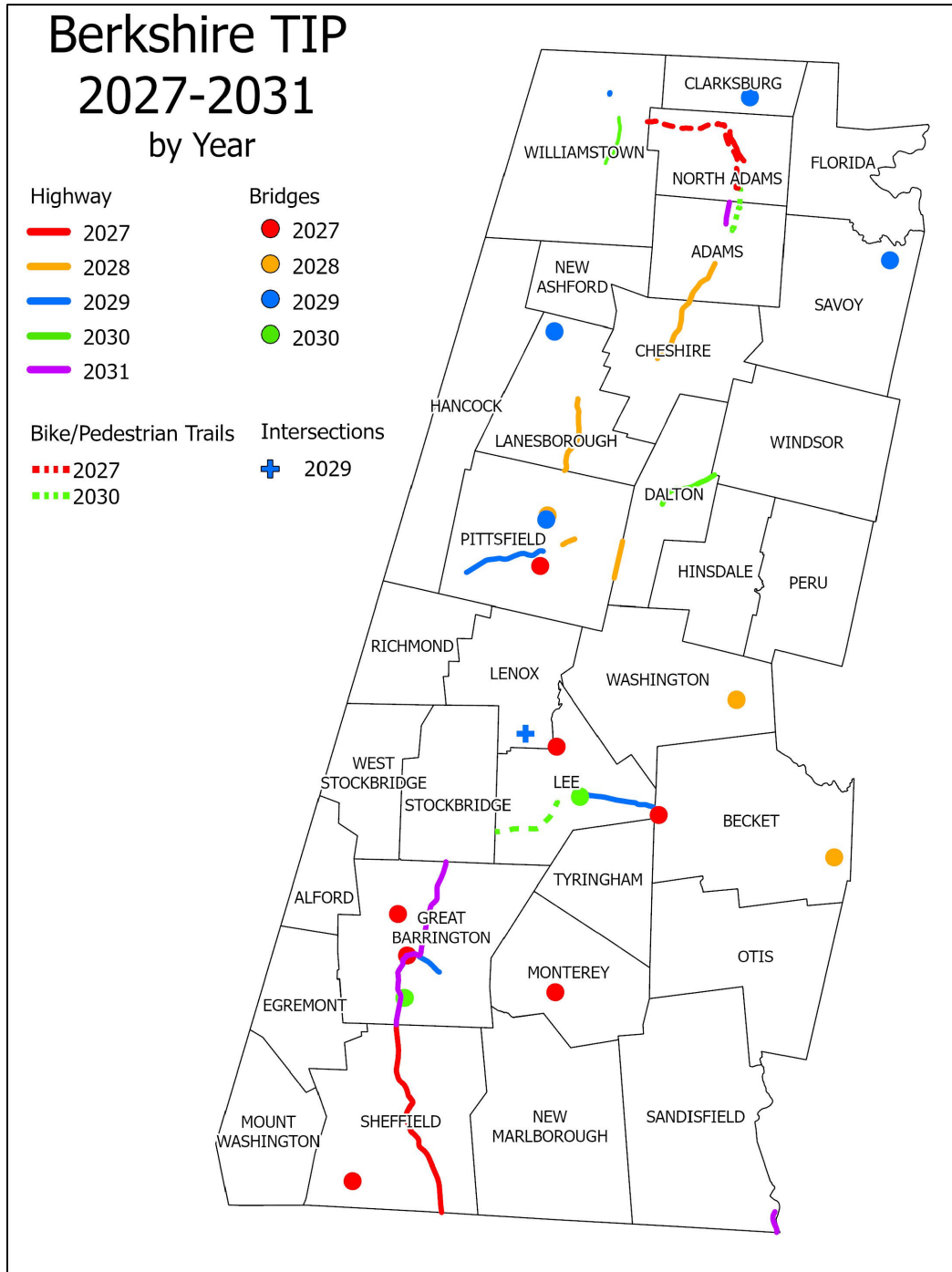
3. BERKSHIRE COUNTY TRANSPORTATION NETWORK MAP



The map below shows a geographical distribution of all highway and bridge projects programed in FFY 2027-2031 TIP in the Berkshire MPO region.

Attachment 4

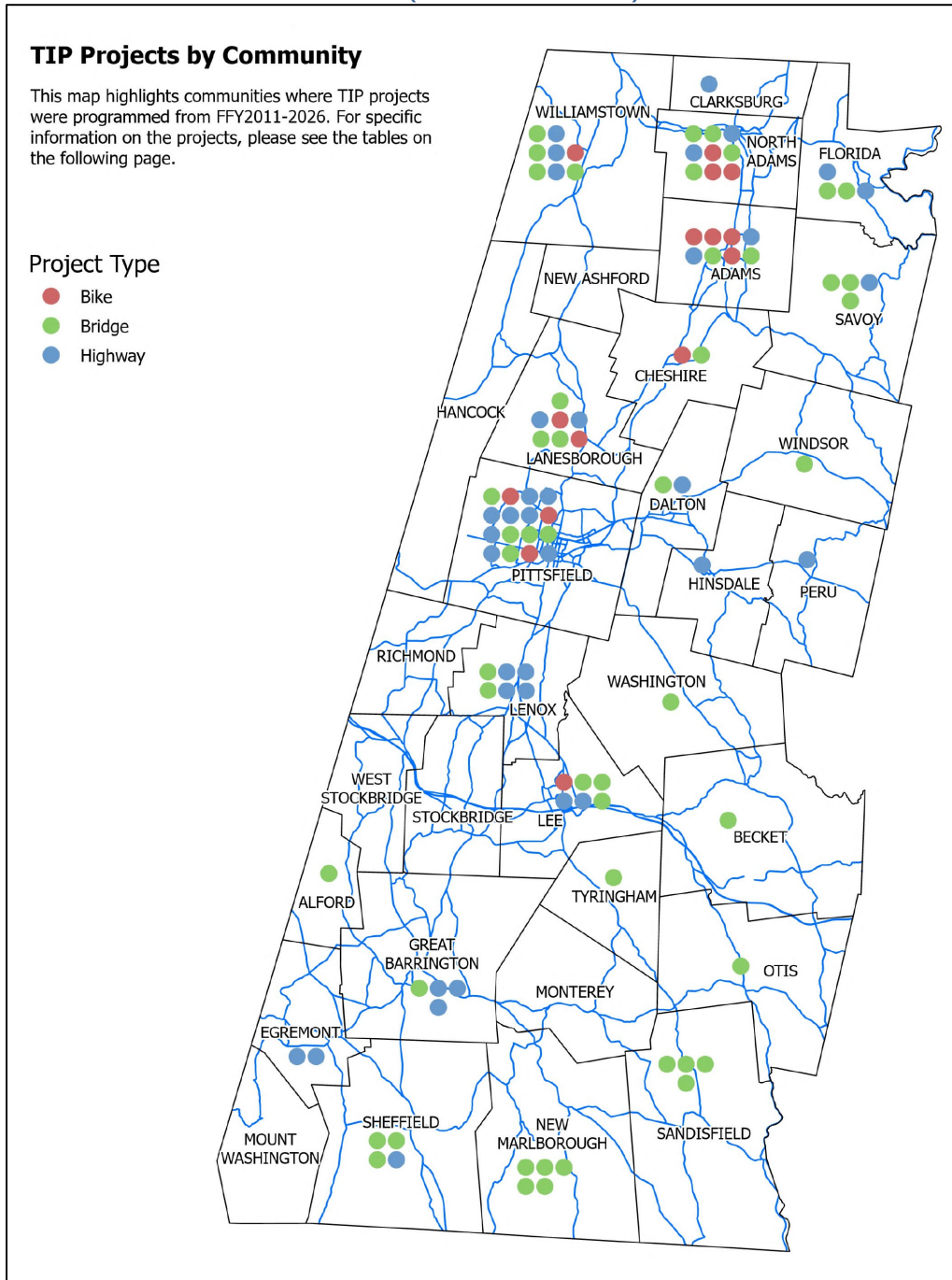
4. BMPO FFY 2027 - 2031 TIP PROJECTS MAP



The map below shows a geographical distribution of TIP past projects programmed from FFY 2011 – 2026 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.

Attachment 5

5. BERKSHIRE MPO PAST (FFY 2011 – 2026) TIP PROJECTS MAP



The following tables list TIP projects programmed from FFY 2011 – 2026 in the Berkshire MPO region.

### Highway Projects (FFY 2011 – 2026)

Project ID	Community	Project Description	FFY	GHG Analysis
602937	Lenox	Route 183/ West St Rehabilitation, Repavement, Drainage Improvements; Main St to Stockbridge TL.	2011	Qualitative Decrease in Emissions
601078	Pittsfield	Route 7/20, South St Rehabilitation; Berkshire Life to West Housatonic St	2011 & 2012	Qualitative Decrease in Emissions
605793	Pittsfield	North St & Lower Wahconah St Intersection Safety Improvements	2011	Qualitative Decrease in Emissions
602182	Great Barrington	Reconstruction of Main Street (Route 7)	2013	Qualitative Decrease in Emissions
601320	Lee	Reconstruction of Tyringham Rd	2013, 2014 & 2015	Qualitative - No Assumed Impact/Negligible Impact on Emissions
604553	Adams	Roundabout Construction at Route 8 & Friend St	2014	Quantified Decrease in Emissions (210,
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
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)
605887	Sheffield – Great Barrington	Route 7, Resurfacing and related work	2015	Qualitative Decrease in Emissions
606544	Lenox - Pittsfield	Route 7, Resurfacing and related work	2015	Qualitative Decrease in Emissions
607900	Pittsfield	Traffic Signal and Intersection Improvements at Center St and West Housatonic St	2016	Quantified Decrease in Emissions from Traffic Operational Improvement: (-34,012 Kg/Yr)
605799	Williamstown	Route 43, Reconstruction and related work	2017	Qualitative Decrease in Emissions
608167	Clarksburg	Route 8, Resurfacing and related work	2017	Qualitative Decrease in Emissions
607429	North Adams	Intersection improvements at route 2 & Phelps Avenue	2018	Qualitative Decrease in Emissions
606462	Lenox	Reconstruction and Minor Widening on Walker Street	2018 &	Quantified Decrease in Emissions from Bicycle

			2019	and Pedestrian Infrastructure: (-6202 Kg/Yr)
607760	Pittsfield	Intersections & traffic Signal Improvements at Nine locations along Routs 8 & 9	2019	Qualitative Decrease in Emissions
608812	Florida, Savoy	Resurfacing and related work on Route 2	2019	Qualitative Decrease in Emissions
607328	Adams	Pavement Rehabilitation and related work on Route 8	2020	Qualitative Decrease in Emissions
607756	Great Barrington	Intersection and Signal Improvements on Route 7 at Maple Ave (Route 23/41)	2020	Qualitative Decrease in Emissions
609104	Lee	Resurfacing and related work on Route 20	2020	Qualitative Decrease in Emissions
608486	Williamstown	Resurfacing and related work on Route 43	2020	Qualitative Decrease in Emissions
606406	Hinsdale Peru	Reconstruction of Skyline Trail (Middlefield Road)	2021	Qualitative Decrease in Emissions
608485	Lanesborough Pittsfield	Resurfacing and Related Work on Route 8 (MM 44.43 to MM 47.77)	2021	Qualitative Decrease in Emissions
609105	Windsor	Pavement Preservation and Related Work on Route 9	2021	Qualitative Decrease in Emissions
609103	Florida North Adams	Resurfacing and related work on Route 2	2022	Qualitative Decrease in Emissions
608767	Egremont	Reconstruction and related work on Route 23/41	2022	Qualitative Decrease in Emissions
608813	Lanesborough	Resurfacing and related work on Route 7	2023	Qualitative Decrease in Emissions
606233	Pittsfield	Intersection Improvements at First Street - North Street - Tyler Street (Berkshire Medical Center)	2023	Qualitative Decrease in Emissions
610716	Williamstown	Intersection Improvements at Route 7 and Route 43	2023	Qualitative Decrease in Emissions
604003	Pittsfield	Reconstruction of East Street	2024	Qualitative Decrease in Emissions
608547	Egremont	Reconstruction of Mt. Washington Road (Phase I)	2025	Qualitative Decrease in Emissions

## Bridge Projects (FFY 2011 – 2026)

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

608646	Tyringham	Monerey Road over Hop Brook, Bridge Replacement	2019
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
609078	New Marlborough	Bridge Replacement (N-08-020) Keyes Hill Road over Umpachene River	2024
609428	Lanesborough	Bridge Replacement (L-03-010) Bridge Street over Town Brook	2025
610777	Adams	Bridge Preservation (A-04-038) Quality Street over Hoosic River	2025
607597	Lee	Bridge Replacement (L-05-004) Meadow Street over Powder Mill Brook	2025
611942	Sheffield	Superstructure Replacement (S-10-024) County Road over Ironworks Brook	2026
612505	North Adams	Bridge Preservation (N-14-039) Route 2 over S. Br. Hoosic River & Route 8	2026

## Bike/ Pedestrian Trail Projects (FFY 2011 – 2026)

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

## 2027-2031 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 2027 – 2031 Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas, 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 2027 -2031 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 and a statement of MPO support for reducing GHG emissions as a regional goal.

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

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

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

### Calculation of GHG Impacts for TIP Projects

The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations and have been adapted to provide CO<sub>2</sub> impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.



**Projects  
with  
Quantified  
Impacts**

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

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

- **Quantified Decrease in Emissions from Traffic Operational Improvement** - An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
- **Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure** - A shared-use path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).
- **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that would enable increased transit ridership and decreased VMT.
- **Quantified Decrease in Emissions from a Park and Ride Lot** - A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT.
- **Quantified Decrease in Emissions from Bus Replacement** - A bus replacement that would directly reduce GHG emissions generated by that bus service.
- **Quantified Decrease in Emissions from Complete Streets Improvements** - Improvements to roadway networks that include the addition of bicycle and pedestrian accommodations where none were

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



Projects  
with  
Assumed  
Impacts

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

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

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

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

## Regional Greenhouse Gas Impact Summary Tables for FFY 2027 – 2031 TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2027– 2031 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 <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year of Contract Award (2015 and forward)
602280	DALTON- RECONSTRUCTION OF HOUSATONIC STREET, FROM ROUTE 8 & 9 TO ROUTE 8	11,181,141	Quantified	-5,032	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2015
607900	PITTSFIELD- TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS AT CENTER STREET AND WEST HOUSATONIC STREET (ROUTE 20)	2,372,226	Quantified	-34,012	Quantified Decrease in Emissions from Traffic Operational Improvement		2016
606462	LENOX- RECONSTRUCTION & MINOR WIDENING ON WALKER STREET	8,521,062	Quantified	-6,202	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2018
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 <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year Programmed (2015 and forward)
RTD0002943	BRTA	Buy Replacement Van (5)	350,000	Quantified	-28,354	Quantified Decrease in Emissions from Bus Replacement		2015
RTD0007502	BRTA	Buy 2 replacement 35 Ft Buses	825,902	Quantified	-52,256	Quantified Decrease in Emissions from Bus Replacement		2019
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

## 2027 Berkshire Region Highway Project GHG Tracking

STIP: 2027 - 2031 (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					
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	
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	
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	
616299	SHEFFIELD- RESURFACING AND RELATED WORK ON ROUTE 7	Qualitative	Qualitative Decrease in Emissions	0	
S13442	NORTH ADAMS- ADVENTURE TRAIL (DESIGN ONLY - FEDERAL EARMARK MA298)	Qualitative	No assumed impact/negligible impact on emissions	0	
S13448	Wildlife Crossings Program Grant - I-90: Mass Pike Appalachian Trail Pedestrian-Wildlife Shared Use	Not Applicable	No assumed impact/negligible impact on emissions	0	
S13516	BRTA -TRANSIT FLEET SOFTWARE UPGRADE AND PARATRANSIT-MICROTRANSIT SOFTWARE (FLEX TO FTA)	Not Applicable	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
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: 2027 - 2031 (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					
609069	BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN 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	
612168	PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC RIVER RESERVOIR	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	
Berkshire Region				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 Highway Project GHG Tracking

STIP: 2027 - 2031 (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					
612162	PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC	Qualitative	No assumed impact/negligible impact on emissions	0	
612177	LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLIAMSTOWN ROAD OVER BRODIE MOUNTAIN BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
613053	LENEX- INTERSECTION IMPROVEMENTS ON ROUTE 20 AT PLUNKETT STREET AND BLANTYRE ROAD	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from safety improvements.
613074	WILLIAMSTOWN- LEDGE STABILIZATION ON ROUTE 7 BETWEEN MILEMARKER 51.9 AND 52	Qualitative	No assumed impact/negligible impact on emissions	0	
613136	SAVOY- BRIDGE REPLACEMENT, S-06-011, BLACK BROOK RD OVER BLACK 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	
616337	PITTSFIELD- PAVEMENT PRESERVATION ON US20 (MM 3.19-6.69)	Qualitative	Qualitative Decrease in Emissions	0	
616338	LEE- PAVEMENT PRESERVATION ON US20 (MM 15.15-17.53)	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	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

## 2030 Berkshire Region Highway Project GHG Tracking

STIP: 2027 - 2031 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2030					
Berkshire Region					
607570	LEE- BIKEWAY CONSTRUCTION, FROM ROUTE 102 TO WEST PARK STREET (PHASE 1)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	18,003	
608472	WILLIAMSTOWN- RECONSTRUCTION OF ROUTE 43	Qualitative	Qualitative Decrease in Emissions	0	
608737	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	Qualitative	Qualitative Decrease in Emissions	0	
613300	LEE- BRIDGE REPLACEMENT, L-05-008 (05B), SILVER STREET OVER GREENWATER BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
613866	SANDSFIELD- ROCK STABILIZATION ON ROUTE 8	Qualitative	No assumed impact/negligible impact on emissions	0	
616345	DALTON- PAVEMENT PRESERVATION ON SR9 (MM 40.4-42.8)	Qualitative	Qualitative Decrease in Emissions	0	
Berkshire Region			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	18,003	
			Total GHG Difference (kg/year)	18,003	
2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	18,003	
			Total GHG Difference (kg/year)	18,003	

### 2031 Berkshire Region Highway Project GHG Tracking

STIP: 2027 - 2031 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2031					
Berkshire Region					
606890	ADAMS- NORTH ADAMS- ASHWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	23,423	
609465	GREAT BARRINGTON- RECONSTRUCTION OF ROUTE 7	Qualitative	Qualitative Decrease in Emissions	0	
613481	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-008 (04K), BROOKSIDE ROAD OVER HOUSATONIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
613657	ADAMS- RECONSTRUCTION OF HOWLAND AVENUE (ROUTE 8) AND LIME STREET	Qualitative	Qualitative Decrease in Emissions	0	
Berkshire Region			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	23,423	
			Total GHG Difference (kg/year)	23,423	
2031			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	23,423	
			Total GHG Difference (kg/year)	23,423	
2027 - 2031			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	41,426	
			Total GHG Difference (kg/year)	41,426	

### 2027 Berkshire Region Transit Project GHG Tracking

STIP: 2027 - 2031 (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	
BRTA011704	BRTA- 40 Foot Hybrid Bus	Qualitative	Qualitative Decrease in Emissions	0	New bus replacing 2018 diesel engine year models should result in decreased emissions and greater efficiency.
BRTA011711	BRTA- Operating Assistance	Not Applicable	No assumed impact/negligible impact on emissions	0	
BRTA012196	Construct bus canopy at maintenance facility to provide cover for gas powered vehicles	Not Applicable	No assumed impact/negligible impact on emissions	0	
BRTA012197	Repair existing Bus wash at Maintenance Facility	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	
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: 2027 - 2031 (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	
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	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 Vehicle <30 Buses (3)	Qualitative	Qualitative Decrease in Emissions	0	New buses replacing 2017 and 2018 year models should result in decreased emissions and greater efficiency.
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: 2027 - 2031 (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	
RTD0011281	BRTA - BUY replacement- Support Vehicles	Qualitative	Qualitative Decrease in Emissions	0	
RTD0011287	BRTA - BUY REPLACEMENT 35' Bus (3)	Qualitative	Qualitative Decrease in Emissions	0	New buses replacing 2018 year models with Hybrid- electric models will 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	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

### 2030 Berkshire Region Transit Project GHG Tracking

STIP: 2027 - 2031 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2030					
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	
BRTA011953	BRTA- 35' Hybrid Replacement Vehicle	Qualitative	Qualitative Decrease in Emissions	0	Replacing a 2018 diesel bus, for a hybrid electric bus will reduce GHG emissions.
RTD0010571	BRTA - PREVENTIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011281	BRTA - BUY replacement- Support Vehicles	Qualitative	Qualitative Decrease in Emissions	0	
RTD0011287	BRTA - BUY REPLACEMENT 35' Bus (3)	Qualitative	Qualitative Decrease in Emissions	0	New buses replacing 2018 year models with Hybrid- electric models will 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	
2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

### 2031 Berkshire Region Transit Project GHG Tracking

STIP: 2027 - 2031 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2031					
Berkshire Regional Transportation Authority					
BRTA012198	Design and Construct new Maintenance Facility to replace original and prepare for alternative fuels buses.	Qualitative	Qualitative Decrease in Emissions	0	Transition to Alternative Fuel Bus Maintenance Facility expected to decrease GHG emissions
RTD0011287	BRTA - BUY REPLACEMENT 35' Bus (3)	Qualitative	Qualitative Decrease in Emissions	0	New buses replacing 2018 year models with Hybrid- electric models will result in decreased emissions and greater efficiency.
Berkshire Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2031			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2027 - 2031			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

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## 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 2027 – 2031 Transportation Improvement Program and the Air Quality Conformity Determination for the Berkshire Region MPO are 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.

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Phil Eng, Acting Secretary and CEO  
Massachusetts Department of Transportation  
Chair, Berkshire MPO

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Date

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Attachment 7

**7. FHWA & FTA TITLE VI CERTIFICATIONS & ASSURANCES**

# TITLE VI/NONDISCRIMINATION ASSURANCES

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*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

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- 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

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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

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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

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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

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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

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### 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.\**

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\* 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

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### 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.\**

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\* 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

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### 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*

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\* 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

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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 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)

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## **Transportation Improvement Program**

### **APPENDIX**

1. PUBLIC NOTICE
2. PUBLIC COMMENTS
3. MassDOT STIP Amendment/ Adjustment Procedures
4. Operating & Maintenance Expenditure 2026-2030 STIP – Berkshires
5. Transportation Acronyms

## 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 2026-2030 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.

2026-2030 | State Transportation Improvement Program



Operating and Maintenance Expenditures as of April 2026					
Program Group/Sub Group	Statewide and District Contracts plus Expenditures within MPO boundaries				
	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
<b>Part 1: Non-Federal Aid</b>					
<b>Section I - Non Federal Aid Maintenance Projects</b>					
<b>01 - Accessibility Improvements</b>					
Accessibility Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sidewalk Construction	\$ 1,433,535	\$ 1,077,728	\$ -	\$ -	\$ -
Sidewalk Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
<b>02 - Bicycles and pedestrians program</b>					
Shared Use Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
Shared Use Path Modernization	\$ -	\$ -	\$ -	\$ -	\$ -
<b>03 - Bridge</b>					
Bridge Deck Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance	\$ 75,264,489	\$ 39,702,890	\$ 18,759,005	\$ 3,102,331	\$ -
Bridge Maintenance - Deck Repairs	\$ 14,520,991	\$ 5,999,040	\$ 3,644,683	\$ 552,943	\$ -
Bridge Maintenance - Joints	\$ 1,713,204	\$ 1,214,289	\$ 1,821,433	\$ 455,358	\$ -
Bridge Preservation	\$ 7,713,958	\$ 8,773,627	\$ 3,994,370	\$ 684,665	\$ -
Bridge Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Replacement	\$ 636,309	\$ 1,385,000	\$ 625,000	\$ -	\$ -
Drawbridge Maintenance	\$ 12,539,092	\$ 5,195,663	\$ 3,225,600	\$ 2,150,400	\$ -
Painting - Structural	\$ 725,862	\$ -	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
<b>04 - Capacity</b>					
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway Additional Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
<b>05 - Facilities</b>					
Vertical Construction (Ch 149)	\$ 8,081,915	\$ 4,185,977	\$ 1,555,693	\$ 494,820	\$ -
<b>07 - Intersection Improvements</b>					
Intersection Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -
Traffic Signal Upgrades	\$ 7,501,886	\$ 3,742,107	\$ 1,883,402	\$ -	\$ -
<b>08 - Interstate Pavement</b>					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>09 - Intelligent Transportation Systems Program</b>					
Intelligent Transportation Sys	\$ -	\$ -	\$ -	\$ -	\$ -
<b>10 - Non-interstate DOT Pavement Program</b>					
Pavement Maintenance	\$ 7,302,000	\$ 5,367,662	\$ 4,164,464	\$ -	\$ -
Pavement Preservation	\$ 1,125,996	\$ 8,112,362	\$ 6,834,508	\$ -	\$ -
Pavement Rehabilitation	\$ 1,759,255	\$ 13,088,037	\$ 13,674,923	\$ 941,504	\$ -
Resurfacing	\$ 25,530,694	\$ 6,956,869	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ 5,994,737	\$ 281,961	\$ -	\$ -	\$ -
<b>11 - Roadway Improvements</b>					
Catch Basin Cleaning	\$ 5,514,110	\$ 4,506,954	\$ 992,511	\$ 116,618	\$ -
Contract Highway Maintenance	\$ 34,126,449	\$ 20,078,186	\$ 10,031,688	\$ 766,748	\$ -
Crack Sealing	\$ 2,562,709	\$ 1,267,170	\$ 661,429	\$ -	\$ -
Culvert Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ 8,629,875	\$ 4,485,713	\$ 2,243,415	\$ 500,652	\$ -
Embankment and Ledge Stabilization	\$ 454,828	\$ 488,828	\$ 10,000	\$ -	\$ -
Guard Rail & Fencing	\$ 9,017,698	\$ 5,572,172	\$ 2,062,863	\$ -	\$ -
Highway Sweeping	\$ 1,803,207	\$ 801,648	\$ 83,064	\$ -	\$ -
Landscaping	\$ 1,546,619	\$ 633,030	\$ 416,200	\$ -	\$ -
Mowing and Spraying	\$ 2,781,271	\$ 2,620,784	\$ 453,890	\$ -	\$ -
Tree Trimming	\$ 5,278,541	\$ 4,339,273	\$ 2,083,035	\$ -	\$ -

2026-2030 | State Transportation Improvement Program



Operating and Maintenance Expenditures as of April 2026					
Statewide and District Contracts plus Expenditures within MPO boundaries					
Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
<b>12 - Roadway Reconstruction</b>					
Hwy Reconstr - Restr and Rehab	\$ 455	\$ -	\$ -	\$ -	\$ -
Reclamation	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway - Reconstr - Sidewalks and Curbing	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway Minor Widening	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway Modernization	\$ -	\$ -	\$ -	\$ -	\$ -
Tunnels	\$ -	\$ -	\$ -	\$ -	\$ -
<b>13 - Safety Improvements</b>					
Impact Attenuators	\$ 954,691	\$ 1,150,400	\$ 571,535	\$ 41,089	\$ -
Lighting	\$ 5,400,364	\$ 1,924,000	\$ 1,277,265	\$ -	\$ -
Pavement Marking	\$ 8,400,447	\$ 3,017,400	\$ 1,310,717	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ 2,310,314	\$ 1,266,678	\$ 462,838	\$ -	\$ -
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Section I Total:</b>	<b>\$ 260,625,499</b>	<b>\$ 157,235,448</b>	<b>\$ 82,843,530</b>	<b>\$ 9,807,129</b>	<b>\$ -</b>
<b>Section II - Non Federal Aid Highway Operations - State Operating Budget</b>					
<b>Snow and Ice Operations &amp; Materials</b>					
	\$ 175,000,000	\$ 85,000,000	\$ 85,000,000	\$ 85,000,000	\$ 85,000,000
<b>District Maintenance Payroll</b>					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 38,040,000	\$ 39,561,600	\$ 41,381,600	\$ 42,629,600	\$ 43,908,800
<b>Section II Total:</b>	<b>\$ 213,040,000</b>	<b>\$ 124,561,600</b>	<b>\$ 126,381,600</b>	<b>\$ 127,629,600</b>	<b>\$ 128,908,800</b>
<b>Grand Total NFA:</b>	<b>\$ 473,665,499</b>	<b>\$ 281,797,048</b>	<b>\$ 209,225,130</b>	<b>\$ 137,436,729</b>	<b>\$ 128,908,800</b>



Operating and Maintenance Expenditures as of April 2026					
Statewide and District Contracts plus Expenditures within MPO boundaries					
Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
<b>Part 2: Federal Aid</b>					
<b>Section 1 - Non Federal Aid Maintenance Projects</b>					
<b>01 - Accessibility Improvements</b>					
Accessibility Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sidewalk Construction	\$ -	\$ -	\$ -	\$ -	\$ -
Sidewalk Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
<b>02 - Bicycles and pedestrians program</b>					
Shared Use Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
Shared Use Path Modernization	\$ -	\$ -	\$ -	\$ -	\$ -
<b>03 - Bridge</b>					
Bridge Deck Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ 74,702,925	\$ 54,228,868	\$ 24,452,973	\$ 27,146,770	\$ 32,134,144
Bridge Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ -	\$ -	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
<b>04 - Capacity</b>					
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway Additional Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
<b>05 - Facilities</b>					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>07 - Intersection Improvements</b>					
Intersection Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -
Traffic Signal Upgrades	\$ -	\$ -	\$ -	\$ -	\$ -
<b>08 - Interstate Pavement</b>					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>09 - Intelligent Transportation Systems Program</b>					
Intelligent Transportation Sys	\$ -	\$ -	\$ -	\$ -	\$ -
<b>10 - Non-interstate DOT Pavement Program</b>					
Pavement Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>11 - Roadway Improvements</b>					
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Embankment and Ledge Stabilization	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -



Operating and Maintenance Expenditures as of April 2026					
Statewide and District Contracts plus Expenditures within MPO boundaries					
Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
<b>12 - Roadway Reconstruction</b>					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Reclamation	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway - Reconstr - Sidewalks and Curbing	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway Minor Widening	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway Modernization	\$ -	\$ -	\$ -	\$ -	\$ -
Tunnels	\$ -	\$ -	\$ -	\$ -	\$ -
<b>13 - Safety Improvements</b>					
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ 313,546	\$ -	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ 1,519,444	\$ 1,657,576	\$ -
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Section I Total:</b>	<b>\$ 75,016,471</b>	<b>\$ 54,228,868</b>	<b>\$ 25,972,417</b>	<b>\$ 28,804,345</b>	<b>\$ 32,134,144</b>
<b>Grand Total Federal Aid:</b>	<b>\$ 75,016,471</b>	<b>\$ 54,228,868</b>	<b>\$ 25,972,417</b>	<b>\$ 28,804,345</b>	<b>\$ 32,134,144</b>



Operating and Maintenance Expenditures as of April 2026

Program Group/Sub Group	Berkshire Region				
	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
<b>Part 1: Non-Federal Aid</b>					
<b>Section I - Non Federal Aid Maintenance Projects</b>					
<b>01 - Accessibility Improvements</b>					
Accessibility Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sidewalk Construction	\$ -	\$ -	\$ -	\$ -	\$ -
Sidewalk Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
<b>02 - Bicycles and pedestrians program</b>					
Shared Use Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
Shared Use Path Modernization	\$ -	\$ -	\$ -	\$ -	\$ -
<b>03 - Bridge</b>					
Bridge Deck Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ -	\$ -	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
<b>04 - Capacity</b>					
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway Additional Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
<b>05 - Facilities</b>					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>07 - Intersection Improvements</b>					
Intersection Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -
Traffic Signal Upgrades	\$ -	\$ -	\$ -	\$ -	\$ -
<b>08 - Interstate Pavement</b>					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>09 - Intelligent Transportation Systems Program</b>					
Intelligent Transportation Sys	\$ -	\$ -	\$ -	\$ -	\$ -
<b>10 - Non-interstate DOT Pavement Program</b>					
Pavement Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>11 - Roadway Improvements</b>					
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Embankment and Ledge Stabilization	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -

2026-2030 | State Transportation Improvement Program



12 - Roadway Reconstruction								
Hwy Reconstr - Restr and Rehab	\$	-	\$	-	\$	-	\$	-
Reclamation	\$	-	\$	-	\$	-	\$	-
Roadway - Reconstr - Sidewalks and Curbing	\$	-	\$	-	\$	-	\$	-
Roadway Minor Widening	\$	-	\$	-	\$	-	\$	-
Roadway Modernization	\$	-	\$	-	\$	-	\$	-
Tunnels	\$	-	\$	-	\$	-	\$	-
13 - Safety Improvements								
Impact Attenuators	\$	-	\$	-	\$	-	\$	-
Lighting	\$	-	\$	-	\$	-	\$	-
Pavement Marking	\$	-	\$	-	\$	-	\$	-
Safety Improvements	\$	-	\$	-	\$	-	\$	-
Sign Installation/Upgrading	\$	-	\$	-	\$	-	\$	-
Structural Signing	\$	-	\$	-	\$	-	\$	-
<b>Section I Total:</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding								
Snow and Ice Operations & Materials								
	\$	-	\$	-	\$	-	\$	-
District Maintenance Payroll								
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$	-	\$	-	\$	-	\$	-
<b>Section II Total:</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>
<b>Grand Total NFA:</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>



Operating and Maintenance Expenditures as of April 2026

Berkshire Region

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
<b>Part 2: Federal Aid</b>					
<b>Section I - Non Federal Aid Maintenance Projects</b>					
<b>01 - Accessibility Improvements</b>					
Accessibility Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sidewalk Construction	\$ -	\$ -	\$ -	\$ -	\$ -
Sidewalk Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
<b>02 - Bicycles and pedestrians program</b>					
Shared Use Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
Shared Use Path Modernization	\$ -	\$ -	\$ -	\$ -	\$ -
<b>03 - Bridge</b>					
Bridge Deck Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ -	\$ 2,430,077	\$ 4,165,846	\$ 4,165,846	\$ 3,471,539
Bridge Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ -	\$ -	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
<b>04 - Capacity</b>					
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway Additional Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
<b>05 - Facilities</b>					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>07 - Intersection Improvements</b>					
Intersection Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -
Traffic Signal Upgrades	\$ -	\$ -	\$ -	\$ -	\$ -
<b>08 - Interstate Pavement</b>					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>09 - Intelligent Transportation Systems Program</b>					
Intelligent Transportation Sys	\$ -	\$ -	\$ -	\$ -	\$ -
<b>10 - Non-interstate DOT Pavement Program</b>					
Pavement Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>11 - Roadway Improvements</b>					
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Embankment and Ledge Stabilization	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -



Operating and Maintenance Expenditures as of April 2026					
Berkshire Region					
Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
<b>12 - Roadway Reconstruction</b>					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Reclamation	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway - Reconstr - Sidewalks and Curbing	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway Minor Widening	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway Modernization	\$ -	\$ -	\$ -	\$ -	\$ -
Tunnels	\$ -	\$ -	\$ -	\$ -	\$ -
<b>13 - Safety Improvements</b>					
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Section I Total:</b>	<b>\$ -</b>	<b>\$ 2,430,077</b>	<b>\$ 4,165,846</b>	<b>\$ 4,165,846</b>	<b>\$ 3,471,539</b>
<b>Grand Total NFA:</b>	<b>\$ -</b>	<b>\$ 2,430,077</b>	<b>\$ 4,165,846</b>	<b>\$ 4,165,846</b>	<b>\$ 3,471,539</b>

## 5. Transportation Acronyms:

ABP: Accelerated Bridge Program  
 ADA: Americans with Disabilities Act  
 ADT: Average Daily Traffic  
 ATR: Automatic Traffic Recorder  
 BMS: Bridge Management System  
 BRTA: Berkshire Regional Transit Authority  
 BRPC: Berkshire Regional Planning Commission  
 CAAA: Clean Air Act Amendments of 1990  
 CDBG: Community Development Block Grant  
 CFR: Code of Federal Regulations  
 CIP: Capital Investment Plan  
 CMAQ: Congestion Mitigation and Air Quality  
 CMP: Congestion Management Process  
 CO: Carbon Monoxide  
 COA: Council On Aging  
 CPS: Corridor Planning Study  
 CSS: Context Sensitive Solutions  
 DCR: Department of Conservation and Recreation  
 DDS: Department of Developmental Services  
 DEP: Department of Environmental Protection  
 DHCD: Department of Housing & Community Development  
 DLTA: District Local Technical Assistance  
 DOT: Department of Transportation  
 DPH: Department of Public Health  
 DTA: Division of Transitional Assistance  
 EDA: Economic Development Administration  
 EIR: Environmental Impact Report  
 EIS: Environmental Impact Statement  
 ENF: Environmental Notification Form  
 EOEEA: Executive Office of Energy and Environmental Affairs  
 EOT: Executive Office of Transportation  
 EPA: Environmental Protection Agency  
 EPDO: Equivalent Property Damage Only  
 FAA: Federal Aviation Administration  
 FAST Act: Fixing America's Surface Transportation Act  
 FFY: Federal Fiscal Year  
 FHWA: Federal Highway Administration  
 FO: Functionally Obsolete  
 FRA: Federal Railroad Administration  
 FTA: Federal Transit Administration  
 GHG: Green House Gas  
 GIS: Geographic Information System  
 GPS: Global Positioning System  
 HAZMAT: Hazardous Material  
 HCM: Highway Capacity Manual  
 HOV: High Occupancy Vehicle

HPMS: Highway Performance Monitoring System  
 HPP: High Priority Project  
 HSIP: Highway Safety Improvement Program  
 I&M: Inspection & Maintenance  
 IM: Interstate Maintenance  
 ITE: Institute of Transportation Engineers  
 ITS: Intelligent Transportation Systems  
 ISTE: Intermodal Surface Transportation Efficiency Act of 1991  
 JARC: Job Access Reverse Commute  
 LOS: Level of Service  
 LPA: Local Planning Assistance  
 LPMS: Local Pavement Management System  
 MAC: Massachusetts Aeronautics Commission  
 MARPA: Massachusetts Association of Regional Planning Agencies  
 MARTA: Massachusetts Association of Regional Transit Authorities  
 MassDOT: Massachusetts Department of Transportation  
 MassGIS: Massachusetts Geographic Information System  
 MBTA: Massachusetts Bay Transportation Authority  
 MEMA: Massachusetts Emergency Management Agency  
 MEPA: Massachusetts Environmental Policy Act  
 MHC: Massachusetts Historical Commission  
 MIS: Major Investment Study  
 MISER: Massachusetts Institute for Social and Environmental Research  
 MOU: Memorandum of Understanding  
 MPO: Metropolitan Planning Organization  
 MUTCD: Manual on Uniform Traffic Control Devices  
 MVP: Municipal Vulnerability Preparedness Plan  
 MWRA: Massachusetts Water Resources Authority  
 NAAQS: National Ambient Air Quality Standards  
 NEPA: National Environmental Policy Act  
 NFA: Non Federal-Aid  
 NHS: National Highway System  
 NOx: Oxides of Nitrogen  
 NTD: National Transit Database  
 NTS: National Transportation System  
 NTSB: National Transportation Safety Board  
 OCI: Overall Condition Index (used with pavement)  
 OTP: Office of Transportation Planning  
 PCI: Pavement Condition Index  
 PL: Metropolitan Planning funds (federal)  
 PMS: Pavement Management System  
 POP: Public Outreach Program  
 PPP: Public Participation Plan  
 PPP: Public / Private Partnership  
 PRC: Project Review Committee  
 PRWORA: Personal Responsibility & Work Opportunity Reconciliation Act  
 PWED: Public Works/Economic Development  
 RIF: Roadway Inventory Files  
 RFP: Request For Proposal  
 RFQ: Request For Qualifications

ROW: Right Of Way  
RPA: Regional Planning Agency  
RSA: Roadway Safety Audit  
RTA: Regional Transit Authority  
RTP: Regional Transportation Plan  
SAFETEA-LU: Safe, Accountable, Flexible and Efficient Transportation Equity Act  
SAR: Strategic Assessment Report  
SD: Structurally Deficient  
SIP: State Implementation Plan (for Air Quality)  
SOV: Single Occupancy Vehicle  
SPR: Statewide Planning & Research  
STIP: State Transportation Improvement Program  
STP: Surface Transportation Program  
TAC: Transportation Advisory Committee  
TAZ: Transportation Analysis Zone  
TCM: Transportation Control Measures  
TDM: Travel Demand Management  
TEA-21: Transportation Equity Act for the 21st Century  
TEC: Transportation Evaluation Criteria  
TI: Transportation Improvement (in SAFETEA-LU)  
TIP: Transportation Improvement Program  
TMA: Transportation Management Association  
TMC: Turning Movement Count  
TRB: Transportation Research Board  
TSM: Transportation Systems Management  
UPWP: Unified Planning Work Program  
VMS: Variable Message Sign  
VMT: Vehicle Miles of Travel