BRPC
Berkshire Regional Planning Commission

JOHN DUVAL, Chair
MALCOLM FICK, Vice-Chair
SHEILA IRVIN, Clerk
BUCK DONOVAN, Treasurer
THOMAS MATUSZKO, A.I.C.P.
Executive Director

MEETING NOTICE

There will be a meeting of the
BERKSHIRE REGIONAL PLANNING COMMISSION
on Thursday, May 18, 2023 at **7:00** p.m.

This will be a virtual meeting as allowed by Ch. 2 of the Acts of 2023 extending certain provisions of the Open Meeting Law, G.L. c.30 sec.20 until March 31, 2025.

To participate virtually join Zoom meeting at https://us02web.zoom.us/j/88481018298,
Meeting ID: 884 8101 8298, Phone: 646.558.8656, 301.715.8592, 312.626.6799

Meeting Materials are posted at www.berkshireplanning.org. Click on the meeting in the Events Calendar to open them.

Agenda

(All times estimated)

I. Opening (7:00-7:05)

A. Call to Order and Open Meeting Law Statement
B. Roll Call of Commission Members Attending the Meeting
C. Vote to Approve Minutes of the March 16, 2023 Full Commission Meeting

II. Comments from and Discussion with Berkshire Regional Planning Commission Delegates and Alternates Issues (7:05-7:10)

Delegates and Alternates may bring up any issue not on the agenda for discussion. Any possible action will be referred to a future meeting.

III. Presentation of Executive Committee Actions (7:10-7:15)

Executive Committee actions taken on the Commission's behalf at its April 6, 2023, April 20, 2023, and May 4. 2023 meetings are presented for discussion.

IV. Vote to Authorize the BRPC Chair to Vote to Approve the Coordinated Public Transit – Human Services Transportation Plan (CHST) Plan at the June 27, 2023 Metropolitan Planning Organization(MPO) Meeting (7:15 – 7:30)

The Coordinated Public Transit – Human Services Transportation Plan (CHST) assesses the transportation needs of and identifies strategies to improve the quality and availability of transportation services for persons with disabilities and seniors within Berkshire County. It is updated every four years with input from, or representatives of, seniors and individuals with disabilities, and public, private and non-profit transportation and human service providers and coordinated with other transportation service providers. The Berkshire MPO is scheduled to endorse the update plan at their June 27th meeting. The Commission's review of the draft CHST plan and associated vote guides the Chairman on how to vote at the June 27th MPO meeting.

V. Vote to Authorize the BRPC Chair to Vote to Approve the October 1, 2023 – September 30, 2028 Transportation Improvement Program (TIP) at the May 23, 2023 Metropolitan Planning Organization Meeting (MPO) (7:30 – 7:45)

The updated Transportation Improvement Program for the Berkshires

establishes the projects that will receive the limited federal transportation funds in the region. It is scheduled to be before the Berkshire Metropolitan Planning Organization at its meeting on May 23, 2023 for adoption. The Commission's review of the draft TIP document and associated vote guides the Chairman on how to vote at the May 23rd MPO meeting.

VI. BRPC Nominating Committee Report for BRPC Officers for FY 2024 (7:45 - 7:50)

The Nominating Committee will present its proposed slate of BRPC officers for FY 2024 to be voted on at the first BRPC Full Commission meeting after July 1, 2023.

VII. Vote to Adopt the Berkshire Regional Planning Commission FY 2024 Budget (7:50 – 7:55)

In accordance with the BRPC bylaws, BRPC must adopt an annual budget for the coming fiscal year, which begins July, 1, 2023. The Finance Committee recommended the version contained in the meeting material.

VIII. Digital Equity Planning Presentation (7:55-8:10)

Senior Planner Wylie Goodman will provide information about the Massachusetts Broadband Institute's digital equity programs and efforts to advance digital equity.

IX. Executive Director's Report (8:10 – 8:15)

The Executive Director is available to discuss items in his report

X. Comments from the Public (8:15-8:30)

Members of the public may offer comments regarding topics on the agenda or other matters they wish to bring to the Commission's attention. Comments are to be directed to the Commission. Commenters must state their names and the city or town they are from.

XI. Adjournment (8:30)

Other interested citizens and officials are invited to attend.

All times listed are estimates of when specific agenda items may be discussed.

City and Town Clerks: Please post this notice

JOHN DUVAL, Chair
MALCOLM FICK, Vice-Chair
SHEILA IRVIN, Clerk
BUCK DONOVAN, Treasurer
THOMAS MATUSZKO, A.I.C.P.
Executive Director

MEMORANDUM

TO: Delegates and Alternates, Berkshire Regional Planning Commission

FROM: Thomas Matuszko, Executive Director

DATE: May 12, 2023

SUBJ: Executive Committee Actions for April 6, 2020, April 20, 2023, and May 4, 2023

Per the bylaws, actions taken by the Executive Committee on the Commission's behalf are reported and presented for discussion at the next Commission meeting. The Executive Committee took the following actions at the April and May 2023 meetings.

Executive Committee Actions on April 6, 2023

Approved the minutes of the March 2, 2023, BRPC Executive Committee meeting

Approved the February 24 to March 30, 2023, Expenditures Report

Approved the disposal of surplus property
Approved the disposal of file cabinets as surplus property.

Approved the salary merit increase for FY24
Approved the FY24 salary merit increase range at 3% Exceptional, 2% Exceeds Expectations, 1% Meets Expectations, and 0% Needs Improvement

Approved the Personnel Pay Plan for FY24

Approved the submission of a grant application to MassCEC's EMPower Innovation and Capacity Building Program
The Executive Committee authorized the Executive Director to submit a grant application to MassCEC's EMPower Innovation and Capacity Building Program and sign any resulting contracts and agreements for a $50,000 grant application to fund a report on strategies to address the lack of energy and green technologies contractors.

Approved the submission of a grant application to USDA Urban Agriculture and Innovative Production (UAIP) Program
The Executive Committee authorized the Executive Director, after the fact, to submit a $238,374 grant application and sign any resulting contracts and agreements to the USDA Urban Agriculture and Innovative Production (UAIP) Program for a Pittsfield Agricultural Network planning project

Approved the revised Personal, Family, and Medical Leave Policy
Approved the revised Personal, Family, and Medical Leave Policy which was revised to comply with the Family and Medical Leave Act.

Executive Committee Actions on April 20, 2023

Approved the minutes of the April 6, 2023, BRPC Executive Committee meeting

Delegated the responsibility to respond to an Open Meeting Law complaint filed by Joshua Bloom on April 6, 2023, to counsel and the Executive Director

Executive Committee Actions on May 4, 2023

Approved the minutes of the April 20, 2023, BRPC Executive Committee meeting

Approved the March 31, 2023 to April 27, 2023 Expenditures Report

Approved the submission of a grant application to the Community One Stop for Growth Program related to emergency services
The Executive Committee authorized the Executive Director to submit a grant application for $100,000 and to sign any resulting contracts and agreements to the Community One Stop for Growth program for Emergency Services.

Approved the submission of a grant application to the Massachusetts Clean Energy Center's (MassCEC) Equity Workforce Planning and Capacity Building Grant Program
The Executive Committee authorized the Executive Director to submit a grant application for $50,000 to the Massachusetts Clean Energy Center (MassCEC) Equity Workforce Planning and Capacity Building Grant Program and to sign resulting contracts and agreements related to Green Energy and Technology sector workforce needs.

Approved the submission of a grant application to the Community One Stop Urban Agenda Program
The Executive Committee authorized the Executive Director to submit a grant application to the Massachusetts Executive Office of Housing and Economic Development Urban Agenda program for $100,000 and sign any resulting contracts and agreements related to revitalization of downtown areas.

Draft Berkshire Regional Coordinated Public Transit – Human Services Transportation Plan











BRPC
Berkshire Regional Planning Commission

MAY 2023

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INTRODUCTION

The Coordinated Public Transit – Human Services Transportation (HST.) The plan focuses on the transportation needs of persons with disabilities, older adults, and persons with low income, provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation.

The Coordinated HST Plan is updated to retain the region's eligibility for federal funding and address the growing needs of human services transportation users. This plan also fulfills the federal transit law requirements most recently legislated by the Bipartisan Infrastructure Law (BIL) and the Fixing America's Surface Transportation (FAST) Act.

Federal transit law requires that projects selected for funding under the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit – human services transportation plan" and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. Federal Transit Authority (FTA) maintains flexibility in how projects appear in the coordinated plan. Projects may be identified as strategies, activities, and/or specific projects addressing an identified service gap or transportation coordination objective articulated and prioritized within the plan.

The first Coordinated Public Transit – HST Plan for Berkshire County was prepared in June 2007 by the Berkshire Regional Planning Commission (BRPC). The Human Services Plan has been periodically updated, with the last update occurring in April 2018. This 2023 update has been prepared to fulfill Federal legislative requirements and to identify changes in the transportation needs of individuals, including disabled, elderly, and low-income individuals.

Funding Program and Eligibility

Section 5310 Program: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and the Americans with Disabilities Act (ADA) complementary para-transit services. Towards this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized, small urbanized, and rural. This program requires coordination with other federally assisted programs and services to use federal resources efficiently.

This program provides grant funds for capital and operating expenses to recipients for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;

- Public transportation projects that exceed the requirements of the A.D.A. of 1990 (42

U.S.C. 12101 et seq.);

- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary para-transit; and

- Alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation.

Eligible Applicants and Projects for the MassDOT Community Transit Grant Program

- **Eligible Applicants**

- Regional Transit Authorities (RTAs)
- Private Nonprofit Organizations
- City, County, Town, and Tribal Governments
- Operators of Public Transportation (Includes shared-ride surface transportation services)
- Private Taxi Operators of Public Transportation

- **Eligible Activities**

Traditional Section 5310 projects examples include:

- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- Travel training
- Volunteer driver programs
- Building an accessible path to a bus stop, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features
- Improving signage, or way-finding technology
- The incremental cost of providing same-day service or door-to-door service
- Purchasing vehicles to support new accessible taxi, rides sharing, and/or vanpooling programs
- Mobility management programs

Through the identification of transportation needs of the elderly, individuals with disabilities, and low-income persons, this Coordinated Plan will not only establish eligibility for federal funding but also provide strategies to address gaps in the provision of service, maximize coverage areas, minimize duplication of services, and facilitating the most cost-effective transportation possible with available resources through coordination with transportation providers and human services

agencies in Berkshire County.

As will be demonstrated herein, Berkshire County, and its transit providers, are committed to providing individuals with disabilities as many opportunities as possible through innovative and coordinative efforts beyond those that are required under the provisions of the Americans with Disabilities Act.

Transportation Coordination Efforts in Berkshire County

In July 2009, the "Berkshire County Mobility Team" comprised of people with disabilities, family members, policy researchers, policymakers, service planners, employment service providers, public and private transportation providers, employers, state and private human service providers, and other stakeholders was formed to improve Berkshire County resident's quality of life through improved transportation access.

The Berkshire County Mobility Team supports public and private transportation. It works cooperatively to enhance and expand appropriate transportation options, so people can connect with the places they need to go. The team members attended the "2009 Massachusetts Institute for Transportation Coordination" to develop a Berkshire County Transportation Action Plan. The team developed a 90-day and 12-month Action Plan, inclusive of three significant goals that serve to:

- increase flexibility through coordination to remove transportation barriers;
- collaborative planning activities;
- and service and resource coordination.

The team completed their 12-month Action Plan and is working together to accomplish their goal. In January 2014, this team was merged with the newly formed Berkshire Regional Coordinating Council and is actively working to continue the ongoing Human Services Transportation Coordination efforts in Berkshire County.

Berkshire Regional Coordinating Council On Transportation (BRCCOT)

In 2011, Governor Patrick signed Executive Order (EO) 530, which formed a commission to review the quality and efficiency of para-transit and community transportation throughout the Commonwealth. The commission held public forums across Massachusetts and then issued a report with three overreaching recommendations:

1. Establish a Statewide Coordinating Council on Community Transportation (SCCCT) – launched September 2013;
2. Hire a statewide Mobility Manager – at MassDOT;
3. Form Regional Coordinating Councils (RCCs) to address para-transit and community transportation at the local level.

RCCS are voluntary advisory bodies providing a forum for open discussion, information exchange, and decision-making about regional transportation priorities. RCCs are an opportunity for local stakeholders to come together to:

- Identify unmet needs, articulate regional priorities, and build coalitions around new projects in mobility and transportation;
- Coordinate existing services at the local level to serve more people and increase the

sustainability of services;
- Communicate local unmet needs and mobility priorities to planning agencies (for their coordinated plan updates), MassDOT, the Executive Office of Health and Human Services (EOHHS), and other state agencies;
- Participate in a statewide campaign to raise awareness of the important role community transportation services play for seniors, people with disabilities, and all Massachusetts residents.

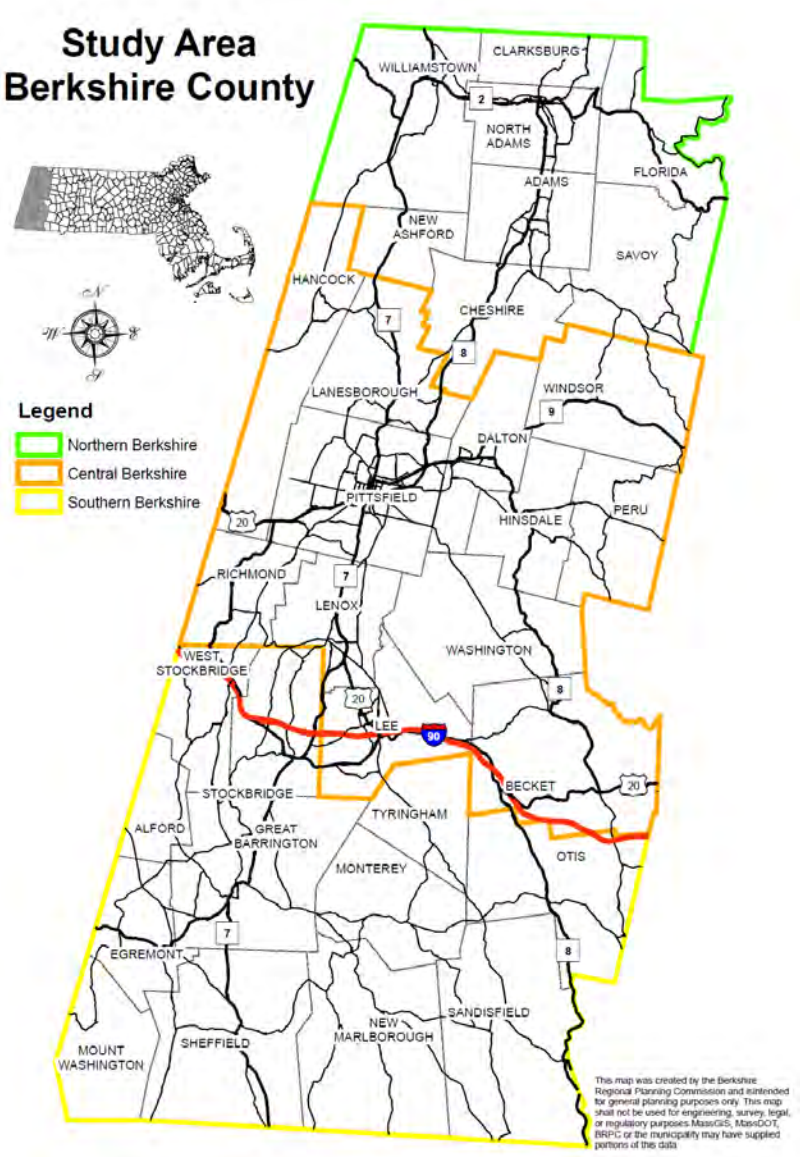
In January 2014, BRCCOT was created and merged with the already active Berkshire County Mobility Team members who advocated for community transportation for seniors, persons with disabilities, and persons with low income in Berkshire County. Since its formation, the BRCCOT has increased its membership as a result of active public outreach to all the C.O.A.s, public, private, and nonprofit human services transportation providers in Berkshire County. The BRCCOT members meet quarterly and as needed and have been very active in recognizing community transportation needs and identifying regional transportation priorities in Berkshire County.

This Coordinated Plan truly does represent a coordinated and collaborative effort among human service providers, transit providers, the BRCCOT, and the BRPC. The Coordinated Plan has been prepared with a genuine effort to solicit public participation. Announcements on the availability of the draft document were placed on the website (including the document itself), and public meeting notice was placed at public offices, including the BRPC, BRTA, COAs, and other private, nonprofit HST providers. A public meeting was held on April 26, 2023 (in person) at the BRTA's office, and a virtual input session on May 17, 2023, to gain input on the Coordinated Human Services Transportation Plan update in conjunction with the BRCCOT meeting.

A) ASSESSMENT OF AVAILABLE SERVICES

Berkshire County has three points of urbanized populations: Great Barrington in the south, Pittsfield in the center, and North Adams/Adams in the north. The "hubs" of Great Barrington, Pittsfield, and North Adams/Adams form the framework for the connectivity throughout the County that the transit system provides. Figure 1 below shows the study area of Berkshire County.

Figure 1



To date, Berkshire Regional Planning Commission (BRPC) has completed a Northern Berkshire Transit Study and a Southern Berkshire Community Transit Study. BRPC also conducted an Analysis of the BRTA Fixed Route Bus System. In 2019 in collaboration with 1Berkshire, BRPC worked with the Transportation Strategy Group to hire a consultant to conduct a feasibility study of what the Transportation Management Association (TMA) would look like in the Berkshires. In 2022 in collaboration with the Bard College at Simon's Rock and the Town of Great Barrington, BRPC conducted the Berkshire County Microtransit Planning study.

Transportation Providers

The inventory of Transportation Providers in Berkshire County is included in Appendix A. This Berkshire County Transportation Guide book serves as a directory of transportation providers to public transit users. It provides information on rider eligibility, service hours, and phone numbers to contact for the services.

Berkshire Regional Transit Authority (BRTA):

The Berkshire Regional Transportation Authority is the principal community transportation provider in Berkshire County. It was created in 1974 under MGL §161 B as one of the first eight Regional Transit Authorities to administer public transportation services in member communities. Today BRTA provides fixed routes, demand response, and other public transportation services in twenty-seven member communities.

It provides thirteen fixed route bus services in thirteen member communities: Williamstown, North Adams, Adams, Cheshire, Lanesborough, New Ashford, Dalton, Hinsdale, Pittsfield, Lenox, Stockbridge, Lee, and Great Barrington, spanning Berkshire County from Williamstown in the north to Great Barrington in the south.

Besides full-fare fixed route service, the other transportation services the BRTA provides are half-fare fixed route service for customers over 60 or possessing a valid Medicare card, people with disabilities who have a valid Massachusetts Access Pass, or K-12 students with proof of a school photo ID; complementary ADA para-transit transportation; and Non-ADA para-transit transportation.

In addition to complimentary para-transit services for seniors and people with disabilities, as required under the Americans with Disabilities Act, the BRTA also provides to the same population Non-ADA chair-car service that is not connected with the fixed route bus system corridor. This specialized service has a higher user fee of $7.50 for the initial town and $2.50 for each additional town of travel than the traditional ADA service of $2.50 per town of travel or a maximum of $9 per one-way trip. This is restricted to BRTA member communities: Adams; Alford; Becket; Cheshire; Clarksburg; Dalton; Egremont; Florida; Great Barrington; Hinsdale; Lanesborough; Lee; Lenox; Monterey; Mount Washington; New Ashford; North Adams; Otis; Peru; Pittsfield; Richmond; Savoy; Sheffield; Stockbridge; Washington; Williamstown; and Windsor.

It also provides vans to nonprofit agencies like the Councils on Aging (COA), Soldier On, etc., for the BRTA member communities to serve seniors or disabled persons within those communities.

Figure 2 below shows the BRTA service area.

Figure 2

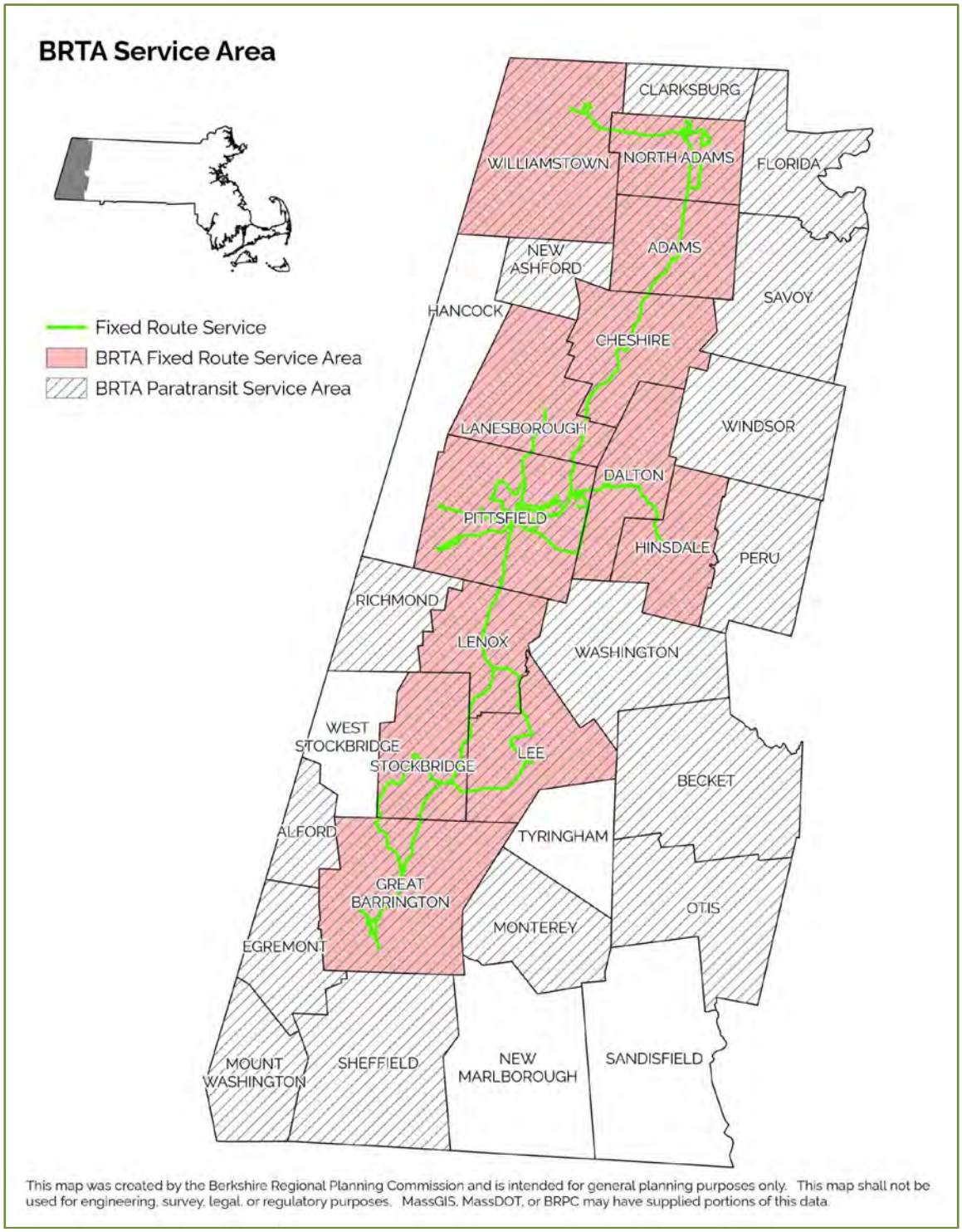


Table I below details the BRTA Total Ridership for FY 2022.

Table 1

Berkshire Regional Transit Authority

Total Ridership

	July	August	September	October	November	December	January	February	March	April	May	June	Total
FY 22	**35,749**	**33,101**	**39,118**	**37,392**	**32,459**	**36,309**	**30,745**	**30,363**	**40,146**	**40,410**	**39,291**	**43,140**	**438,223**
FY 21	29,228	32,236	30,719	32,543	26,947	27,993	25,165	25,767	32,795	33,851	32,009	34,047	363,300
	22.31%	2.68%	27.34%	14.90%	20.45%	29.71%	22.17%	17.84%	22.42%	19.38%	22.75%	26.71%	20.62%
FY 20	51,675	53,836	49,037	53,172	46,216	42,993	46,810	45,283	35,692	16,477	18,086	24,240	483,517
	-30.82%	-38.52%	-20.23%	-29.68%	-29.77%	-15.55%	-34.32%	-32.95%	12.48%	145.25%	117.25%	77.97%	-9.37%

Fixed Route

	July	August	September	October	November	December	January	February	March	April	May	June	Total
FY 22	**32,151**	**29,371**	**35,296**	**33,802**	**29,117**	**32,295**	**27,179**	**26,783**	**35,434**	**36,421**	**35,187**	**38,885**	**391,921**
FY 21	26,455	29,309	27,466	29,672	24,306	25,334	22,611	23,126	29,280	30,430	28,643	30,468	327,100
	21.53%	0.21%	28.51%	13.92%	19.79%	27.48%	20.20%	15.81%	21.02%	19.69%	22.85%	27.63%	19.82%
FY 20	45,457	47,963	42,992	46,522	40,588	38,125	41,019	40,063	32,327	15,398	16,900	22,376	429,730
	-29.27%	-38.76%	-17.90%	-27.34%	-28.26%	-15.29%	-33.74%	-33.15%	9.61%	136.53%	108.21%	73.78%	-8.80%

Paratransit

	July	August	September	October	November	December	January	February	March	April	May	June	Total
FY 22	**3,598**	**3,730**	**3,822**	**3,590**	**3,342**	**4,014**	**3,566**	**3,580**	**4,712**	**3,989**	**4,104**	**4,255**	**46,302**
FY 21	2,773	2,927	3,253	2,871	2,641	2,659	2,554	2,641	3,515	3,421	3,366	3,579	36,200
	29.75%	27.43%	17.49%	25.04%	26.54%	50.96%	39.62%	35.55%	34.05%	16.60%	21.93%	18.89%	27.91%
FY 20	6,218	5,873	6,045	6,650	5,628	4,868	5,791	5,220	3,365	1,079	1,186	1,864	53,787
	-42.14%	-36.49%	-36.77%	-46.02%	-40.62%	-17.54%	-38.42%	-31.42%	40.03%	269.69%	246.04%	128.27%	-13.92%

Paratransit

	July	August	September	October	November	December	January	February	March	April	May	June	Total
FY 22	**3,598**	**3,730**	**3,822**	**3,590**	**3,342**	**4,014**	**3,566**	**3,580**	**4,712**	**3,989**	**4,104**	**4,255**	**46,302**
Non-ADA	22	18	25	20	18	47	38	46	34	27	30	38	363
ADA	1464	1405	1527	1518	1357	1554	1399	1413	1906	1724	1816	1974	19,057
COA	2112	2307	2270	2052	1967	2413	2129	2121	2772	2238	2258	2243	26,882
FY 21	2,773	2,927	3,253	2,871	2,641	2,659	2,554	2,641	3,515	3,421	3,366	3,579	36,200
Non-ADA	19	3	15	14	34	11	39	8	10	15	27	21	216
ADA	1097	1025	1069	1150	1075	1113	1084	1135	1543	1571	1431	1535	14,828
COA	1657	1899	2169	1707	1532	1535	1431	1498	1962	1835	1908	2023	21,156
	29.75%	27.43%	17.49%	25.04%	26.54%	50.96%	39.62%	35.55%	34.05%	16.60%	21.93%	18.89%	27.91%
FY 20	6,218	5,873	6,045	6,650	5,628	4,868	5,791	5,220	3,365	1,079	1,186	1,864	53,787
Non-ADA	64	63	122	118	150	89	118	61	22	2	25	4	838
ADA	2138	2124	2154	2434	2022	1803	2078	1869	1408	714	688	848	20,280
COA	4016	3686	3769	4098	3456	2976	3595	3290	1935	363	473	1012	32,669
	-42.14%	-36.49%	-36.77%	-46.02%	-40.62%	-17.54%	-38.42%	-31.42%	40.03%	269.69%	246.04%	128.27%	-13.92%

**COVID-19 Pandemic 3/16/2020

Source: BRTA

BRTA Fixed Route Fare:

Local Fares

	Full Fare	Reduced Fare
Cash	$1.75	$0.85
Charlie Card	$1.55	$0.75

Local Pass

	1 Day	7 Day	30 Day
Full Fare	Unavailable	$13.00	$52.00
Reduced Fare	Unavailable	$10.00	$39.00

Systemwide Fares

	Full Fare	Reduced Fare
Cash	$4.50	$2.25
Charlie Card	$4.00	$2.00

Systemwide Pass

	1 Day	7 Day	30 Day
Full Fare	$10.00	$35.00	$140.00
Reduced Fare	$10.00	$26.00	$105.00

Student Pass

	Student K-12 30 day	College 8/1 – 12/31 1/1 – 5/31
Systemwide	$26.00	$250.00

BRTA ADA Paratransit Fares:

- Local (in town) $2.50
- Local (in town + adjoining town) $3.50
- Systemwide (in town + 2 towns) $7.50
- Systemwide (maximum fare) $9.00

BRTA Specialized Para-transit Service Fare: $7.50 for the initial town /$2.50 for each additional town of travel.

B) ASSESSMENT OF TRANSPORTATION NEEDS

An assessment of transportation service gaps in Berkshire County was performed for three demographic groups: seniors, persons with disabilities, and persons with low income. An assessment of transportation service gaps was done based on the following:

- Available transportation services in Berkshire County;
- Berkshire County demographics;
- Social and economic characteristics of Berkshire County Communities.

As illustrated in Figure 3 on the following page, seniors living in ten Berkshire County Communities, Becket, Florida, Hancock, Mount Washington, Monterey, New Marlborough, Otis, Peru, Sandisfield, and Windsor, don't have access to any public or human services transportation. There are significant transportation gaps for the seniors living in these ten communities. Seniors in these communities depend on their family members and friends to attend medical appointments or pay higher costs for transportation services provided by private taxis and ambulance services that are not subsidized.

Figure 4 shows the transportation services available for persons with disabilities living in Berkshire County Communities. Persons with disabilities have access to transportation through BRTA para-transit services and other public, private, and nonprofit human services transportation.

Figure 5 shows the transportation services available for low-income persons in Berkshire County Communities. There are significant transportation service gaps for this demographic group in Berkshire County. As illustrated in Figure 5, persons with low income living in twenty Berkshire County Communities (not served by BRTA fixed route service) have no access to public transportation. This demographic group tends to have reliance on public transportation as they don't own personal automobiles and cannot afford to pay higher costs for transportation services provided by private taxis.

Collectively, the series of figures on the preceding pages and the data tables illustrate the transportation service gaps within Berkshire County.

Figure 3: Service Gap for Seniors

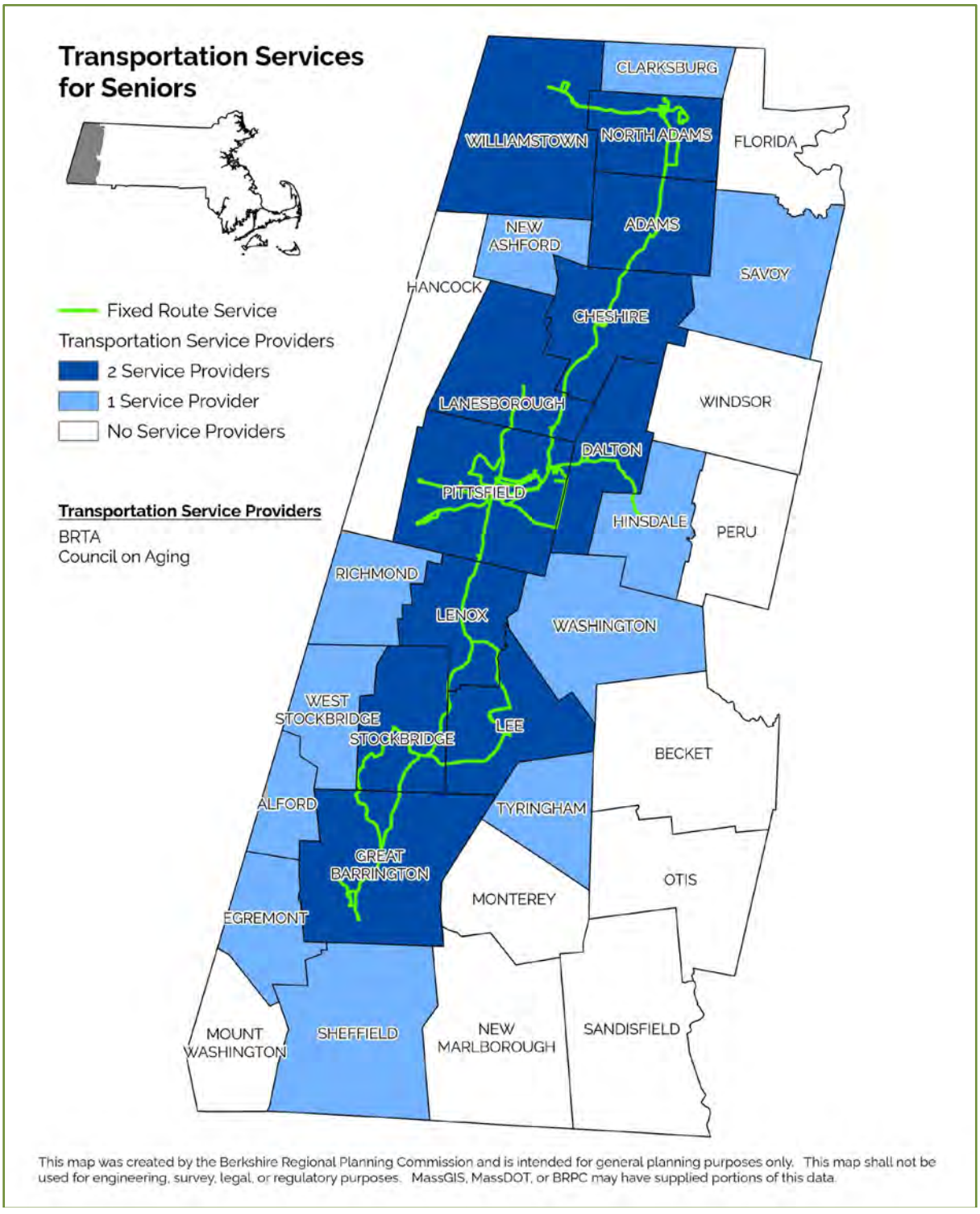


Figure 4: Service Gap for Disabled

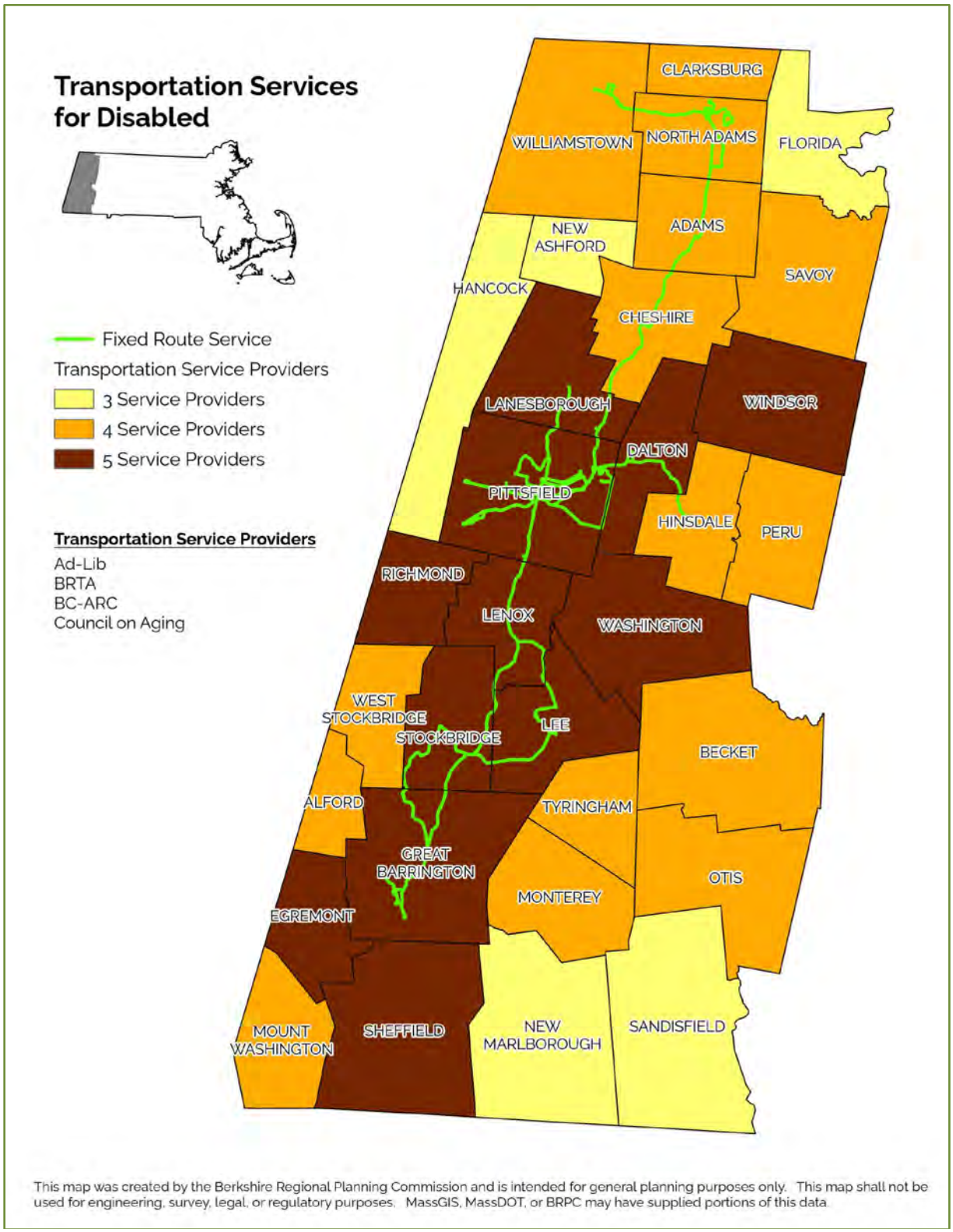
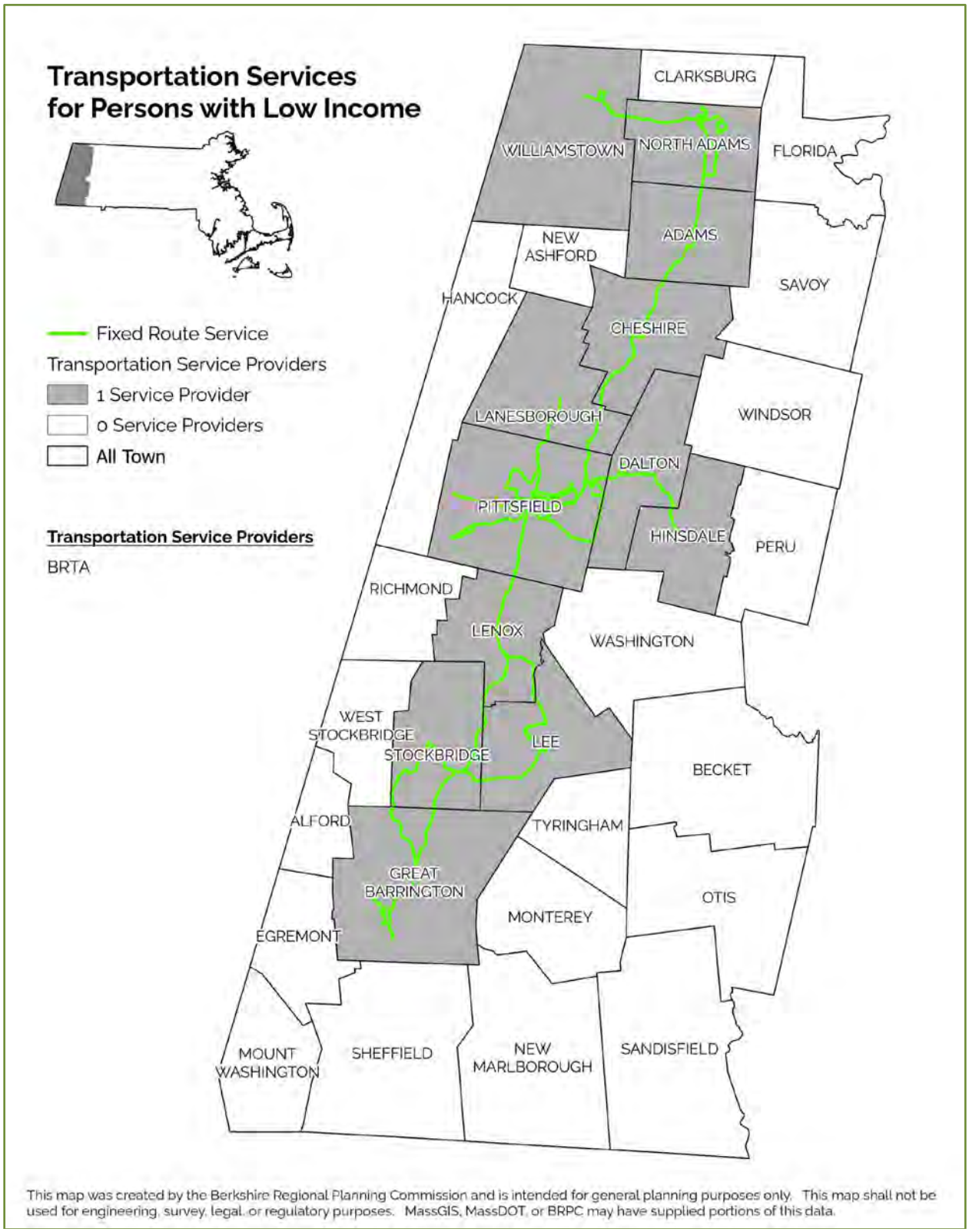


Figure 5: Service Gap for Persons with Low Income



Berkshire County Demographics

In order to develop a coordinated public transit system, it is vital to examine the demographics of the area:

- the population change;
- the needs of specific populations being served; and
- transportation patterns & habits contributing to the way in which a coordinated system should work.

First, we analyzed the population change in Berkshire County Communities. Table 2 on the next page shows the population growth and change from 2000, 2010, and 2020 in Berkshire County Communities.

Overall, Berkshire County has seen a population loss in both decades: population decreased by 2.8% from 2000 to 2010 and 1.7% from 2010 to 2020. From 2010 to 2020 in Berkshire County Communities: Tyringham had the highest population increase of 30.6%, and Washington had the highest population loss of 8.2%. Pittsfield population decreased by 2.3% from 2000 to 2010 and 1.8% from 2010 to 2020. North Adams also had a population loss of 6.7% from 2000 to 2010 and 5.4% from 2010 to 2020.

Table 2: Population Change

Communities	2000 Population	2010 Population	% Change (2000-2010)	2000-2010 Rank by Growth Increase	2020 Population	% Change (2000-2020)	% Change (2010-2020)	2010-2020 Rank by Growth Increase
Adams	8809	8485	-3.7%	22	8166	-7.3%	-3.8%	22
Alford	399	494	23.8%	2	486	21.8%	-1.6%	16
Becket	1756	1779	1.3%	11	1931	10.0%	8.5%	5
Cheshire	3401	3235	-4.9%	23	3258	-4.2%	0.7%	15
Clarksburg	1682	1702	1.2%	12	1657	-1.5%	-2.6%	20
Dalton	6892	6756	-2.0%	19	6330	-8.2%	-6.3%	28
Egremont	1345	1225	-8.9%	31	1372	2.0%	12.0%	3
Florida	676	752	11.2%	4	694	2.7%	-7.7%	31
Great Barrington	7515	7104	-5.5%	24	7172	-4.6%	1.0%	14
Hancock	716	717	0.1%	14	757	5.7%	5.6%	7
Hinsdale	1877	2032	8.3%	6	1919	2.2%	-5.6%	27
Lanesborough	2991	3091	3.3%	8	3038	1.6%	-1.7%	17
Lee	5993	5943	-0.8%	15	5788	-3.4%	-2.6%	19
Lenox	5077	5025	-1.0%	16	5095	0.4%	1.4%	11
Monterey	936	961	2.7%	10	1095	17.0%	13.9%	2
Mount Washington	130	167	28.5%	1	160	23.1%	-4.2%	24
New Ashford	247	228	-7.7%	27	250	1.2%	9.6%	4
New Marlborough	1494	1509	1.0%	13	1528	2.3%	1.3%	13
North Adams	14691	13708	-6.7%	26	12961	-11.8%	-5.4%	26
Otis	1364	1612	18.2%	3	1634	19.8%	1.4%	12
Peru	816	847	3.8%	7	814	-0.2%	-3.9%	23
Pittsfield	45797	44737	-2.3%	20	43927	-4.1%	-1.8%	18
Richmond	1604	1475	-8.0%	29	1407	-12.3%	-4.6%	25
Sandisfield	824	915	11.0%	5	989	20.0%	8.1%	6
Savoy	705	692	-1.8%	18	645	-8.5%	-6.8%	29
Sheffield	3335	3257	-2.3%	21	3327	-0.2%	2.1%	10
Stockbridge	2272	1947	-14.3%	32	2018	-11.2%	3.6%	8
Tyringham	346	327	-5.5%	25	427	23.4%	30.6%	1
Washington	544	538	-1.1%	17	494	-9.2%	-8.2%	32
West Stockbridge	1426	1306	-8.4%	30	1343	-5.8%	2.8%	9
Williamstown	8418	7754	-7.9%	28	7513	-10.8%	-3.1%	21
Windsor	875	899	2.7%	9	831	-5.0%	-7.6%	30
Berkshire County	**134,953**	**131,219**	**-2.8%**		**129,026**	**-4.4%**	**-1.7%**	

Source: US Census Bureau 2000, 2010, 2020

As part of the analysis, particular attention is paid to specific populations that may depend more on public transportation than the general population, including:

- Children;
- Senior Citizens;
- People with disabilities; and
- People living below the poverty level.

Table 3 on the next page shows the population by age group in Berkshire County Communities. Youth are an important population group to be considered. Children (5-14) who are old enough to participate in after-school activities but not old enough to drive depend on their parents' automobiles and public transportation to and from after-school programs. 9.4% of Berkshire County's population are children (5-14). It is less than the Massachusetts state average of 11%. Pittsfield has the highest percentage, 36.13% of all children (5-14) in Berkshire County. Mount Washington has the lowest percentage, 0.02% of all children (5-14) in Berkshire County.

Table 4 on page 19 shows the percentage changes of children < 15 years in Berkshire County communities from 2010 to 2021. In Berkshire County, children (5-14) decreased by 14.4%. This is more than the Massachusetts statewide average decrease of 3%.

Table 3: Population by Age Group

Communities	Population by Age Group													Total All Ages
	< 5	5-14	% of Children (5-14)	% of all Children (5-14) in Berkshire County	15-34	35-54	55-64	65-74	75-84	85+	Elderly Population (55+)	% of Elderly Population 55+ by Community	% of all Elderly Population 55+ in Berkshire County	
Adams	364	783	9.6%	6.46%	1,818	1,949	1,385	1,062	449	351	3,247	39.8%	6.3%	8,161
Alford	24	28	6.0%	0.23%	41	86	89	117	47	33	286	61.5%	0.6%	465
Becket	76	216	10.0%	1.78%	382	683	386	311	86	12	795	36.9%	1.5%	2,152
Cheshire	166	280	8.6%	2.31%	684	656	639	569	183	66	1,457	44.9%	2.8%	3,243
Clarksburg	28	259	14.8%	2.14%	350	418	268	231	141	55	695	39.7%	1.4%	1,750
Dalton	282	787	12.4%	6.50%	951	1,603	1,164	855	413	301	2,733	43.0%	5.3%	6,356
Egremont	127	85	5.6%	0.70%	410	336	221	183	120	39	563	37.0%	1.1%	1,521
Florida	10	73	9.3%	0.60%	129	251	169	97	26	28	320	40.9%	0.6%	783
Great Barrington	363	715	10.0%	5.90%	1,557	1,545	1,281	1,054	382	272	2,989	41.7%	5.8%	7,169
Hancock	76	59	7.9%	0.49%	131	178	142	124	29	10	305	40.7%	0.6%	749
Hinsdale	104	129	6.9%	1.06%	512	343	366	217	141	54	778	41.7%	1.5%	1,866
Lanesborough	77	433	14.2%	3.57%	436	680	674	526	169	48	1,417	46.6%	2.8%	3,043
Lee	129	609	10.5%	5.03%	1,264	1,386	781	785	621	209	2,396	41.4%	4.7%	5,784
Lenox	49	236	4.6%	1.95%	1,144	994	769	892	574	431	2,666	52.4%	5.2%	5,089
Monterey	9	55	6.9%	0.45%	93	115	126	142	97	156	521	65.7%	1.0%	793
Mount Washington	1	3	1.9%	0.02%	33	32	41	27	19	5	92	57.1%	0.2%	161
New Ashford	2	5	2.2%	0.04%	50	48	62	26	22	8	118	52.9%	0.2%	223
New Marlborough	52	160	10.2%	1.32%	267	450	255	212	134	43	644	40.9%	1.3%	1,573
North Adams	623	1,211	9.3%	10.00%	3,510	3,261	1,859	1,478	679	403	4,419	33.9%	8.6%	13,024
Otis	37	79	5.4%	0.65%	328	372	286	170	154	34	644	44.1%	1.3%	1,460
Peru	31	66	8.9%	0.54%	132	232	139	130	12	2	283	38.0%	0.6%	744
Pittsfield	2,034	4,376	10.0%	36.13%	10,575	10,845	7,367	4,898	2,588	1,207	16,060	36.6%	31.3%	43,890
Richmond	31	138	9.4%	1.14%	206	338	294	309	127	25	755	51.4%	1.5%	1,468
Sandisfield	50	86	9.5%	0.71%	158	231	129	123	77	47	376	41.7%	0.7%	901
Savoy	18	118	16.7%	0.97%	70	199	99	150	27	27	303	42.8%	0.6%	708
Sheffield	75	293	8.8%	2.42%	629	750	490	727	272	82	1,571	47.3%	3.1%	3,318
Stockbridge	32	107	5.9%	0.88%	308	293	345	482	176	84	1,087	59.5%	2.1%	1,827
Tyringham	12	39	7.2%	0.32%	113	111	113	90	44	19	266	49.2%	0.5%	541
Washington	12	49	9.8%	0.40%	37	94	115	144	42	8	309	61.7%	0.6%	501
West Stockbridge	79	123	10.6%	1.02%	147	364	201	197	37	16	451	38.7%	0.9%	1,164
Williamstown	249	435	5.7%	3.59%	3,481	1,051	788	983	444	247	2,462	32.1%	4.8%	7,678
Windsor	72	78	7.9%	0.64%	209	296	177	126	20	6	329	33.4%	0.6%	984
Berkshire County	**5,294**	**12,113**	**9.4%**	**100.0%**	**30,155**	**30,190**	**21,220**	**17,437**	**8,352**	**4,328**	**51,337**	**39.8%**	**100.0%**	**129,089**
Massachusetts	346,175	767,241	11.0%		1,916,166	1,775,198	963,496	730,785	336,776	148,886	2,179,943	31.2%		6,984,723

Source: US Census Bureau American Community Survey 2017-2021

Table 4: Percentage changes of children < 15 years from 2010 to 2021

Communities	Population Decrease of Children < 15 Years									
	2010 Children < 5	2021 Children < 5	Number of Children < 5 change from 2010 - 2021	% of children < 5 change from 2010 to 2021	2010 Children 5-14	2021 Children 5-14	Number of Children <5-14 change from 2010 - 2021	% of children 5-14 change from 2010 to 2021	Number of Children < 15 change from 2010-2021	% of Children < 15 change from 2010-2021
Adams	387	364	-23	-5.9%	967	783	-184	-19.0%	-207	-15.3%
Alford	13	24	11	84.6%	40	28	-12	-30.0%	-1	-1.9%
Becket	80	76	-4	-5.0%	175	216	41	23.4%	37	14.5%
Cheshire	137	166	29	21.2%	348	280	-68	-19.5%	-39	-8.0%
Clarksburg	76	28	-48	-63.2%	217	259	42	19.4%	-6	-2.0%
Dalton	286	282	-4	-1.4%	923	787	-136	-14.7%	-140	-11.6%
Egremont	36	127	91	252.8%	107	85	-22	-20.6%	69	48.3%
Florida	45	10	-35	-77.8%	84	73	-11	-13.1%	-46	-35.7%
Great Barrington	262	363	101	38.5%	703	715	12	1.7%	113	11.7%
Hancock	35	76	41	117.1%	90	59	-31	-34.4%	10	8.0%
Hinsdale	71	104	33	46.5%	228	129	-99	-43.4%	-66	-22.1%
Lanesborough	135	77	-58	-43.0%	364	433	69	19.0%	11	2.2%
Lee	269	129	-140	-52.0%	606	609	3	0.5%	-137	-15.7%
Lenox	186	49	-137	-73.7%	505	236	-269	-53.3%	-406	-58.8%
Monterey	40	9	-31	-77.5%	99	55	-44	-44.4%	-75	-54.0%
Mount Washington	4	1	-3	-75.0%	14	3	-11	-78.6%	-14	-77.8%
New Ashford	7	2	-5	-71.4%	29	5	-24	-82.8%	-29	-80.6%
New Marlborough	62	52	-10	-16.1%	164	160	-4	-2.4%	-14	-6.2%
North Adams	479	623	144	30.1%	1,357	1,211	-146	-10.8%	-2	-0.1%
Otis	68	37	-31	-45.6%	143	79	-64	-44.8%	-95	-45.0%
Peru	26	31	5	19.2%	106	66	-40	-37.7%	-35	-26.5%
Pittsfield	2,552	2,034	-518	-20.3%	5,164	4,376	-788	-15.3%	-1,306	-16.9%
Richmond	32	31	-1	-3.1%	143	138	-5	-3.5%	-6	-3.4%
Sandisfield	39	50	11	28.2%	85	86	1	1.2%	12	9.7%
Savoy	24	18	-6	-25.0%	88	118	30	34.1%	24	21.4%
Sheffield	119	75	-44	-37.0%	359	293	-66	-18.4%	-110	-23.0%
Stockbridge	56	32	-24	-42.9%	134	107	-27	-20.1%	-51	-26.8%
Tyringham	6	12	6	100.0%	30	39	9	30.0%	15	41.7%
Washington	21	12	-9	-42.9%	41	49	8	19.5%	-1	-1.6%
West Stockbridge	32	79	47	146.9%	139	123	-16	-11.5%	31	18.1%
Williamstown	242	249	7	2.9%	579	435	-144	-24.9%	-137	-16.7%
Windsor	23	72	49	213.0%	112	78	-34	-30.4%	15	11.1%
Berkshire County	**5,850**	**5,294**	**-556**	**-9.5%**	**14,143**	**12,113**	**-2,030**	**-14.4%**	**-2,586**	**-12.9%**
Massachusetts	367,087	346,175	-20,912	-5.7%	791,300	767,241	-24,059	-3.0%	-44,971	-3.9%

Source: US Census Bureau Decennial Census 2010, American Community Survey 2017-2021

The elderly population is another important population group to be considered. When planning a coordinated public transit system and expanding services to all people, making accommodations for the seniors to do day-to-day activities within our communities and remain more independent is a priority.

Table 3 on page 18 shows the population by age group. Berkshire County has a 39.8% elderly population (55+). It is more than the Massachusetts state average of 31.2%. Of this 39.8% elderly population (55+), Pittsfield has the highest percentage, 31.3% of all elderly population (55+) in Berkshire County, followed by North Adams (8.6%), Adams (6.3%), Great Barrington (5.8%), Dalton (5.3%), and Lenox (5.2%).

Table 5 on the next page shows the percentage changes in the elderly population from 2010 to 2021 in Berkshire County communities. In Berkshire County, the elderly population of 55+ increased by 17%, Washington has the highest percentage increase of the elderly population, and in West Stockbridge aging population of 55+ decreased by 22%.

It is important to note that the percentage increases of elderly are highest in the smaller, more remote towns, which will create an increased need to service these areas.

Table 5: Percentage changes in the elderly population from 2010 to 2021

Communities	2010 Elderly Population 55 and Over	2021 Elderly Population 55 and Over	Change in People for Age Group 55 to 64	% Change from 2010 to 2021 Age Group 55 to 64	Change in People for Age Group 65 to 74	% Change from 2010 to 2021 Age Group 65 to 74	Change in People for Age Group 75 to 84	% Change from 2010 to 2021 Age Group 75 to 84	Change in People for Age Group 85 and Over	% Change from 2010 to 2021 Age Group 85 and over	Number of People Change for Total Age Group 55 and Over	% Change from2010 to 2021 Total of Ages 55 and over	Rank by Highest % Increase from 2010 to 2021 Total Ages 55 and Over
Adams	2,798	3,247	181	15.0%	325	44.1%	-110	-19.7%	53	17.8%	449	16.0%	21
Alford	253	286	-25	-21.9%	22	23.2%	20	74.1%	16	94.1%	33	13.0%	25
Becket	608	795	74	23.7%	114	57.9%	4	4.9%	-5	-29.4%	187	30.8%	8
Cheshire	1,079	1,457	89	16.2%	274	92.9%	8	4.6%	7	11.9%	378	35.0%	6
Clarksburg	557	695	11	4.3%	72	45.3%	25	21.6%	30	120.0%	138	24.8%	12
Dalton	2,206	2,733	177	17.9%	308	56.3%	-30	-6.8%	72	31.4%	527	23.9%	13
Egremont	574	563	-41	-15.6%	5	2.8%	13	12.1%	12	44.4%	-11	-1.9%	30
Florida	225	320	67	65.7%	23	31.1%	-13	-33.3%	18	180.0%	95	42.2%	3
Great Barrington	2,500	2,989	78	6.5%	438	71.1%	-48	-11.2%	21	8.4%	489	19.6%	17
Hancock	255	305	18	14.5%	51	69.9%	-16	-35.6%	-3	-23.1%	50	19.6%	16
Hinsdale	684	778	38	11.6%	2	0.9%	37	35.6%	17	45.9%	94	13.7%	23
Lanesborough	999	1,417	189	39.0%	213	68.1%	32	23.4%	-16	-25.0%	418	41.8%	5
Lee	2,049	2,396	-114	-12.7%	206	35.6%	245	65.2%	10	5.0%	347	16.9%	19
Lenox	2,218	2,666	-22	-2.8%	362	68.3%	114	24.8%	-6	-1.4%	448	20.2%	15
Monterey	432	521	-89	-41.4%	13	10.1%	24	32.9%	141	940.0%	89	20.6%	14
Mount Washington	73	92	12	41.4%	-7	-20.6%	12	171.4%	2	66.7%	19	26.0%	10
New Ashford	83	118	15	31.9%	3	13.0%	14	175.0%	3	60.0%	35	42.2%	4
New Marlborough	575	644	-19	-6.9%	29	15.8%	47	54.0%	12	38.7%	69	12.0%	26
North Adams	3,898	4,419	233	14.3%	443	42.8%	-153	-18.4%	-2	-0.5%	521	13.4%	24
Otis	588	644	-10	-3.4%	-16	-8.6%	76	97.4%	6	21.4%	56	9.5%	27
Peru	226	283	-9	-6.1%	79	154.9%	-2	-14.3%	-11	-84.6%	57	25.2%	11
Pittsfield	13,747	16,060	1,484	25.2%	1,305	36.3%	-282	-9.8%	-194	-13.8%	2,313	16.8%	20
Richmond	653	755	-21	-6.7%	98	46.4%	25	24.5%	0	0.0%	102	15.6%	22
Sandisfield	365	376	-55	-29.9%	8	7.0%	29	60.4%	29	161.1%	11	3.0%	28
Savoy	237	303	-45	-31.3%	93	163.2%	0	0.0%	18	200.0%	66	27.8%	9
Sheffield	1,179	1,571	-58	-10.6%	384	112.0%	67	32.7%	-1	-1.2%	392	33.2%	7
Stockbridge	927	1,087	-73	-17.5%	198	69.7%	20	12.8%	15	21.7%	160	17.3%	18
Tyringham	181	266	23	25.6%	32	55.2%	18	69.2%	12	171.4%	85	47.0%	2
Washington	209	309	-25	-17.9%	102	242.9%	19	82.6%	4	100.0%	100	47.8%	1
West Stockbridge	578	451	-112	-35.8%	50	34.0%	-49	-57.0%	-16	-50.0%	-127	-22.0%	32
Williamstown	2,595	2,462	-208	-20.9%	286	41.0%	-66	-12.9%	-145	-37.0%	-133	-5.1%	31
Windsor	326	329	-34	-16.1%	56	80.0%	-8	-28.6%	-11	-64.7%	3	0.9%	29
Berkshire County	**43,877**	**51,337**	**1,729**	**8.9%**	**5,571**	**46.9%**	**72**	**0.9%**	**88**	**2.1%**	**7,460**	**17.0%**	
Massachusetts	1,706,093	2,179,943	160,127	19.9%	274,325	60.1%	35,711	11.9%	3,687	2.5%	473,850	27.8%	

Source: US Census Bureau Decennial Census 2010, American Community Survey 2017-2021

People with disabilities are another significant population to be considered when developing a coordinated public transit system. Table 6 on the next page shows the number of people with disabilities in Berkshire County communities. In Berkshire County, 14.9% of the total population has a disability. It is more than the Massachusetts state average of 11.6%. Types of disabilities range from hearing and vision difficulty to ambulatory difficulty.

Sixteen Berkshire County communities are above the Massachusetts state average of 11.6%. Of these, nine communities: Adams, Alford, Cheshire, Clarksburg, Dalton, Florida, North Adams, Pittsfield, and Stockbridge, are above the Berkshire County average of 14.9%. Stockbridge has the highest at 20.8%, followed by North Adams at 17.8%.and Pittsfield at 17.7%.

Table 6: People with Disabilities

Communities	Population Under 18						Population 18 to 64						Population 65 Years and Over						Total All Ages with Disabilities	2021 Population	% of Total Population with Disabilities
	Types of Disabilities						Types of Disabilities						Types of Disabilities								
	Hearing	Vision	Cognitive	Ambulatory	Self-Care	Total	Hearing	Vision	Cognitive	Ambulatory	Self-Care	Total	Hearing	Vision	Cognitive	Ambulatory	Self-Care	Total			
Adams	0	3	60	0	0	63	71	57	291	334	184	688	246	87	123	320	37	553	1,304	8,161	16.0%
Alford	0	0	0	0	0	0	2	9	0	0	0	11	27	2	11	36	20	62	73	465	15.7%
Becket	0	0	6	0	0	6	46	6	78	68	26	151	57	12	34	43	13	89	246	2,152	11.4%
Cheshire	0	0	22	0	0	22	66	0	100	103	44	259	128	18	41	114	20	252	533	3,226	16.5%
Clarksburg	0	0	19	0	6	19	36	12	54	36	30	138	89	32	11	73	10	139	296	1,750	16.9%
Dalton	0	0	0	0	0	0	35	31	125	302	108	517	146	54	162	220	87	480	997	6,265	15.9%
Egremont	0	0	5	0	5	5	11	14	37	34	19	76	51	5	20	27	8	76	157	1,521	10.3%
Florida	0	0	7	0	0	7	2	16	24	25	5	50	20	5	19	46	19	69	126	783	16.1%
Great Barrington	0	0	19	0	0	19	0	16	88	101	39	167	222	73	109	221	148	417	603	6,792	8.9%
Hancock	0	0	3	0	3	9	0	2	17	24	10	36	12	2	17	23	0	26	71	749	9.5%
Hinsdale	0	0	0	0	0	0	0	5	104	19	21	138	19	10	22	55	18	67	205	1,866	11.0%
Lanesborough	0	0	53	0	11	53	23	32	43	113	2	163	11	11	73	48	32	141	357	3,043	11.7%
Lee	0	23	53	13	13	76	43	33	169	108	30	287	252	122	102	105	76	409	772	5,638	13.7%
Lenox	0	0	0	0	0	0	60	1	52	35	64	143	203	16	102	283	114	507	650	4,800	13.5%
Monterey	0	0	0	0	0	0	0	0	4	0	0	22	10	6	25	35	22	50	72	793	9.1%
Mount Washington	0	0	0	0	0	0	0	0	2	4	0	6	1	0	0	9	0	11	17	161	10.6%
New Ashford	0	0	0	0	0	0	2	2	5	8	4	16	12	0	7	16	6	17	33	223	14.8%
New Marlborough	0	0	46	0	0	46	11	12	16	7	0	45	45	14	26	54	6	79	170	1,573	10.8%
North Adams	16	31	144	16	16	151	204	117	571	425	147	1,101	523	292	191	588	195	1,050	2,302	12,936	17.8%
Otis	0	0	13	0	0	13	14	4	25	32	18	62	36	4	12	69	26	86	161	1,460	11.0%
Peru	0	3	3	0	0	6	9	3	30	17	8	49	22	0	2	25	3	36	91	744	12.2%
Pittsfield	94	42	469	22	30	591	929	692	2,411	1,737	931	4,420	1,033	560	607	1,755	682	2,651	7,662	43,203	17.7%
Richmond	0	0	0	0	0	0	17	0	16	21	11	55	30	11	16	35	27	76	131	1,468	8.9%
Sandisfield	0	9	15	13	13	15	4	12	25	14	3	46	17	15	14	47	16	60	121	852	14.2%
Savoy	0	0	5	0	0	5	2	7	0	9	0	11	19	5	7	11	2	23	39	701	5.6%
Sheffield	0	0	25	0	0	25	27	3	41	25	10	85	146	46	10	168	41	251	361	3,318	10.9%
Stockbridge	0	0	0	0	0	0	0	0	89	74	8	128	100	40	51	129	31	244	372	1,792	20.8%
Tyringham	0	0	0	0	0	2	14	4	1	11	0	25	14	5	8	7	1	22	49	541	9.1%
Washington	0	0	4	0	0	4	2	0	0	8	6	10	19	3	9	24	4	41	55	501	11.0%
West Stockbridge	0	0	3	0	0	3	4	16	48	20	12	72	36	4	19	58	32	84	159	1,164	13.7%
Williamstown	0	0	9	0	1	9	50	37	189	20	18	237	211	60	113	215	56	480	726	7,468	9.7%
Windsor	0	0	1	0	0	1	10	0	35	8	0	52	9	3	9	19	6	23	76	984	7.7%
Berkshire County	**110**	**111**	**984**	**64**	**98**	**1,150**	**1,694**	**1,143**	**4,690**	**3,742**	**1,758**	**9,266**	**3,766**	**1,517**	**1,972**	**4,878**	**1,758**	**8,571**	**18,987**	**127,093**	**14.9%**
Massachusetts	6,986	9,509	50,126	5,953	10,982	64,995	65,823	61,807	197,126	153,552	64,160	393,175	142,844	54,962	83,178	210,192	80,972	345,430	803,600	6,922,305	11.6%

Source: US Census Bureau American Community Survey 2017-2021

Social and Economic Characteristics of Berkshire County Communities

The following section provides insight into the socio-economics of Berkshire County. Persons with limited income or those living in poverty tend to rely highly on public transportation. These individuals and the unemployed are impacted most when gasoline prices increase.

Figure 6 on the next page shows the unemployment rate in Berkshire County Communities. This data is derived from 2021 Massachusetts Department of Labor and Workforce Development (LWD) data. The communities highlighted in red have an unemployment rate higher than the state average of 5.5%.

Figure 6: Unemployment Rate

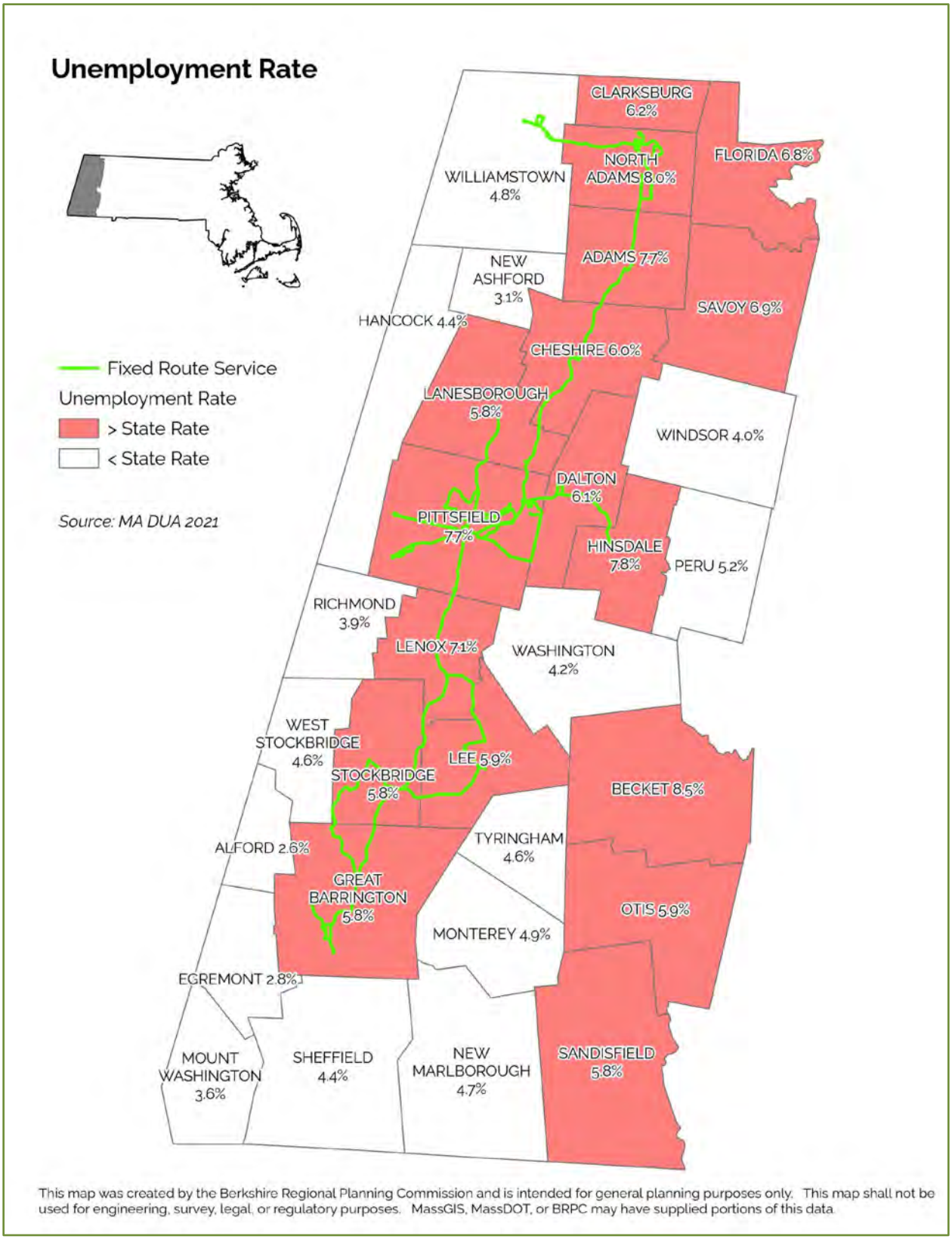


Figure 7 shows the percentage of people below the poverty level in Berkshire County Communities. The communities highlighted in red have a 10.1 or higher percentage of people below the poverty level.

Figure 7: People below the Poverty Level

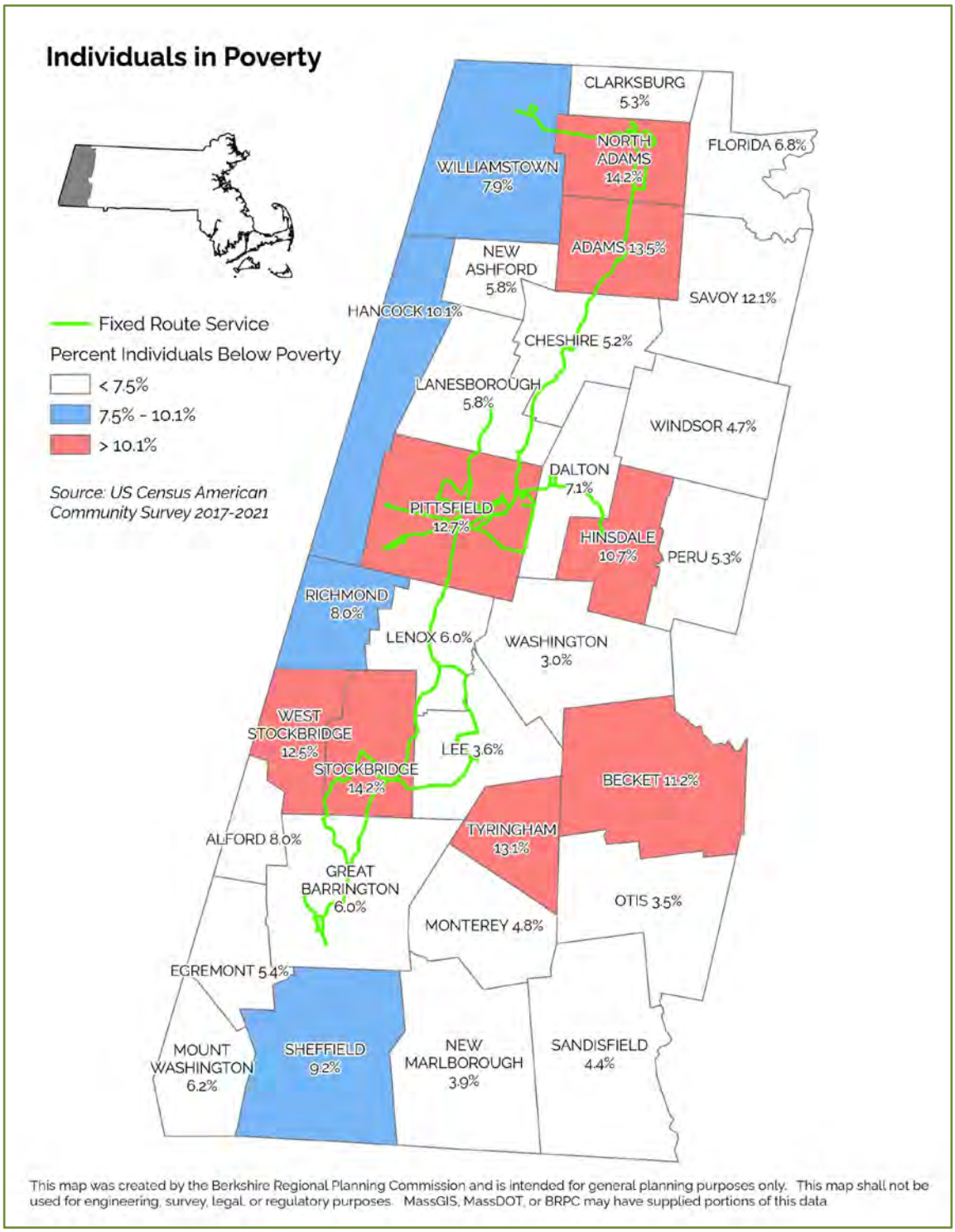


Figure 8 shows the percentage of households receiving Public Assistance in Berkshire County Communities. The towns highlighted in red have a 3.7 or higher percentage of households receiving public assistance.

Figure 8: Households Receiving Public Assistance

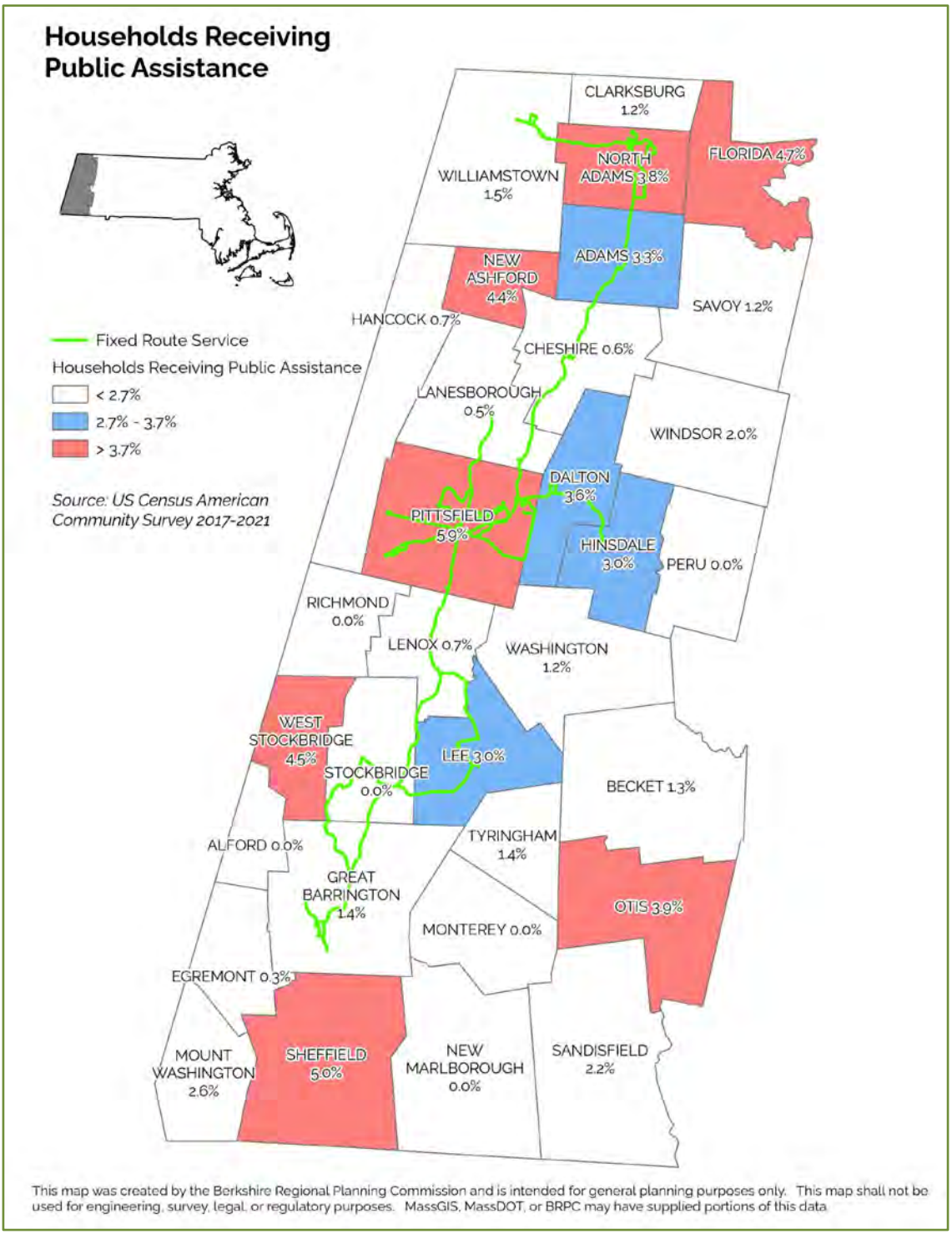


Table 7 shows a county-wide tabulation by the municipality, highlighting the following parameters: population, unemployment, poverty, public assistance, and which transportation service is provided.

Table 7

Communities	2021 Population	Unemployment Rate (2021 Annual Rate - MA)	Percent of Individuals below poverty (2017-2021 ACS)	Households Receiving Public Assistance (2017-2021 ACS)	Towns Served
Adams	8,161	7.7%	13.5%	3.3%	BRTA
Alford	465	2.6%	8.0%	0.0%	
Becket	2,152	8.5%	11.2%	1.3%	
Cheshire	3,226	6.0%	5.2%	0.6%	BRTA
Clarksburg	1,750	6.2%	5.3%	1.2%	
Dalton	6,265	6.1%	7.1%	3.6%	BRTA
Egremont	1,521	2.8%	5.4%	0.3%	
Florida	783	6.8%	6.8%	4.7%	
Great Barrington	6,792	5.8%	6.0%	1.4%	BRTA
Hancock	749	4.4%	10.1%	0.7%	
Hinsdale	1,866	7.8%	10.7%	3.0%	BRTA
Lanesborough	3,043	5.8%	5.8%	0.5%	BRTA
Lee	5,638	5.9%	3.6%	3.0%	BRTA
Lenox	4,800	7.1%	6.0%	0.7%	BRTA
Monterey	793	4.9%	4.8%	0.0%	
Mount Washington	161	3.6%	6.2%	2.6%	
New Ashford	223	3.1%	5.8%	4.4%	
New Marlborough	1,573	4.7%	3.9%	0.0%	
North Adams	12,936	8.0%	14.2%	3.8%	BRTA
Otis	1,460	5.9%	3.5%	3.9%	
Peru	744	5.2%	5.3%	0.0%	
Pittsfield	43,203	7.7%	12.7%	5.9%	BRTA
Richmond	1,468	3.9%	8.0%	0.0%	
Sandisfield	852	5.8%	4.4%	2.2%	
Savoy	701	6.9%	12.1%	1.2%	
Sheffield	3,318	4.4%	9.2%	5.0%	
Stockbridge	1,792	5.8%	14.2%	0.0%	BRTA
Tyringham	541	4.6%	13.1%	1.4%	
Washington	501	4.2%	3.0%	1.2%	
West Stockbridge	1,164	4.6%	12.5%	4.5%	
Williamstown	7,468	4.8%	7.9%	1.5%	BRTA
Windsor	984	4.0%	4.7%	2.0%	
Berkshire County	127,093	6.7%	10.1%	3.6%	
Massachusetts	6,922,305	5.5%	9.9%	3.2%	

Unemployment	< State Rate	Equal to State Rate	> State Rate
Poverty	< 7.5%	7.5% - 10.1%	> 10.1%
Public Assistance	< 2.7%	2.7% - 3.7%	> 3.7%

Source: US Census Bureau American Community Survey 2017-2021, MA Department of Labor and Workforce Development

Through data analysis regarding population, unemployment, poverty, and need for public assistance, Pittsfield and North Adams are the focus areas in need of public transit, followed by several other towns: Adams, Becket, Florida, Hinsdale, Otis, Savoy, Stockbridge, and West Stockbridge. Throughout the County, unmet needs exist, especially in regard to the provision of transport to work.

Table 8 lists statistics documenting Berkshire County's employment base and mobility by way of vehicle ownership per household.

Households with no vehicle depend highly on public transportation or friends with vehicles to get to employment or do daily work. We need to consider this essential population group while developing a coordinated public transit plan.

In Berkshire County, 65.7% of households have one or more person working. Of this, 65.7% of households with one or more person working, 2.3% do not own any vehicle. Mount Washington has the highest percentage, 6.5% of households with one or more person working, with no vehicle (this could be due to data reporting error), followed by Williamstown (3.7%), Great Barrington (3.6%), Pittsfield (3.5%), and North Adams (3.5%).

Six Berkshire County communities: Stockbridge, North Adams, Adams, Savoy, Pittsfield, and Becket, are below the county average median household income of $63,159. Stockbridge has the lowest median household income of $46,458 in Berkshire County. Twenty-four Berkshire County communities are below the Massachusetts state average median household income of $89,026.

Table 8: Employment and Vehicle Ownership per Household

Communities	2021 Population	Households	Total Households			Total HHs with one or more Workers	Total HHs with one or more Workers			% of Total HHs with one or more Workers	% of Total HHs with one or more Workers with No Vehicle	Median Household Income	Households < $50K	% of Households <$50K
			No Vehicle	1 Vehicle	2 or more vehicles		No Vehicle	1 Vehicle	2 or more vehicles					
Adams	8,161	3,948	563	1,580	1,805	2,260	86	759	1,415	57.2%	2.2%	$49,691	1,982	50.20%
Alford	465	220	0	72	148	111	0	22	89	50.5%	0.0%	$106,944	46	21.00%
Becket	2,152	974	16	276	682	642	0	162	480	65.9%	0.0%	$60,833	367	37.70%
Cheshire	3,226	1,509	56	482	971	984	11	189	784	65.2%	0.7%	$69,069	481	31.90%
Clarksburg	1,750	729	33	281	415	518	2	163	353	71.1%	0.3%	$67,292	243	33.30%
Dalton	6,265	2,907	54	1,296	1,557	1,940	19	709	1,212	66.7%	0.7%	$72,664	860	29.60%
Egremont	1,521	591	0	212	379	466	0	146	320	78.8%	0.0%	$79,946	162	27.40%
Florida	783	318	11	85	222	216	7	24	185	67.9%	2.2%	$74,333	94	29.50%
Great Barrington	6,792	3,096	256	1,290	1,550	2,156	110	734	1,312	69.6%	3.6%	$65,192	1,186	38.30%
Hancock	749	296	13	104	179	230	3	80	147	77.7%	1.0%	$74,167	114	38.60%
Hinsdale	1,866	779	20	252	507	532	9	101	422	68.3%	1.2%	$65,911	323	41.40%
Lanesborough	3,043	1,368	0	485	883	1,020	0	276	744	74.6%	0.0%	$75,156	479	35.00%
Lee	5,638	2,306	93	884	1,329	1,631	0	392	1,239	70.7%	0.0%	$73,750	669	29.00%
Lenox	4,800	2,211	236	849	1,126	1,162	17	382	763	52.6%	0.8%	$71,117	754	34.10%
Monterey	793	369	0	110	259	276	0	57	219	74.8%	0.0%	$116,406	100	27.00%
Mount Washington	161	77	5	12	60	53	5	2	46	68.8%	6.5%	$92,917	21	27.30%
New Ashford	223	90	4	17	69	60	0	8	52	66.7%	0.0%	$68,500	28	31.10%
New Marlborough	1,573	652	10	207	435	461	6	123	332	70.7%	0.9%	$73,571	219	33.60%
North Adams	12,936	5,540	681	2,346	2,513	3,450	196	1,247	2,007	62.3%	3.5%	$48,575	2,836	51.20%
Otis	1,460	694	2	237	455	446	0	87	359	64.3%	0.0%	$93,316	189	27.20%
Peru	744	325	13	92	220	271	8	69	194	83.4%	2.5%	$74,464	94	28.80%
Pittsfield	43,203	19,290	2,953	7,686	8,651	12,699	680	4,670	7,349	65.8%	3.5%	$59,522	8,295	43.00%
Richmond	1,468	628	5	170	453	460	0	107	353	73.2%	0.0%	$94,375	174	27.70%
Sandisfield	852	318	14	88	216	232	3	58	171	73.0%	0.9%	$80,179	85	26.80%
Savoy	701	330	7	90	233	200	5	34	161	60.6%	1.5%	$51,250	163	49.40%
Sheffield	3,318	1,456	78	444	934	921	12	239	670	63.3%	0.8%	$71,818	472	32.40%
Stockbridge	1,792	811	31	403	377	427	0	149	278	52.7%	0.0%	$46,458	408	50.30%
Tyringham	541	207	0	55	152	151	0	32	119	72.9%	0.0%	$112,083	40	19.30%
Washington	501	246	0	60	186	176	0	33	143	71.5%	0.0%	$79,375	80	32.50%
West Stockbridge	1,164	488	13	173	302	361	4	77	280	74.0%	0.8%	$83,571	165	33.90%
Williamstown	7,468	2,360	177	913	1,270	1,657	87	573	997	70.2%	3.7%	$95,682	717	30.40%
Windsor	984	392	0	94	298	336	0	71	265	85.7%	0.0%	$99,063	94	23.90%
Berkshire County	**127,093**	**55,525**	**5,344**	**21,345**	**28,836**	**36,505**	**1,270**	**11,775**	**23,460**	**65.7%**	**2.3%**	**$63,159**	**21,932**	**39.50%**
Massachusetts	6,922,305	2,714,448	327,649	955,794	1,431,005	2,036,182	143,449	633,292	1,259,441	75.0%	5.3%	$89,026	808,906	29.80%

Source: US Census Bureau American Community Survey 2017-2021

Table 9 documents the "Means of Travel to Work" characteristics of Berkshire County Communities.

In Berkshire County, 83.5% of the population use their personal automobile to go to work. 5.8% walk to work. Only 1.3% use public transportation to go to work. 8.4% of the population works from home. Most of the south county communities have high percentages of people working from home. Residents of communities bordering the state of New York, Connecticut, and Vermont may use public transportation in towns of bordering states to go to work.

Table 9: Means of Travel to Work

Communities	Total Workers	Means of travel to Work					Worked at Home	Median Household Income
		Car, Truck, or Van	Public Transportation	Walked	Bicycle	Taxicab, motorcycle, or other means		
Adams	3,817	90.7%	0.40%	1.80%	0.50%	0.40%	6.20%	$49,691
Alford	193	83.9%	3.10%	2.10%	0.00%	1.60%	9.30%	$106,944
Becket	1,135	86.3%	1.00%	2.60%	0.80%	0.40%	9.00%	$60,833
Cheshire	1,473	91.9%	0.00%	3.80%	0.00%	0.00%	4.30%	$69,069
Clarksburg	907	95.1%	0.10%	1.40%	0.00%	0.00%	3.30%	$67,292
Dalton	2,977	94.7%	2.30%	0.00%	0.40%	0.00%	2.70%	$72,664
Egremont	872	79.8%	0.20%	1.90%	0.00%	0.00%	18.00%	$79,946
Florida	386	94.6%	0.00%	0.00%	0.00%	0.00%	5.40%	$74,333
Great Barrington	3,543	69.8%	0.50%	10.80%	2.10%	0.00%	16.80%	$65,192
Hancock	365	91.0%	0.00%	0.00%	0.00%	3.60%	5.50%	$74,167
Hinsdale	838	99.6%	0.00%	0.00%	0.00%	0.00%	0.40%	$65,911
Lanesborough	1,588	89.7%	0.60%	5.70%	0.00%	0.00%	3.90%	$75,156
Lee	2,927	91.7%	0.40%	2.50%	0.00%	0.00%	5.40%	$73,750
Lenox	1,987	77.7%	2.10%	1.40%	0.90%	0.00%	17.90%	$71,117
Monterey	359	76.9%	1.10%	0.80%	0.00%	7.20%	13.90%	$116,406
Mount Washington	90	82.2%	0.00%	2.20%	0.00%	0.00%	15.60%	$92,917
New Ashford	135	85.9%	0.00%	1.50%	0.00%	1.50%	11.10%	$68,500
New Marlborough	709	58.7%	5.60%	0.80%	1.00%	0.00%	33.90%	$73,571
North Adams	5,980	80.9%	1.10%	11.00%	0.20%	0.10%	6.70%	$48,575
Otis	777	82.0%	2.60%	1.20%	0.00%	0.00%	14.30%	$93,316
Peru	458	97.2%	0.00%	0.90%	0.00%	0.20%	1.70%	$74,464
Pittsfield	20,895	88.0%	2.10%	2.70%	0.30%	0.90%	6.10%	$59,522
Richmond	797	90.2%	0.00%	0.80%	0.00%	0.00%	9.00%	$94,375
Sandisfield	430	79.3%	0.00%	0.70%	0.00%	0.00%	20.00%	$80,179
Savoy	325	95.7%	0.00%	2.20%	0.00%	0.90%	1.20%	$51,250
Sheffield	1,808	86.8%	0.00%	3.70%	0.00%	1.50%	8.00%	$71,818
Stockbridge	694	60.4%	0.90%	19.90%	0.00%	0.00%	18.90%	$46,458
Tyringham	300	77.0%	1.70%	8.00%	0.00%	1.00%	12.30%	$112,083
Washington	254	81.9%	0.80%	2.40%	0.00%	1.20%	13.80%	$79,375
West Stockbridge	605	79.0%	0.00%	0.00%	0.00%	0.00%	21.00%	$83,571
Williamstown	3,647	46.3%	0.70%	36.00%	1.10%	1.90%	14.00%	$95,682
Windsor	574	87.5%	0.00%	0.00%	0.00%	1.20%	11.30%	$99,063
Berkshire County	**61,845**	**83.5%**	**1.30%**	**5.80%**	**0.40%**	**0.60%**	**8.40%**	**$63,159**
Massachusetts	3,591,598	73.0%	8.40%	4.60%	0.80%	1.40%	11.90%	$89,026

Source: US Census Bureau American Community Survey 2017-2021

C) ANALYSIS AND EVALUATION CRITERIA

The demographic information presented in the previous chapter was utilized to determine the locations of population groups that would benefit from enhancements to public transportation. This information, combined with input received through various public meetings, current transportation providers, and organizations representing clientele having a reliance on public transit, formed the basis for developing candidate strategies to be considered for implementation. Additionally, existing service characteristics were evaluated to determine potential service improvements.

The priorities presented in the following section were derived as a result of an analysis that evaluated demographic changes and needs assessment service improvements. In general terms, the priorities focus on expanding transit and para-transit services, enhancements to fixed routes, vehicle upgrades, and incorporating new technology into operations. The following section provides more elaboration on the priorities.

With respect to multiple applications for funding consideration, the key criteria for evaluation are cost per user trip and distance to a point accessing the service area.

D) POTENTIAL STRATEGIES

Section 5310 grants are intended to enhance the mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and the Americans with Disabilities Act complementary para-transit services.

Funds may be used for capital and operating expenses for projects that support transportation to meet the special needs of older adults and persons with disabilities – as evidenced by the following eligible activities - application for Section 5310 grants is vital and will provide for:

- Projects planned, designed, and carried out to meet the special needs of seniors and persons with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Projects that exceed the requirements of the ADA;
- Projects that improve access to fixed-route service and decrease reliance on complementary para-transit;
- Alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation.

Project examples:

- Vehicles and vehicle-related expenses, including: Buses; Vans; Radios and communication equipment; Vehicle shelters; Wheelchair lifts and restraints; Vehicle rehabilitation, manufacture, or overhaul;

- Lease of equipment when the lease is more cost-effective than a purchase;
- Computer hardware and software;
- Vehicle procurement, testing, inspection, and acceptance costs;
- Acquisition of transportation services under a contract, lease, or other arrangement;
- The introduction of new technology into public transportation;
- Transit-related intelligent transportation systems (ITS);
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation;
- Expansion of para-transit service parameters beyond the ¾ mile required by the ADA;
- Expansion of current hours of operation for para-transit services that are beyond those provided by the fixed route service;
- Provision of same-day service;
- Provision of escorts/assisting riders to enhance the level of service to those who need it;
- Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed ADA-established parameters;
- Installation of additional securement locations in public busses beyond that which is required by ADA;
- Expansion of provision of feeder services by which people are provided access to public transit;
- Provision of accessibility enhancements (e.g., accessible curb-cuts, sidewalks and pedestrian signals, elevators, ramps, improved signing, etc.);
- Purchase and operation of accessible vehicles that support use by special needs passengers;
- Support and administration of voucher programs for transportation services offered by human service providers;
- Support of new volunteer driver and aide programs;
- Support of new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation;
- Promotion of the use of transit by workers with nontraditional work schedules through the provision of late-night and weekend public transit services;
- Promotion of shuttle service.

E) PRIORITIES FOR IMPLEMENTATION

1) Berkshire County

The priorities for Berkshire County are as follows:

- Modify/expand fixed route service to major employment centers similar to the circulator routes 12/14 in Pittsfield;

- Promote the use of transit by workers with both traditional and nontraditional work schedules through the provision of late-night & weekend public transit services; provide travel training to increase access to existing transportation services;

- Improve fixed route service by partially reducing headways during peak periods, offering

weekend hours and Sunday service;

- Expand service in underserved communities in Berkshire County, consider discounted fare cards for life-sustaining medical treatment and those who do not qualify for MassHealth transportation;

- Expand services for seniors, disabled population, and veterans (assist nonprofit organizations with accessing operating costs to expand transportation services, provide travel training to increase access to existing transportation services);

- Reduce quantity and size of gaps in the transit needs: availability ratio (encourage smaller communities to join BRTA);

- Encourage employers to provide transportation subsidies, with special attention given to health care providers;

- Help coordinate social service public transportation providers (e.g., encourage Council On Aging (COAs) in smaller communities to share vehicles and resources and regionalize transportation system);

- Help public, private, and nonprofit human services transportation providers to acquire and operate accessible taxis;

- Creating a resource for social service agencies to create affordable transportation for special events and programs;

- Provide language translation and hearing/vision impaired resources for transportation services County-wide;

- Leverage Transportation Network Companies (TNCs) to increase on-demand mobility (e.g., Uber and Lyft);

- Explore funding for On-demand/ microtransit service and first-mile/last-mile transportation;

- Explore the possibility of bike-share kiosks and other alternate modes of transportation.

2) BRTA priorities

BRTA will utilize funding for fixed route operations to:

- Local, regional circulator loops with 30-minute headways (reduced from hourly service) within the three distinct areas of Berkshire County: North, Central, and South. The North and South regional areas would be interconnected via larger fixed-route express buses to Pittsfield. A deviated service would be offered to reduce para-transit costs.

- Expand additional evening hours on weekdays, add evening hours on Saturdays, and implement service hours on Sundays. This is all tied to increased state and federal funding levels.

- Continue the Bus Stop Program in communities with fixed route service.
- Continue to review fixed routes and make adjustments to current routes for better connections and increased frequency.
- Interconnect with FRTA and PVTA via Route 9.
- Research alternative fuel vehicles appropriate for BRTA and Berkshire County. Zero emission buses/alternative fuel vehicles with the capacity to run for the majority of the day without refueling while maintaining fleet size. Establish satellite Facilities in North and South Berkshire County to support fleet/service expansion.
- Explore microtransit, first mile, and last mile service to bus stops and increase fixed route bus frequency.
- Install solar collection panels at the Maintenance Facility on Downing Parkway to reduce BRTA's energy costs.

CONCLUSION:

Through a strong commitment to all populations and individuals, including disabled, elderly, and low-income individuals, Berkshire County and its transportation providers are engaged in creative and innovative means of providing service and associated alternatives beyond the requirements of the Americans with Disabilities Act. Implementation of the recommendations and priorities contained herein will improve the mobility of Berkshire County residents in a cost-efficient manner.

APPENDIX A




Berkshire County Transportation Guide
Berkshires without Barriers
Berkshire County, MA (December 2022)






BUS SERVICES							
Provider	**Rider Eligibility**	**Service Area**	**Days/Hours of Service**	**Provider Address**	**Phone**	**Email**	**Website**
Berkshire Regional Transit Authority (BRTA)	general public and disabled	County Wide	Mon-Fri 5:15am-7:20pm, Sat 7:15am-7:30pm	1 Columbus Avenue, Pittsfield, MA - 01201	**413-499-2782**	info@berkshirerta.com	www.berkshirerta.com
Peter Pan/Greyhound Bus Lines	general public	Central & South County	7 days, 7:30am-8:20pm, 7 buses per day	1 Columbus Avenue, Pittsfield, MA - 01201	**1-800-231-2222 or 413-499-2782**		www.peterpanbus.com
TRAINS							
Provider	**Rider Eligibility**	**Service Area**	**Days/Hours of Service**	**Provider Address**	**Phone**	**Email**	**Website**
Amtrak Train Service	general public	Pittsfield	7 days, 2 trains per day	1 Columbus Avenue, Pittsfield, MA - 01201	**1-800-872-7245**		www.amtrak.com
MEDICAL TRANSPORT SERVICES							
Provider	**Rider Eligibility**	**Service Area**	**Days/Hours of Service**	**Provider Address**	**Phone**	**Email**	**Website**
Action Ambulance Service	general public, medical	County Wide	24/7	121 West Housatonic Street, Pittsfield, MA - 01201	**413-445-5355**	jscolforo@actionems.com	www.actionems.com
County Ambulance Inc.	general public, medical	County Wide	5am-10pm	175 Wahconah Street, Pittsfield, MA - 01201	**413-499-2527**	bkandrews@countyamb.com	www.countyamb.com
County Rainbow Taxi, Inc/ Arrow taxi	general public, able bodied, medical	County Wide	24/7	10 Pleasant Street, Pittsfield, MA - 01201	**413-499-4300**	jregan@centralberkshire.com	
CRT Cabulance	disabled, senior, medical	County Wide	24/7	18 Oak Street, Pittsfield, MA - 01201	**413-447-3800**	jregan@centralberkshire.com	
E-Pod Transportation LLP	masshealth recepients	County Wide and to Springfield	Mon-Fri 5am-7pm, Sat-Sun 5am-3pm	858 Curran Highway,North Adams, MA - 01247	**413-743-3763**	PeterGreenbush@gmail.com	
MassHealth Transportation Program (Medicaid Transportation)	medical	County Wide	Mon-Fri 8am-5pm	600 Washington St, Boston, MA - 02111	**1-800-841-2900 TTY for hard of hearing 1-800-497-4648**		https://www.mass.gov/info-details/get-a-ride-to-masshealth-medical-appointments
Northern Berkshire EMS/Transport	general, medical	County Wide and to Springfield	24/7, Van Service 6am-6pm	10 Harris Street, North Adams, MA - 01247	**413-664-4933**	jmeamey@northadamsambulance.com	http://www.northadamsambulance.com/
TRANSPORTATION EXCLUSIVELY FOR SENIORS AND DISABLED							
Provider	**Rider Eligibility**	**Service Area**	**Days/Hours of Service**	**Provider Address**	**Phone**	**Email**	**Website**
Ad Lib	disabled	County Wide	Mon-Fri 8am-12pm	215 North Street, Pittsfield, MA - 01201	**413-442-7047**	adlib@adlibcil.org	http://www.adlibcil.org
BRTA	disabled (by application)	County Wide	Mon-Fri 5:20am-7:30pm; Sat 7:20am-7:15pm	1 Columbus Avenue, Pittsfield, MA - 01201	**413-499-2782**	Robert.malnati@berkshirerta.com	www.berkshirerta.com
BC-ARC	disabled	Central & South County	24/7, office hours: Mon-Fri 8am-5pm	395 South Street, Pittsfield, MA - 01201	**413-499-4241**	bcarc@bcarc.org	www.bcarc.org
COA - Adams	senior & disabled, general, medical	North County	Mon-Fri, 8am-4pm	3 Hoosac Street, Adams, MA - 01220	**413-743-8333**	bproper@town.adams.ma.us	https://www.town.adams.ma.us/council-aging
COA - Adams	Seniors in Adams and Cheshire	Long Distance Medical	24/7 - upon volunteer avaibility	3 Hoosac Street, Adams, MA - 01220	**413-743-8333**	bproper@town.adams.ma.us	https://www.town.adams.ma.us/council-aging
COA - Cheshire	senior & disabled, medical	North County	Mon, Tue, Thur 8am-4pm	119 School Street, Cheshire, MA - 01225	**413-743-9179**	coa@cheshire-ma.gov	https://www.cheshire-ma.gov/council-aging
COA - Clarksburg	able bodied , all purposes	North County	on call	712 West Cross Road, Clarksburg, MA - 01247	**413-663-8253**	norcross@bcn.net	https://clarksburgseniorcenter.org/




Berkshire County Transportation Guide

Berkshires without Barriers

Berkshire County, MA (December 2022)





TRANSPORTATION EXCLUSIVELY FOR SENIORS AND DISABLED

Provider	Rider Eligibility	Service Area	Days/Hours of Service	Provider Address	Phone	Email	Website
COA - Dalton	senior & disabled, all purposes	Dalton, Pittsfield	Mon-Fri 8am-3pm	40 Field Street Extension, Dalton, MA - 01226	**413-684-2000**	KPizzi@dalton-ma.gov	https://dalton-ma.gov/council-on-aging/
COA - Egremont	senior & disabled, all purposes	South County	Mon-Fri, 8am-4pm	171 Egremont Plain Road, Egremont, MA - 01258	**413-528-0182, Ext. 25**	transpdepart@egremont-ma.gov	https://www.egremont-ma.gov/185/Council-on-Aging
COA - Great Barrington	senior & disabled, all purposes	South County	Mon-Fri, 8am-4pm	917 Main Street, Great Barrington, MA - 01230	**413-528-1881**	Pmann@Townofgb.org	https://www.townofgb.org/council-aging
COA - Lanesborough	senior & disabled, medical	Central County	Mon-Thur 8am-4pm	83 N Main Street, Lanesborough, MA - 01237	**413-448-2682**	lgayle@lanesborough-ma.gov	https://www.lanesborough-ma.gov/departments/council_on_aging/transportation_services.php
COA - Lee	senior & disabled, medical	Pittsfield, Gt Barrington, Lee & Lenox	Mon-Thur 9am-1:00pm	21 Crossway Street #2, Lee, MA - 01238	**413-243-5545**	coa@town.lee.ma.us	https://www.lee.ma.us/senior-services
COA - Lenox	senior & disabled, medical	Lenox, Lee & Pittsfield	Mon-Fri 8:00am-3:30pm	65 Walker Street, Lenox, MA - 01240	**413-637-5535**	jennyvanasse@townoflenox.com	https://www.townoflenox.com/council-aging
COA - North Adams	senior & disabled, medical	North County	Mon-Fri 8am-4pm	116 Ashland Street, North Adams, MA - 01247	**413-662-3125**	spitzer_center@northadams-ma.gov	http://www.northadams-ma.gov/index.php?nav_id=25
COA - Pittsfield	senior & disabled, medical	Central County	Mon-Fri 9:30am-2:30pm	330 North Street, Pittsfield, MA - 01201	**413-499-9346**	jclark@pittsfieldch.com	https://www.cityofpittsfield.org/departments/council_on_aging/index.php
COA - Richmond	senior & disabled	County Wide	Mon-Fri 9am-6pm or on call	1529 State Road, Richmond, MA - 01254	**413-441-1106**	coa@richmondma.org	https://www.richmondma.org/government/boards_and_commissions/council_on_aging.php
COA - Savoy	senior & disabled, medical	North County	7 days, on call	720 Main Road, Savoy, MA - 01256	**413-743-4290, 413-743-2542**		https://mcoaonline.com/user-profile/savoycoa/
COA - Sheffield	senior & disabled	South County	Mon-Fri 9am-4pm	25 Cook Road, Sheffield, MA - 01257	**413-229-7037, TTY (Relay Service): 1-800-439-2370**	kloring@sheffieldma.gov	https://www.sheffieldma.gov/council-aging
COA - Stockbridge	senior & disabled, all purposes	South County; Pittsfield	Mon-Fri 8am-4pm	50 Main Street, Stockbridge, MA - 01262	**413-298-4170, ext 250**	coa@stockbridge-ma.gov	https://stockbridge-ma.gov/town-offices/
COA - Tyringham	senior, medical	South County		P.O. Box 374, Tyringham, MA - 01264	**413-243-1749, 1-800-544-5242**		https://www.tyringham-ma.gov/council-aging/pages/transportation
COA - Washington	senior, able bodied	Central County		8 Summit Hill Road, Washington, MA - 01223	**413-349-0003**	washingtoncoa@gmail.com	https://www.washington-ma.gov/council-aging
COA - West Sockbridge	senior & disabled, all purposes	Central & South County	on call	21 Albany Road, West Stockbridge, MA - 01266	**413-232-0137, 413-441-1106**		https://www.weststockbridge-ma.gov/council-aging/pages/coa-van-appointments
COA - Wiliamstown	senior & disabled, all purposes	North County	Mon-Fri 8:30am-4:30pm	118 Church Street, Williamstown, MA - 01267	**413-458-8250**	nbeverly@williamstownma.gov	https://williamstownma.gov/council-on-aging/
COA - Windsor	able bodied elderly, all purposes	Central County	7 days, on call	1890 Route 9, Windsor, MA - 01270	**413-684-3811, 413-329-4364**	buoymasjessica@gmail.com	https://www.windsormass.com/boards-departments/council-on-aging
Elder Services Inc.	senior, medical, shopping	County Wide	Mon-Fri 8am-5pm	877 South Street, Pittsfield, MA - 01201	**413-499-0524**	esbc@esbci.org	www.esbci.org
Mass Rehabilitation Commission	disabled, employment	County Wide	Mon-Fri 8:45am-5pm	160 North Street, Suite 201, Pittsfield, MA - 01201	**413-499-2720**		https://www.mass.gov/locations/mrc-pittsfield
United Cerebral Palsy of Berkshire County	disabled	County Wide	Mon-Fri, 8:30am-4:30pm	208 West Street, Pittsfield, MA - 01201	**413-442-1562**		http://www.ucpberkshire.org/




Berkshire County Transportation Guide

Berkshires without Barriers

Berkshire County, MA (December 2022)






TRANSPORTATION FOR VETERANS

Provider	Rider Eligibility	Service Area	Days/Hours of Service	Provider Address	Phone	Email	Website
Soldier On, Inc.	senior & disabled Vets, medical	County Wide	Mon-Fri 8am-5pm	290 Merrill Road, Pittsfield, MA - 01201	**413-418-4300**	info@wesoldieron.org	https://veteranfamilyride.com/

TAXIS, LIMOS & OTHER SERVICES

Provider	Rider Eligibility	Service Area	Days/Hours of Service	Provider Address	Phone	Email	Website
Abbott's Limousine & Livery	general public - able bodied	County Wide	24/7	435 Greylock Street, Lee, MA - 01238	**413-243-1645**	info@abbottslimo.com	http://abbottslimo.com
Berkshire Shuttle	general public	County Wide	24/7	164 Greenridge Drive, Dalton, MA - 01226	**413-247-3839 Ext. 102**	contact@berkshireshuttle.com	www.berkshireshuttle.com
Bianco's Limousine and Livery Service	general public	County Wide	24/7	449 Pittsfield Road, Suite 201, Lenox, MA - 01240	**413-446-4005**	transport@biancoslimousineandliveryservice.com	https://biancoslimousineandliveryservice.com/
County Rainbow Taxi, Inc/ Arrow taxi	general public, able bodied, medical	County Wide	24/7	10 Pleasant Street, Pittsfield, MA - 01201	**413-499-4300**	jregan@centralberkshire.com	
DuFour Escorted Tours	general, charter, school	County Wide	School bus and limo charters	133 South Street, Hinsdale, MA - 01235	**413-655-8122**		www.dufourtours.com
OTT Taxi	general public	North County	Sun-Wed 5am-1am; Thu-Sat 5am-2am	104 River Street, North Adams, MA - 01247	**413-663-3838**		https://ott.taxi/
Pittsfield YMCA	able bodied	Central County	Transportation provided for camps, chilcare	292 North Street # 1, Pittsfield, MA - 01201	**413-499-7650**		https://bfymca.org/
Retired Senior Volunteer Program (RSVP)	senior, able bodied	Central County	Mon-Thu 8:30am-3:00pm; Fri 8:30am-2:00pm	16 Bartlett Avenue, Pittsfield, MA - 01201	**413-499-9345**	rsvpdispatcher@pittsfieldch.com	https://www.cityofpittsfield.org/departments/rsvp/van_transportation.php
Rose & Cole's Co-op Transportation	general	County Wide	7 days, 5am-midnight	117 Fenn Street, Pittsfield, MA - 01201	**413-345-2354**	rc.coopdelivery@gmail.com	https://www.co-optransportpittsfield.com/
RJ's Taxi	general	North County	24/7	429 Curran Highway, North Adams, MA - 01247	**413-346-4907**		https://www.facebook.com/rjtaxinorthadams
Transport the People, Inc.	general	County Wide	24/7	18 Oak Street, Pittsfield, MA - 01201	**1-800-639-9605**	TTP@centralberkshire.com	www.ttplimos.com

Berkshire County Metropolitan Planning Organization

East Street - Pittsfield
Ashland Street – North Adams
Washington Mt. Road – Egremont
Merrill Road - Pittsfield
Dalton Division Road - Dalton
Highway Safety Analysis Transit Bridge
Berkshire MPO Bike Capacity
Improvements CMAQ Reconstruction

Transportation Improvement Program

October 1, 2023 – September 30, 2028

BRPC
Berkshire Regional Planning Commission

Safety Bike Trail

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

Notice of Nondiscrimination Rights and Protections to Beneficiaries

Federal "Title VI/Nondiscrimination" Protections
The Berkshire Regional Planning Commission (BRPC) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administrated by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within MassDOT's Title VI Programs consistent with federal interpretation and administration. Additionally, BRPC provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

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

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

Title VI Coordinator/MPO Manager
BRPC
1 Fenn Street, Suite 201
Pittsfield, MA 01201
413-442-1521
TTY: 771 or 1-800-439-2370
info@berkshireplanning.org

BRPC
Berkshire Regional Planning Commission

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

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

Massachusetts Commission Against Discrimination (MCAD)
One Ashburton Place, 6th Floor
Boston, MA 02109
617-994-6000 TTY: 617-994-6196

Translations
English: If this information is needed in another language, please contact the BMPO Title VI Coordinator at 413-442-1521.
Spanish: Si necesita esta información en otro idioma, por favor contacte al coordinador de BMPO del Título VI al 413-442-1521.
Chinese Simple: 果需要使用其它语言了解信息，请联系Berkshire大都会规划组织（BMPO)《民权法案》第六章协调员，电话413-442-1521。
Chinese Traditional: 如果需要使用其他語言瞭解資訊，請聯繫Berkshire大都會規劃組織（BMPO）《民權法案》第六章協調員，

BERKSHIRE METROPOLITAN PLANNING ORGANIZATION

BERKSHIRE REGIONAL PLANNING COMMISSION

1 FENN STREET, SUITE 201, PITTSFIELD, MASSACHUSETTS 01201

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

www.berkshireplanning.org

TRANSPORTATION IMPROVEMENT PROGRAM

FOR

THE BERKSHIRE REGION

OCTOBER 1, 2023 – SEPTEMBER 30, 2028

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

MPO CERTIFICATION

Transportation Improvement Program (TIP)
FFY 2024 – 2028

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 2024-2028, 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 2024-2028 TIP document on their behalf.

_____ _____

Gina Fiandaca, Secretary and CEO Date
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 energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

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

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

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

Safety Performance Measures (PM1):

The Berkshire MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2023. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5 year, rolling average trend lines for all FHWA-defined safety measures.

Due to higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021, 2020 and 2021 fatalities and serious injuries increased relative to previous years. This increase means MassDOT was unable to use a pure trendline approach to set CY2023 targets that "demonstrate constant or improved performance" as required by the Infrastructure Investment and Jobs Act (IIJA). Rather than adopt a target that depicts an increase in the trend line, MassDOT developed targets by projecting 2022 and 2023 fatalities and serious injuries numbers based on a rate of change consistent with recent trends. This methodology was developed to project a future downward trend without it being significantly influenced by the lingering impacts of the pandemic.

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[1] 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 2023, and that the Berkshire MPO has adopted, are as follows:

1) Fatalities: The target number of fatalities for years CY 2023 is 355, down from an average of 360 fatalities for the years 2017-2021

2) Rate of Fatalities per 100 million VMT: The target fatality rate for years CY 2023 is 0.59, equivalent to the 0.59 average for years 2017-2021.

3) Serious Injuries: The target number of incapacitating injuries for CY 2023 is 2,569, down from the average of 2,626 for years 2017-2021.

4) Rate of Incapacitating Injuries per 100 million VMT: The incapacitating injury rate target for CY 2023 is 4.25 per year, down from the 4.30 average rate for years 2017-2021.

5) Total Number of Combined Incapacitating Injuries and Fatalities for Non-Motorized Modes: The CY 2023 target number of fatalities and incapacitating injuries for non-motorists is 437 per year, down from an average of 467 for years 2017-2021.

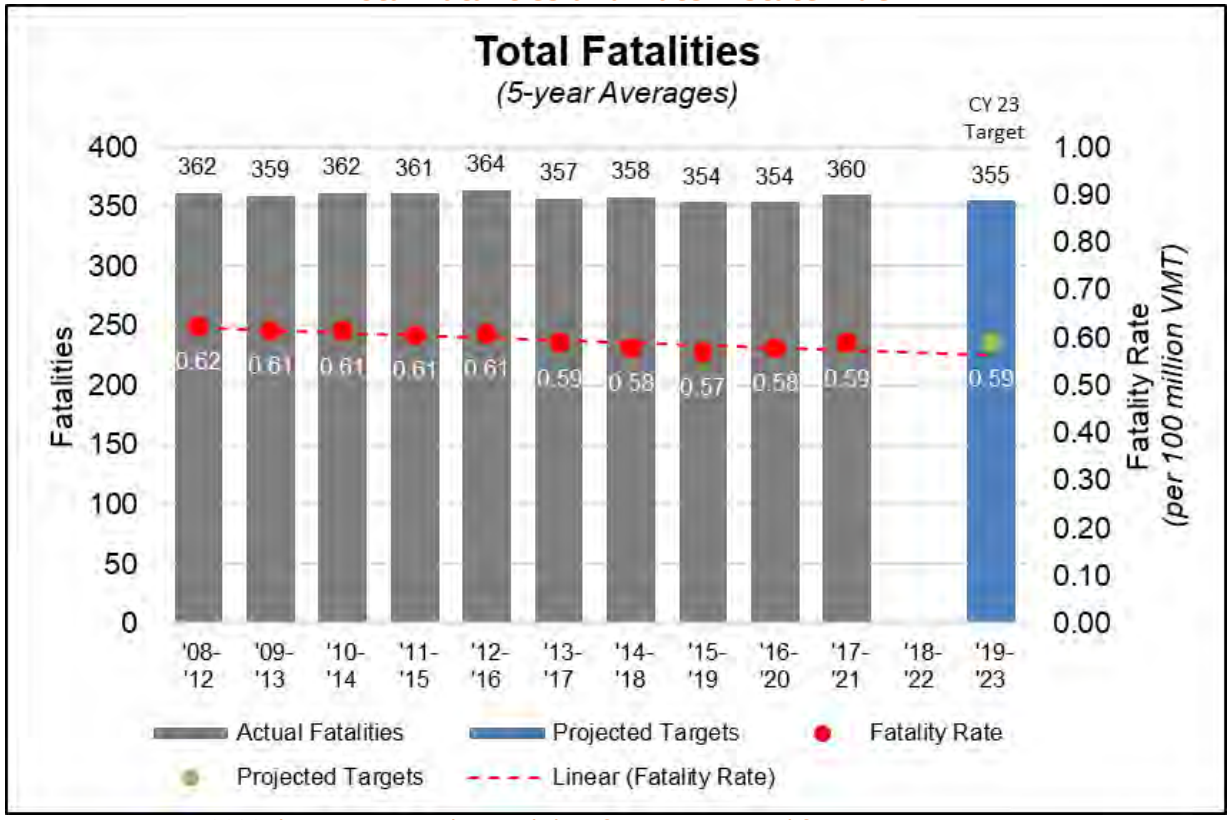
[1] https://www.mass.gov/lists/tracker-annual-performance-management-reports

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) 2023 target setting process began in April 2022 with a trend line projection based on the most recent available data. Due to higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021, 2020 and 2021 fatalities increased relative to previous years. Since the Infrastructure Investment and Jobs Act (IIJA) requires "performance targets to demonstrate constant or improved performance," MassDOT would be unable to use a pure trendline approach to set CY 2023 targets. Therefore, MassDOT developed targets for CY 2023 by projecting 2022 fatalities to be equal to 3% higher than the state's lowest year in recent history (2019), and projecting 2023 fatalities to be equal to 3% lower than 2019. This methodology was developed in order to project a future downward trend based on the data available at the time. This analysis resulted in five-year average fatalities decreasing from 360 (2017-2021) to 355 (2019-2023), a reduction of 1.69%. Fatalities are expected to decrease based on MassDOT efforts in the areas of speed management and safe systems, among other safety strategies. As always, MassDOT's overarching goal is zero deaths and this goal will be pursued by implementing Strategic Highway Safety Plan (SHSP) strategies.

Statewide Fatality Rate: The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities, along with lingering impacts in 2021. The 2023 projection is now 0.59 fatalities per 100 million VMT (five-year average of 2019-2023). The long-term goal is towards zero deaths, so the long-term fatality rate target is 0 fatalities per 100 million VMTs.

Total Fatalities and Rate – Statewide



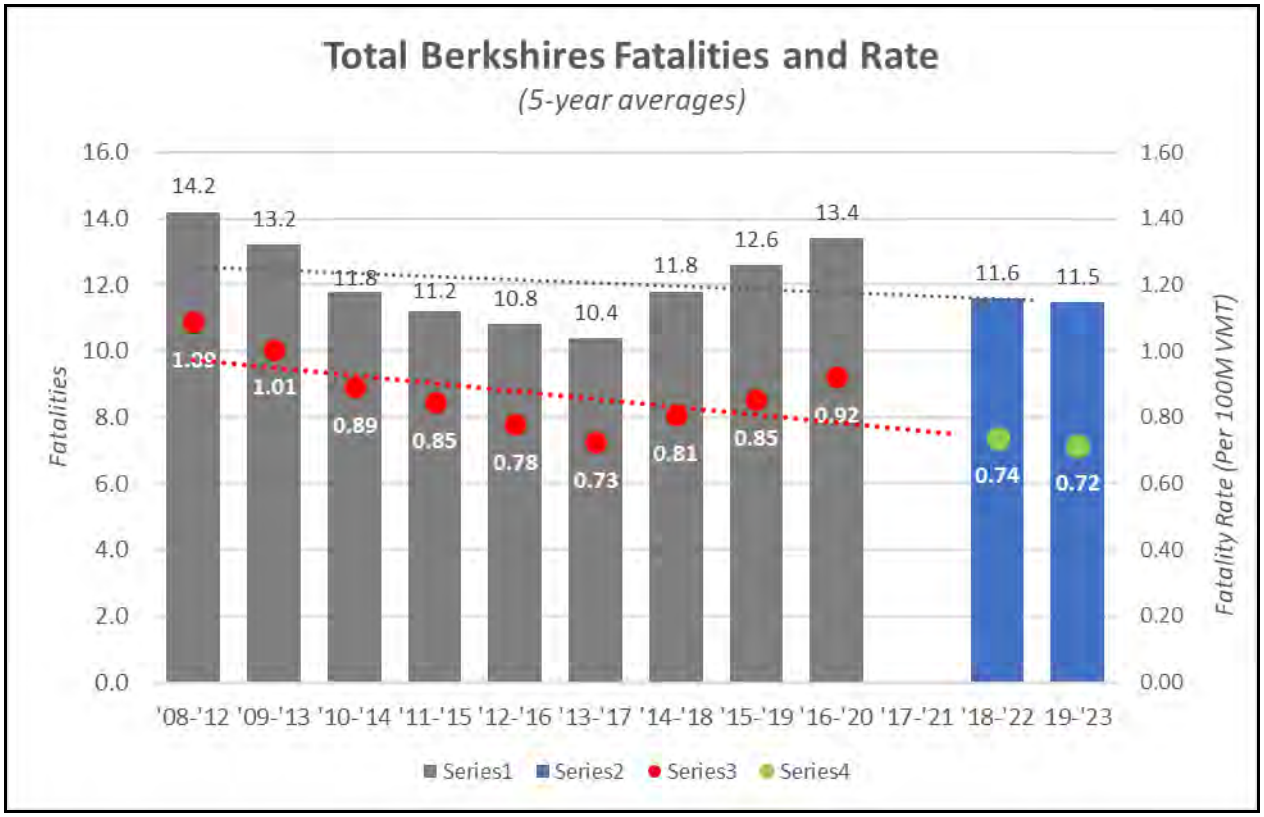
Note: 2022 data is not complete and therefore was not used for target setting purposes.

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

Berkshire Total Fatalities: The Berkshires' average total road fatalities is trending downward generally, as illustrated by the black dotted trend line. The past three years of full data (up to 2020) show an average increase of about 1 fatality per year. The projections of 5-year averages shown for 2018-2022 and 2019-2023 (blue bars) are based on a target of no increase in the forthcoming year and following the linear trend previously established.

Berkshire Fatality Rate: The fatality rate per 100 million VMT (red data points) tracks with the number of actual fatalities. While the rate in general is decreasing as illustrated by the red dotted trend line, the previous three full years of data show a rate increase. The rate in general per 100 million VMT is higher than the state average. The projections for the 2018-2022 and 2019-2023 five-year average rates (green points) are based on a target of no increase and following the linear trend previously established.

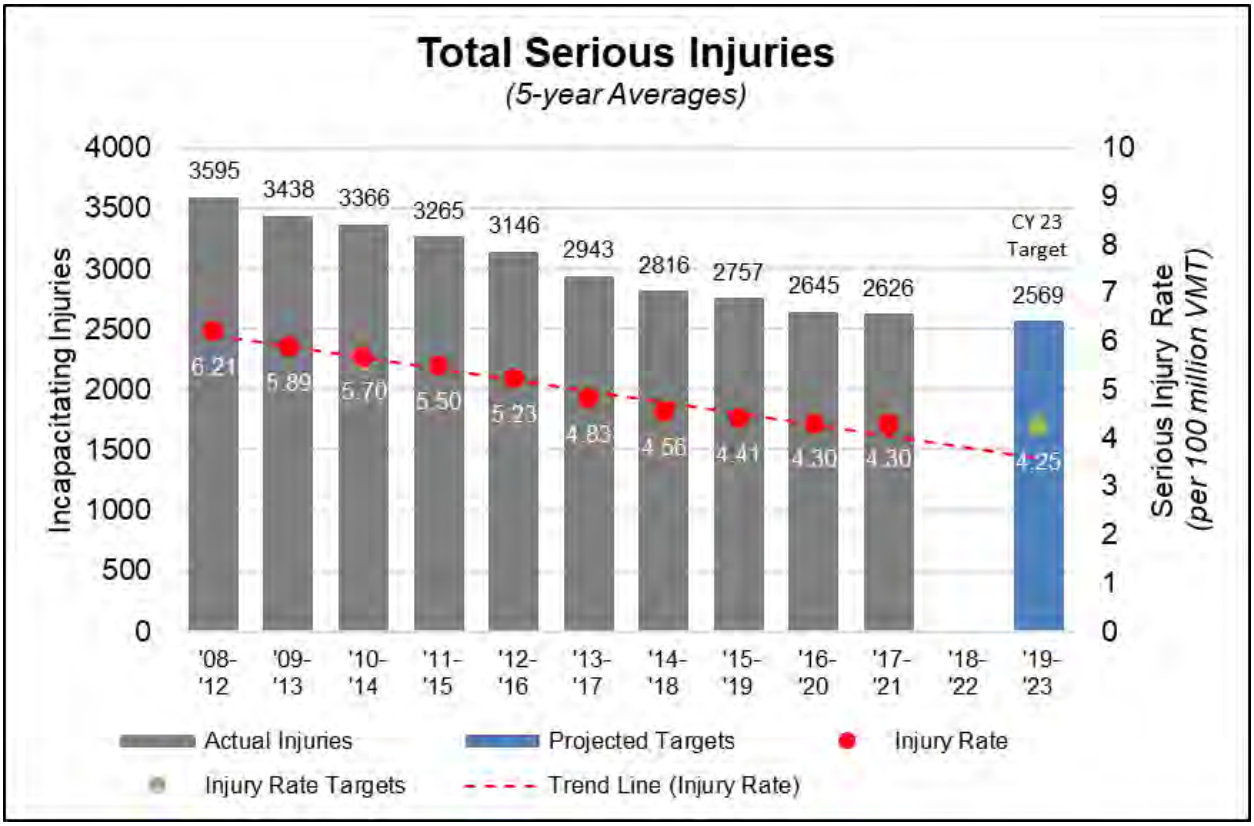
Total Fatalities and Rate - Berkshire MPO



Statewide Total Serious Injuries: The 2020 – 2022 serious injury data were not finalized in the statewide crash system at the time of target setting, so MassDOT used the information that was available as of April 2022. Due to higher rates of speeding caused by decreased VMT amid pandemic shutdowns in 2020 and the lingering impacts in 2021, 2020 and 2021 serious injuries increased relative to previous years. Therefore, MassDOT developed targets by projecting the 2022 annual serious injuries to be equal to the lowest year in recent history and the 2023 annual serious injuries to continue downward at a roughly 10% annual decrease, which reflects the average decreases in the years in which the state experienced reductions in serious traffic injuries. This approach resulted in a 5-year average number of serious injuries dropping from 2,626 (2017-2021) to 2,569 (2019-2023), a reduction of 1.99%.

Statewide Serious Injuries Rate: Similar to the fatality rate, serious injury rates were greatly impacted due to COVID. Following the methods above, the projection is now 4.25 serious injuries per 100 million VMT (2019-2023), down from 4.30 serious injuries per 100 million VMT (2017-2021), a reduction of 1.57%. The long-term goal is towards zero deaths and serious injuries, so the long-term serious injury rate target is 0.0 serious injuries per 100 million VMT.

Total Incapacitating Injuries – Statewide

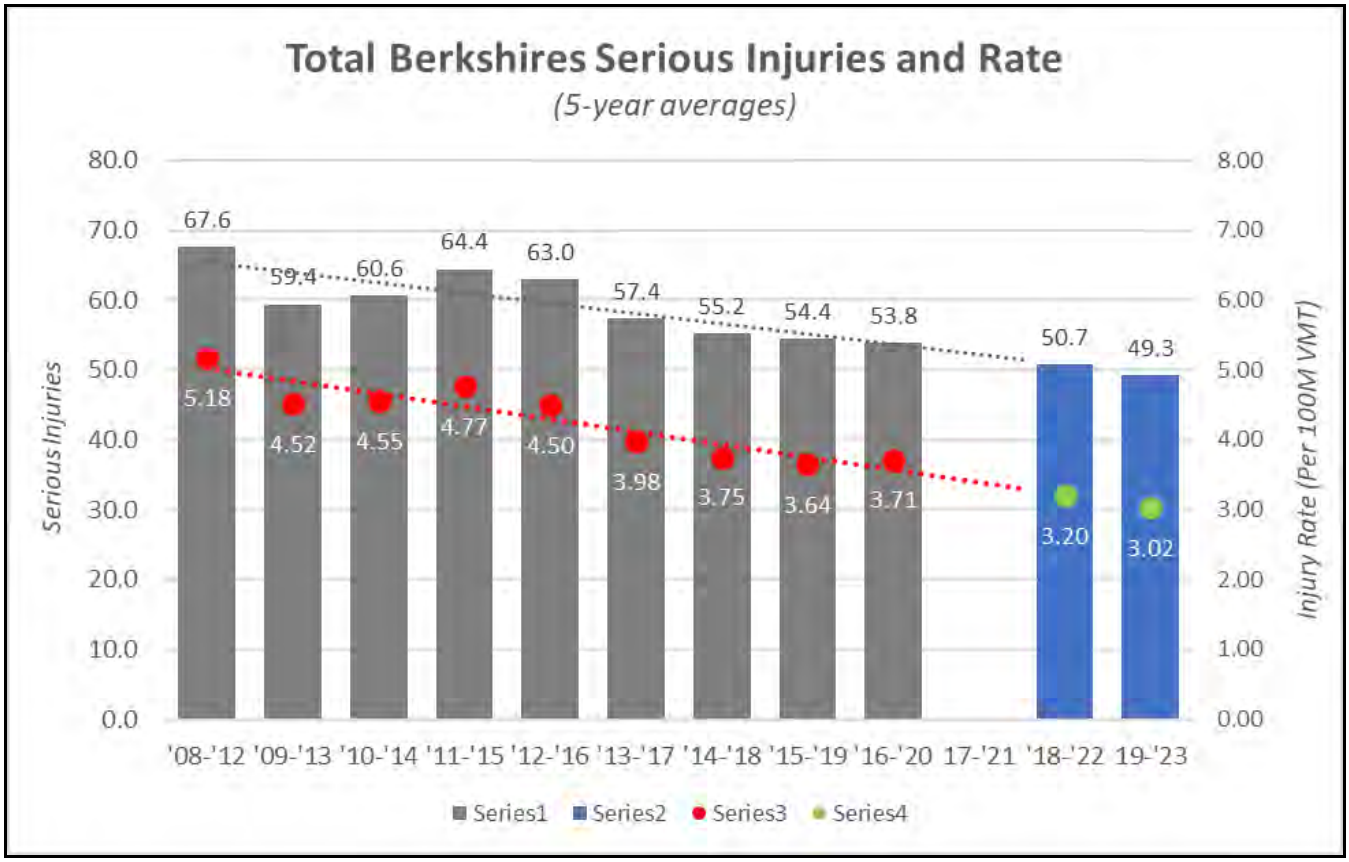


Note: 2022 data is not complete and therefore was not used for target setting purposes.

Berkshire Total Serious Injuries: Berkshire County follows the declining trend of the statewide serious injury statistic. We anticipate and project that this trend will continue and the targets that are set reflect that projection.

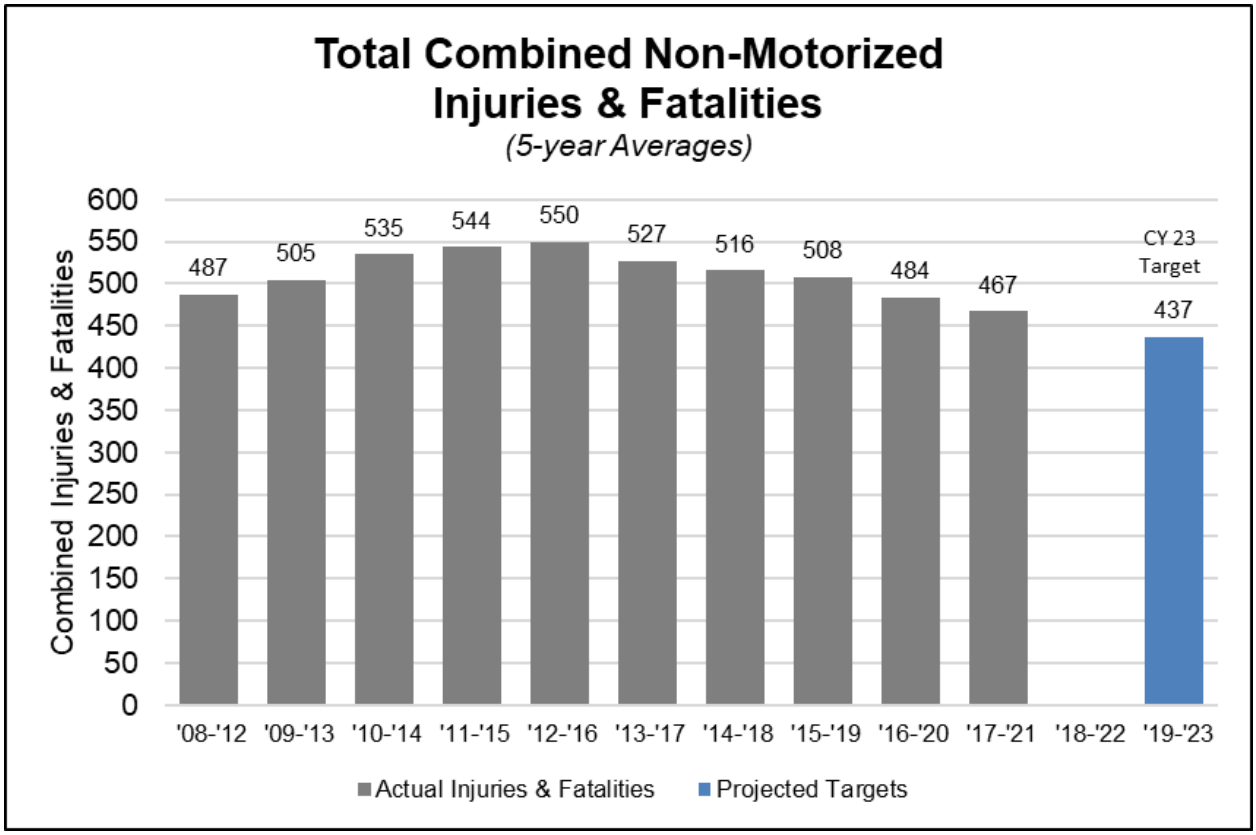
Berkshire Serious Injuries Rate: Our 5-year average injury rate per 100 million VMT also continues to track below the state statistic in general. A continued decline is projected and targeted for the 5-year averages of 2018-2022 and 2019-2023.

Total Incapacitating Injuries – Berkshire MPO



Statewide Total Number of Non-Motorized Fatalities and Serious Injuries: The number of non-motorists' fatalities and serious injuries decreased dramatically during the start of the pandemic in 2020, followed by an increase in 2021 and further movement in the wrong direction to start 2022. This fluctuation made tracking the trend in this area difficult. Therefore, non-motorized fatalities and serious injuries for 2022 were set to be equal to 3% higher than our recent lowest year, and 2023 were set to be 3% lower than the recent lowest year. This results in a 5-year average of non-motorist fatalities and serious injuries going from 467 (2017-2021) to 437 (2019-2023), a reduction of 6.86%.

Total Combined Non-Motorized Injuries & Fatalities – Statewide

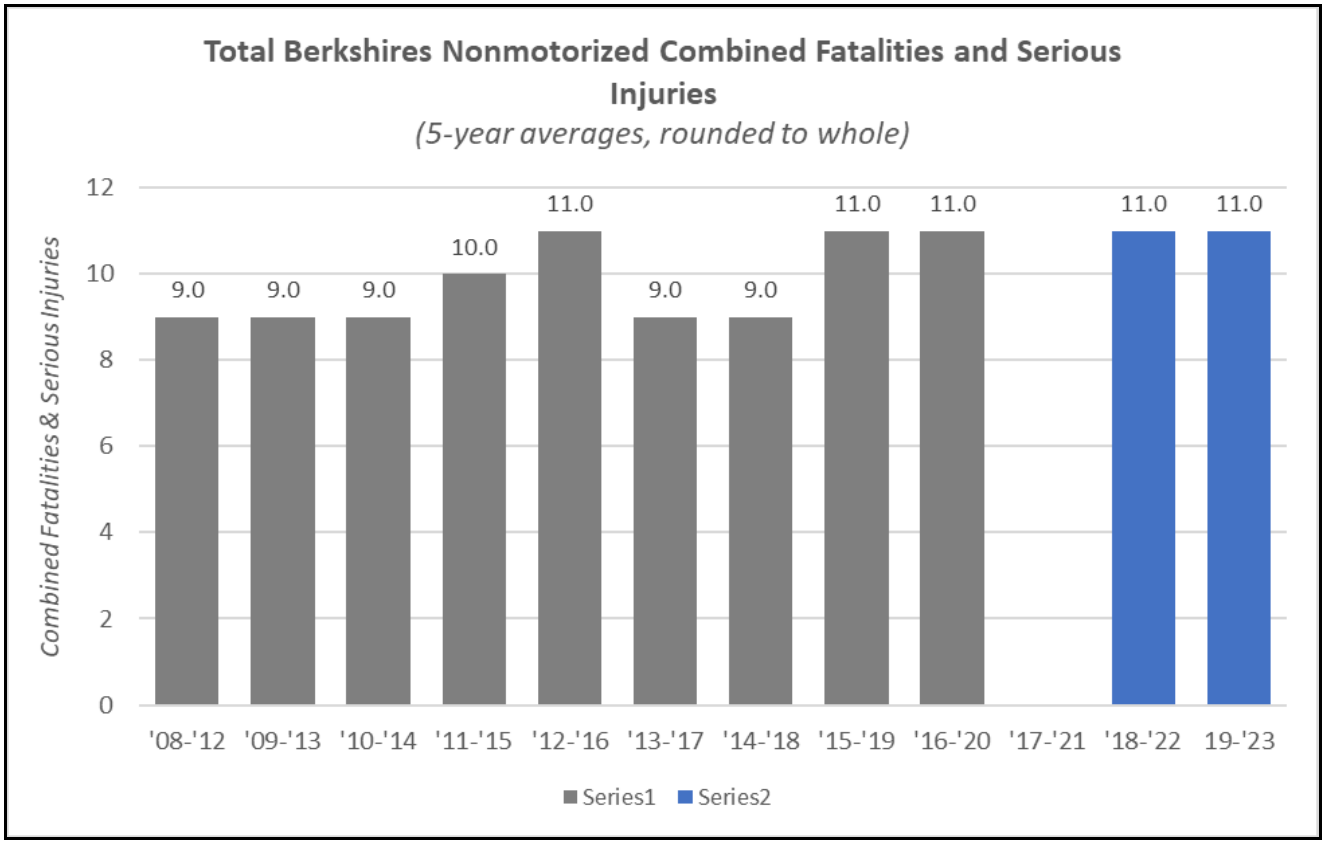


Note: 2022 data is not complete and therefore was not used for target setting purposes.

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

Berkshire Total Number of Non-Motorized Fatalities and Serious Injuries: The combined statistic of fatalities and serious injuries for non-motorized travel includes pedestrians and cyclists in transit within the right-of-way. The number continues to fluctuate for Berkshire County. Fatalities have held at either 2 or 3 per year since 2010. Injuries, however, continue to rise which pushes the statistics higher. For the first year since interactive records have been available (2015), there were zero recorded bicycle or pedestrian fatalities in Berkshire County in 2020. According to records from MassDOT, there were 14 serious injuries recorded, which keeps this PM1 statistic plateauing overall.

Total Combined Non-Motorized Injuries & Fatalities – Berkshire MPO



Bridge & Pavement Performance Measures (PM2):

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

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

Performance targets for pavement-related performance measures were based on a single year of data collection, and thus were set to remain steady under the guidance of FHWA. These measures are to be revisited at the 2-year mark (2024), once three years of data are available, for more informed target setting.

MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which differs from IRI. These measures and targets are used in conjunction with federal measures to inform program sizing and project selection.

Performance Measure	Current (2021)	2-year target (2024)	4-year target (2026)
Bridges in good condition	16%	16%	16%
Bridges in poor condition	12.2%	12%	12%
Interstate Pavement in good condition	71.8%	70%	70%
Interstate Pavement in poor condition	0.0%	2%	2%
Non-Interstate Pavement in good condition		30%	30%
Non-Interstate Pavement in poor condition		5%	5%

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

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

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

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

Measure	Current (2021)	2-year (2023)	4-year (2025)
Interstate LOTTR	84.2%	74.0%	76.0%
Non-Interstate LOTTR	87.2%	85.0%	87.0%
TTTR	1.61	1.80	1.75
Emissions Reductions: PM2.5			
Emissions Reductions: NOx	0.490	0.000	0.000
Emissions Reductions: VOC	0.534	0.000	0.000
Emissions Reductions: PM10			
Emissions Reductions: CO	6.637	0.354	0.354

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

BRTA provides public transportation service to its 25 member communities within Berkshire County, the western most region of Massachusetts. The BRTA's daily service area spans a region as large as Rhode Island; bordered by Vermont to the north, New York to the west, and Connecticut to the south. Fixed route service is provided by fourteen bus routes in 12 communities from Williamstown to Great Barrington, Monday through Saturday. Paratransit services are provided to eligible persons from the BRTA's member communities for ambulatory, non-ambulatory, or complementary paratransit ADA service. BRTA serves as the conduit for communities to acquire Mobility Access Program (MAP) vehicles from MassDOT to transport their elderly and disabled residents. BRTA maintains the MAP vehicle fleet.

Performance Targets & Measures:

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

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

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

The targets below are based on the review of the previous five years of BRTA's safety performance data.

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Miles between Major Failures)
Fixed Route	0	0	4	4.2	3	3.2	80,000
Paratransit	0	0	0	0	0	0	150,000

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

Berkshire Metropolitan Planning Organization Membership:

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

MPO members:

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

Ex-Officio members:

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

Berkshire Metropolitan Planning Organization
January 2023

MPO Signatories

Mass DOT	Gina Fiandaca, Secretary and CEO, Chair of BMPO David Mohler, Executive Director representing Gina Fiandaca 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	John Duval, Chair (Adams) Samuel Haupt, Alternate (Peru) Vacant, Second alternate
BRTA	Sheila Irvin, Chair (Pittsfield) Robert Malnati, Administrator (alternate) Sarah Vallieres (second alternate)
Pittsfield	The Honorable Linda Tyer Representing Pittsfield (permanent member) Ricardo Morales (first alternate) Vacant (second alternate)
N. Adams	The Honorable Jenifer Macksey Representing North Adams (permanent member) Michael Nuvallie (first alternate) Tim Lescarbeau (second alternate)
North Subregion	Christine Hoyt, Adams Randal Fippinger, Williamstown (alternate)
North Central	John Boyle, Dalton Vacant (alternate)
South East	Gordon Bailey, Lee Kent Lew, Washington (alternate)
South West	James Lovejoy, Mount Washington Rene Wood, Sheffield (alternate)

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

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

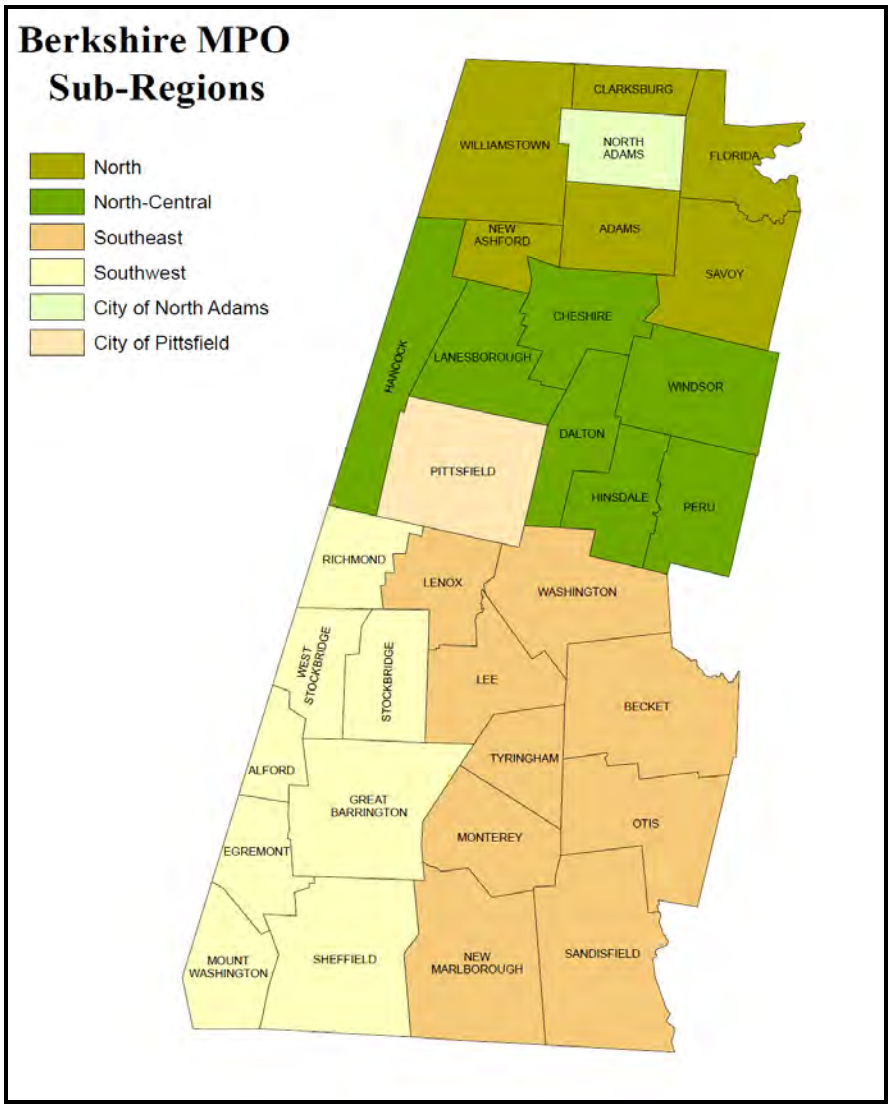
BRPC is responsible, under contracts with the Massachusetts Department of Transportation (MassDOT) for conducting the regional transportation planning process utilizing federal planning funds.

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

Berkshire Regional Planning Commission
Transportation Advisory Committee Membership (as of April 2022)

Municipal Members	
Town/City	**Representative Name**
ADAMS	*Vacant*
ALFORD	*No rep appointed as of 1/13/11*
BECKET	*Bill Elovirta*
CHESHIRE	*No rep appointed as of 9/11/08*
CLARKSBURG	*Carl McKinney*
DALTON	Joe Diver
EGREMONT	James Noe
FLORIDA	*Vacancy 5/7/13*
GREAT BARRINGTON	Sean Van Deusen
HANCOCK	*No rep appointed as of 12/18/06*
HINSDALE	*Scott Rodman*
LANESBOROUGH	Jack Hickey/Ron Tinkham
LEE	*Vacant*
LENOX	Bill Gop
MONTEREY	Wayne Burkhart
MOUNT WASHINGTON	John Koczera
NEW ASHFORD	Dr. Ben Glick
NEW MARLBOROUGH	*Vacant*
NORTH ADAMS	*Annie Rodgers*
OTIS	*Brandi Page*
PERU	Sam Haupt
PITTSFIELD	Ricardo Morales
RICHMOND	Roger W. Manzolini
SANDISFIELD	*No rep appointed as of 12/18/06*
SAVOY	*No rep appointed as of 12/18/06*
SHEFFIELD	Ed Pickert
STOCKBRIDGE	Catherine Chester
TYRINGHAM	Ed Nardi
WASHINGTON	Tom Johnson
WEST STOCKBRIDGE	*No rep appointed as of 1/7/09*
WILLIAMSTOWN	Tim Kaiser
WINDSOR	*No rep appointed as of 1/13/11*
MASSDOT	Peter Frieri

Non-Municipal Members (subject to MPO Approval)	
Organization Name	**Representative Name**
AAA SOUTHERN NEW ENGLAND (Pittsfield)	Tom Goggins
AMERICAN RED CROSS BERKSHIRE CHAPTER	Kathleen Phillips
BAKER HILL ROAD DISTRICT	Vacant
BERKSHIRE BIKE PATH COUNCIL	Marjorie Cohan
1BERKSHIREs CHAMBER OF COMMERCE	Jonathan Butler
BERKSHIRE COMMUNITY COLLEGE	Vacant
BERKSHIRE COUNTY SCHOOL DISTRICTS SUPERINTENDENTS	William Ballen
BERKSHIRE CYCLING ASSOCIATION	Greg Herrman
BERKSHIRE MALL	Vacant
BERKSHIRE REGIONAL TRANSIT AUTHORITY	Robert Malnati
MASS ASSOC. OF CONSERVATION COMMISSIONS	Shepley Evans
MASS COLLEGE OF LIBERAL ARTS	Jim Stakenas
NORTHERN BERKSHIRES COMMUNITY COALITION	Vacant
PITTSFIELD MUNICIPAL AIRPORT	Vacant
SOUTHERN BERKSHIRE CHAMBER OF COMMERCE	Vacant
THE NATURE CONSERVANCY	*No rep appointed as of 1/13/11*



Format

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

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

1. TIP DEVELOPMENT

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

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

Applicability

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

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

2. PRIORITIZATION

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

For the Federal Fiscal year 2024 – 2028 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 2024 – 2028 TIP Project Evaluation table on the next page shows the list of projects that were evaluated for FFY 2024 – 2028 TIP development:

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

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

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

Berkshire MPO FFY 2024-2028 TIP Project Evaluation
Results of MPO Staff Evaluation of Highway Projects, February 13th, 2023, 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 2024-2028 TIP
			Project will construct new road, or will strengthen pavement structure (not surface only) of existing road or will improve sub-standard or poorly functioning drainage.	Project will reduce vehicle delay at intersections (LOS C or worse) and/or improve through lane(s) capacity along a corridor.	Improves Principal Arterial, or minor arterial/collector with no alternate route.	Project will make geometric improvements at intersections or along a corridor to facilitate truck movement (3 axle ADT greater than 50).	Improves safety at location where accident rate exceeds the State average.	Project has positive (not neutral) effect on water quality, wildlife, or other natural features.	Project has positive (not neutral) effect on GHG emissions reduction/ air quality.	Meets at least two of these standards: Supports economic development, increase use of alternate modes, or benefits defined EJ populations.							
604003	EAST STREET (LYMAN ST TO MERRILL RD)	PITTSFIELD	1	1	1	1	0	0	1	1	**6**	$10,423,290	**75%**			5	2024
608737	DALTON DIVISION ROAD	DALTON	1	0	1	1	1	0	1	1	**6**	$9,888,000	<25%	√		6	2028 & 2029
608768	MERRILL ROAD (ROUTE 9)	PITTSFIELD	1	0	1	1	1	0	1	1	**6**	$8,152,035	**25%**		√	4	2027
609292	EAST STREET (LYMAN ST TO ELM ST)	PITTSFIELD	1	0	1	1	1	0	1	1	**6**	$5,000,000	<25%	√	√	4	2028
609277	ASHLAND STREET	NORTH ADAMS	1	1	0	1	1	0	1	1	**6**	$9,026,874	**75%**	√		5	2025
611970	ROUTE 20 (MAIN ST, PARK ST) @ WEST PARK ST	LEE	0	1	1	1	1	0	1	1	**6**	$3,880,875	<25%	√		NA	2027 (NHPP)
609465	ROUTE 7 & ROUTE 23	GREAT BARRINGTON	1	0	1	0	1	0	1	1	**5**	$12,700,000	<25%	√		5	
609215	SOUTH MAIN STREET (ROUTE 7)	GREAT BARRINGTON	1	0	1	0	0	0	1	1	**4**	$6,931,990	<25%			6	
608547	MOUNT WASHINGTON ROAD	EGREMONT	1	0	1	1	0	1	0	0	**4**	$12,902,874	**<75%**			5	2026 & 2027
608472	ROUTE 43	WILLIAMSTOWN	1	0	0	1	0	0	1	1	**4**	$18,336,200	**25%**			5	
609256	ROUTE 7	LANESBOROUGH	1	0	1	0	0	0	1	0	**3**	$3,400,000	<25%			7	2027 (NHPP)
613074	ROUTE 7 RETAINING WALL	WILLIAMSTOWN	1	0	1	1	0	0	0	0	**3**	$3,458,138	<25%			NA	
613053	ROUTE 20 @ PLUNKETT ST 7 BLANTYRE RD	LENOX	0	0	1	0	1	0	0	0	**2**	$1,544,650	<25%		√	8	2027 (HSIP)
612691	ROUTE 7 ACCESS IMPROVEMENT AT MOUT GREYLOCK SCHOOL	WILLIAMSTOWN	0	0	1	0	0	0	0	0	**1**	$500,000	<25%		√	5	
613093	ROUTE 7	WILLIAMSTOWN	0	0	1	0	0	0	0	0	**1**	$5,255,000	<25%			5	

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 25, 2023 and May 23, 2023 are summarized in the Appendix.

Private Enterprise Participation

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

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

4. AMENDMENT/ADJUSTMENT PROCEDURES

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

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

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

Substitutions

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

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

5. CONGESTION MANAGEMENT PLAN

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

- In FFY 2024 to construct a multi-use sidewalk along East Street in Pittsfield.
- In FFY 2027 to construct a shared-use path along Merrill Road in Pittsfield.

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

6. TRANSPORTATION FUNDING PROGRAMS

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

ARRA: AMERICAN RECOVERY AND REINVESTMENT ACT of 2009.

BR: BRIDGE PROGRAM - Federal funds available to Massachusetts for the necessary replacement or repair of bridges in rural and urban areas. The Federal share is 80 percent, and the State share is 20 percent. Federally funded bridges are categorized as either ON or OFF, depending on whether the roads they are on or off of the federal-aid highway system.

CMAQ: CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM - Projects included in this category must contribute to the attainment of a national ambient air quality standard. The Federal share is 80 percent, and the State share is 20 percent. Funds from this FHWA program can be transferred to transit projects in accordance with MAP-21.

HPP: HIGH PRIORITY PROJECTS – FHWA funding designated by members of Congress for specific projects under TEA-21 or SAFETEA-LU. The federal share is 80 percent, and the state share is 20 percent, although some earmarks have been 100 percent federally funded.

HSIP: HIGHWAY SAFETY IMPROVEMENT PROGRAM – Projects included in this category should demonstrate the highway safety improvements. The Federal share is 90 percent, and the State share is 10 percent.

NFA: NON-FEDERAL AID – Funds may be derived from state or local sources for transportation projects. Generally, state-funded projects shown in the TIP are bond-funded bridge projects.

NGBP: NEW GENERATION BRIDGE PROGRAM

NHPP: NATIONAL HIGHWAY PERFORMANCE PROGRAM – This is the funding source that provides funding for construction and maintenance projects located on the NHS.

NHFP: NATIONAL HIGHWAY FREIGHT PROGRAM - To improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals.

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

STBG-TE: TRANSPORTATION ENHANCEMENTS - Landscaping, pedestrian and bicycle facilities, scenic easements, preservation of abandoned RR ROW, mitigation, and the like. The Federal share is 80 percent and the State share is 20 percent.

STPP: Surface Transportation Priorities Project earmark.

Sec.115: SECTION 115 of the Transportation Appropriations Act of 2004, which set aside FHWA funding designated by members of Congress for specific projects.

Sec.117: SECTION 117 of the Transportation Appropriations Act of 2005, which set aside FHWA funding designated by members of Congress for specific projects.

Sec.112: SECTION 112 of the Transportation Appropriations Act of 2006, which set aside FHWA funding designated by members of Congress for specific projects.

STP-BR-Off: Off – System Bridges.

SRTS: Safe Routes to School.

SBYWY: Scenic Byways.

TAP: Transportation Alternatives Program.

TCSP: TRANSPORTATION, COMMUNICATION & SYSTEM PRESERVATION EARMARK.

TI: Transportation Improvement Project earmark.

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

Other FA: Other Federal Aid not already categorized.

TRANSIT FUNDING PROGRAMS

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

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

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

5311: RURAL TRANSIT FUNDING - FTA funding, administered through the MassDOT for public transportation in non-urbanized areas. Previously known as Section 18, these Section 5311 funds may be used for both capital and operating projects.

Transportation Improvement Program

Part B: PROJECT LISTINGS

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

1. FHWA-FUNDED HIGHWAY, BRIDGE & ENHANCEMENTS PROJECTS

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

2. NON-FEDERAL AID (NFA) PROJECTS

Non-Federal (NFA) projects are to be funded from non-federal sources. The TIP is only required to list federally funded projects, but these are included to provide an indication of the overall level of investment in preserving the existing transportation system, which 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.

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

HSIP PROJECTS: Projects programmed in the region that uses HSIP funding.

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

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

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

2024 Berkshire Region Transportation Improvement Program

STIP: 2024 - 2028

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Proponent	Other Information
Federal Fiscal Year 2024								$21,537,859	$14,119,937	$7,417,922				
Section 1A / Regionally Prioritized Projects								$10,423,290	$8,338,632	$2,084,658				
Roadway Reconstruction								$10,423,290	$8,338,632	$2,084,658				
2024	604003	Berkshire Region	Pittsfield	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9)	1	STBG	$10,423,290	$10,423,290	$8,338,632	$2,084,658	6 of 8	52	MassDOT	Total project Cost = 10,423,290
Section 2A / State Prioritized Reliability Projects								$9,170,600	$5,781,305	$3,389,295				
Bridge On-system Non-NHS								$1,943,969	$0	$1,943,969				
2024	607597	Berkshire Region	Lee	LEE- BRIDGE REPLACEMENT, L-05-004, MEADOW STREET OVER POWDER MILL BROOK	1	NGBP	$1,943,969	$1,943,969	$0	$1,943,969				
Bridge Off-system								$7,226,631	$5,781,305	$1,445,326				
2024	608857	Berkshire Region	Cheshire	CHESHIRE- BRIDGE REPLACEMENT, C-10-002, SAND MILL ROAD OVER DRY BROOK	1	STBG-BR-Off	$2,405,358	$2,405,358	$1,924,286	$481,072				
2024	609070	Berkshire Region	Alford	ALFORD- BRIDGE REPLACEMENT, A-06-004, WEST ROAD OVER SCRIBNER BROOK	1	STBG-BR-Off	$3,050,913	$3,050,913	$2,440,730	$610,183				
2024	609078	Berkshire Region	New Marlborough	NEW MARLBOROUGH- BRIDGE REPLACEMENT, N 08-020, KEYES HILL ROAD OVER UMPACHENE RIVER	1	STBG-BR-Off	$1,770,360	$1,770,360	$1,416,288	$354,072				
Section 3B / Non-Federal Aid Funded								$1,943,969	$0	$1,943,969				
Bridge On-system Non-NHS								$1,943,969	$0	$1,943,969				
2024	607597	Berkshire Region	Lee	LEE- BRIDGE REPLACEMENT, L-05-004, MEADOW STREET OVER POWDER MILL BROOK	1	NGBP	$1,943,969	$1,943,969	$0	$1,943,969				

2025 Berkshire Region Transportation Improvement Program

STIP: 2024 - 2028

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Proponent	Other Information
Federal Fiscal Year 2025								$117,271,583	$25,318,318	$91,953,265				
Section 1A / Regionally Prioritized Projects								$9,907,949	$7,926,359	$1,981,590				
Roadway Reconstruction								$9,387,949	$7,510,359	$1,877,590				
2025	609277	Berkshire Region	North Adams	NORTH ADAMS- RECONSTRUCTION OF ASHLAND STREET	1	STBG	$9,387,949	$9,387,949	$7,510,359	$1,877,590	6 of 8	48	North Adams	Total Project Cost = $9,387,949; YOE = 4%
Safety Improvements								$520,000	$416,000	$104,000				
2025	612691	Berkshire Region	Williamstown	WILLIAMSTOWN- ROUTE 7 ACCESS IMPROVEMENTS AT MOUNT GREYLOCK REGIONAL SCHOOL	1	STBG	$520,000	$520,000	$416,000	$104,000	1 of 6		MassDOT	Total Project Cost = $520,000; YOE = 4%
Section 2A / State Prioritized Reliability Projects								$64,551,791	$17,391,958	$47,159,833				
Bridge On-system Non-NHS								$29,486,897	$0	$29,486,897				
2025	607677	Berkshire Region	Lee	LEE- BRIDGE REPLACEMENT, L-05-013, MILL STREET OVER WASHINGTON MOUNTAIN BROOK	1	NGBP	$5,285,176	$5,285,176	$0	$5,285,176				
2025	612162	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC	1	NGBP	$5,762,273	$5,762,273	$0	$5,762,273				
2025	612168	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC	1	NGBP	$2,779,341	$2,779,341	$0	$2,779,341				
2025	612183	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-002, DIVISION STREET OVER HOUSATONIC RIVER	1	NGBP	$15,660,107	$15,660,107	$0	$15,660,107				
Bridge Off-system								$15,674,657	$12,539,726	$3,134,931				
2025	608859	Berkshire Region	Tyringham	TYRINGHAM- BRIDGE REPLACEMENT, T-10-003, JERUSALEM ROAD OVER HOP BROOK	1	STBG-BR-Off	$2,710,916	$2,710,916	$2,168,733	$542,183				
2025	609074	Berkshire Region	Monterey	MONTEREY- BRIDGE REPLACEMENT, M-29-001, CURTIS ROAD OVER KONKAPOT RIVER	1	STBG-BR-Off	$1,156,318	$1,156,318	$925,054	$231,264				
2025	609076	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-006, COTTAGE STREET OVER HOUSATONIC RIVER	1	STBG-BR-Off	$4,368,011	$4,368,011	$3,494,409	$873,602				
2025	609428	Berkshire Region	Lanesborough	LANESBOROUGH- BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK	1	STBG-BR-Off	$2,763,968	$2,763,968	$2,211,174	$552,794				
2025	610777	Berkshire Region	Adams	ADAMS- BRIDGE REPLACEMENT, A-04-038, QUALITY STREET OVER HOOSIC RIVER	1	STBG-BR-Off	$4,675,444	$4,675,444	$3,740,355	$935,089				
Bridge On-system NHS								$13,324,946	$0	$13,324,946				
2025	609430	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-014, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER	1	NGBP	$11,252,218	$11,252,218	$0	$11,252,218				
2025	612177	Berkshire Region	Lanesborough	LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLMSTOWN ROAD OVER WATER BRODIE MOUNTAIN BROOK	1	NGBP	$2,072,728	$2,072,728	$0	$2,072,728				
Non-Interstate Pavement								$6,065,291	$4,852,233	$1,213,058				
2025	610728	Berkshire Region	Multiple	LEE- BECKET- RESURFACING AND RELATED WORK ON ROUTE 20	1	NHPP	$6,065,291	$6,065,291	$4,852,233	$1,213,058				
Section 3B / Non-Federal Aid Funded								$42,811,843	$0	$42,811,843				
Bridge On-system Non-NHS								$29,486,897	$0	$29,486,897				
2025	607677	Berkshire Region	Lee	LEE- BRIDGE REPLACEMENT, L-05-013, MILL STREET OVER WASHINGTON MOUNTAIN BROOK	1	NGBP	$5,285,176	$5,285,176	$0	$5,285,176				
2025	612162	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC	1	NGBP	$5,762,273	$5,762,273	$0	$5,762,273				
2025	612168	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC	1	NGBP	$2,779,341	$2,779,341	$0	$2,779,341				
2025	612183	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-002, DIVISION STREET OVER HOUSATONIC RIVER	1	NGBP	$15,660,107	$15,660,107	$0	$15,660,107				
Bridge On-system NHS								$13,324,946	$0	$13,324,946				
2025	609430	Berkshire Region	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-014, STATE ROAD (ROUTES 7/23) OVER THE HOUSATONIC RIVER	1	NGBP	$11,252,218	$11,252,218	$0	$11,252,218				
2025	612177	Berkshire Region	Lanesborough	LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLMSTOWN ROAD OVER WATER BRODIE MOUNTAIN BROOK	1	NGBP	$2,072,728	$2,072,728	$0	$2,072,728				

2026 Berkshire Region Transportation Improvement Program

STIP: 2024 - 2028

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Proponent	Other Information
Federal Fiscal Year 2026								$30,430,485	$11,548,078	$18,882,407				
Section 1A / Regionally Prioritized Projects								$10,379,265	$8,303,412	$2,075,853				
Roadway Reconstruction								$10,379,265	$8,303,412	$2,075,853				
2026	608547	Berkshire Region	Egremont	EGREMONT- RECONSTRUCTION OF MOUNT WASHINGTON ROAD (PHASE I)	1	STBG	$13,935,104	$10,379,265	$8,303,412	$2,075,853	4 of 8		Egremont	AC 1 of 2; Total Project Cost = $13,935,104; YOE = 12%
Section 2A / State Prioritized Reliability Projects								$12,053,526	$3,244,666	$8,808,860				
Bridge Off-system								$4,055,832	$3,244,666	$811,166				
2026	609068	Berkshire Region	Sheffield	SHEFFIELD- BRIDGE REPLACEMENT, S-10-015, KELSEY ROAD OVER SCHENOB BROOK	1	STBG-BR-Off	$1,680,912	$1,680,912	$1,344,730	$336,182				
2026	609069	Berkshire Region	Becket	BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN BROOK	1	STBG-BR-Off	$2,374,920	$2,374,920	$1,899,936	$474,984				
Bridge On-system NHS								$7,997,694	$0	$7,997,694				
2026	612498	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P-10-032, SOUTH STREET OVER HOUSATONIC RIVER	1	NGBP	$7,997,694	$7,997,694	$0	$7,997,694				
Section 3B / Non-Federal Aid Funded								$7,997,694	$0	$7,997,694				
Bridge On-system NHS								$7,997,694	$0	$7,997,694				
2026	612498	Berkshire Region	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P-10-032, SOUTH STREET OVER HOUSATONIC RIVER	1	NGBP	$7,997,694	$7,997,694	$0	$7,997,694				

2027 Berkshire Region Transportation Improvement Program

STIP: 2024 - 2028

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Proponent	Other Information
Federal Fiscal Year 2027								$36,727,370	$26,303,662	$10,423,708				
Section 1A / Regionally Prioritized Projects								$12,686,118	$10,192,322	$2,493,796				
Roadway Reconstruction								$12,686,118	$10,192,322	$2,493,796				
2027	608547	Berkshire Region	Egremont	EGREMONT- RECONSTRUCTION OF MOUNT WASHINGTON ROAD (PHASE I)	1	STBG	$13,935,104	$3,555,839	$2,844,671	$711,168	4 of 8		Egremont	AC 1 of 2; Total Project Cost = $13,935,104; YOE = 12%
2027	608768	Berkshire Region	Pittsfield	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, INCLUDING CONSTRUCTION OF SHARED-USE PATH	1	HSIP	$9,130,279	$434,275	$390,848	$43,428	6 of 8	57.5	MassDOT	Total Project Cost = $9,130,279; HSIP = $434,275; STBG = 8,696,004
2027	608768	Berkshire Region	Pittsfield	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, INCLUDING CONSTRUCTION OF SHARED-USE PATH	1	STBG	$9,130,279	$8,696,004	$6,956,803	$1,739,201	6 of 8	57.5	MassDOT	Total Project Cost = $9,130,279; HSIP = $434,275; STBG = 8,696,004
Section 2A / State Prioritized Reliability Projects								$15,905,500	$11,077,069	$4,828,431				
Non-Interstate Pavement								$13,846,336	$11,077,069	$2,769,267				
2027	609256	Berkshire Region	Lanesborough	LANESBOROUGH- RESURFACING AND SIDEWALK CONSTRUCTION ON ROUTE 7	1	NHPP	$3,808,000	$3,808,000	$3,046,400	$761,600				
2027	609394	Berkshire Region	Multiple	ADAMS- CHESHIRE- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8	1	NHPP	$10,038,336	$10,038,336	$8,030,669	$2,007,667				
Bridge On-system Non-NHS								$2,059,164	$0	$2,059,164				
2027	611942	Berkshire Region	Sheffield	SHEFFIELD- SUPERSTRUCTURE REPLACEMENT, S-10-024, COUNTY ROAD OVER IRONWORKS BROOK	1	NGBP	$2,059,164	$2,059,164	$0	$2,059,164				
Section 2B / State Prioritized Modernization Projects								$6,076,588	$5,034,271	$1,042,317				
Intersection Improvements								$6,076,588	$5,034,271	$1,042,317				
2027	611970	Berkshire Region	Lee	LEE- INTERSECTION IMPROVEMENTS AT PARK STREET AND MAIN STREET (ROUTE 20)	1	NHPP	$4,346,580	$4,346,580	$3,477,264	$869,316				
2027	613053	Berkshire Region	Lenox	LENOX- INTERSECTION IMPROVEMENTS ON ROUTE 20 AT PLUNKETT STREET AND BLANTYRE ROAD	1	HSIP	$1,730,008	$1,730,008	$1,557,007	$173,001				
Section 3B / Non-Federal Aid Funded								$2,059,164	$0	$2,059,164				
Bridge On-system Non-NHS								$2,059,164	$0	$2,059,164				
2027	611942	Berkshire Region	Sheffield	SHEFFIELD- SUPERSTRUCTURE REPLACEMENT, S-10-024, COUNTY ROAD OVER IRONWORKS BROOK	1	NGBP	$2,059,164	$2,059,164	$0	$2,059,164				

2028 Berkshire Region Transportation Improvement Program

STIP: 2024 - 2028

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	PSAC Score	Proponent	Other Information
Federal Fiscal Year 2028								$35,090,149	$29,131,202	$5,958,947				
Section 1A / Regionally Prioritized Projects								$13,093,798	$10,475,038	$2,618,760				
Roadway Reconstruction								$13,093,798	$10,475,038	$2,618,760				
2028	608737	Berkshire Region	Dalton	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	1	STBG	$11,470,080	$7,293,798	$5,835,038	$1,458,760	6 of 8	43.3	Dalton	AC 1 of 2; Total Project Cost = $11,470,080; YOE = 16%
2028	609292	Berkshire Region	Pittsfield	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9) FROM ELM STREET TO LYMAN STREET	1	STBG	$5,800,000	$5,800,000	$4,640,000	$1,160,000	6 of 8		Pittsfield	Total Project Cost = $5,800,000; YOE = 16%
Section 1B / Earmark or Discretionary Grant Funded Projects								$5,295,412	$5,295,412	$0				
Bridge Off-system Local NB								$5,295,412	$5,295,412	$0				
2028	613136	Berkshire Region	Savoy	SAVOY- BRIDGE SUPERSTRUCTURE REPLACEMENT, S-06-011, BLACK BROOK RD OVER BLACK BROOK	1	BROFF	$2,301,916	$2,301,916	$2,301,916	$0				
2028	613137	Berkshire Region	Washington	WASHINGTON- BRIDGE REPLACEMENT, W-09-012, LOWER VALLEY RD OVER DEPOT BROOK	1	BROFF	$2,993,496	$2,993,496	$2,993,496	$0				
Section 2C / State Prioritized Expansion Projects								$16,700,939	$13,360,751	$3,340,188				
Bicycle and Pedestrian								$16,700,939	$13,360,751	$3,340,188				
2028	606890	Berkshire Region	Multiple	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	1	CMAQ	$9,535,200	$9,535,200	$7,628,160	$1,907,040				
2028	607570	Berkshire Region	Lee	LEE- BIKEWAY CONSTRUCTION, FROM STOCKBRIDGE T.L. TO WEST PARK STREET (PHASE 1)	1	CMAQ	$7,165,739	$7,165,739	$5,732,591	$1,433,148				

3. ADDITIONAL REGIONAL PROJECTS – NO FUNDING AVAILABLE

The projects listed in the table on the following pages, sometimes referred to as the Supplemental List, are not programmed in this TIP. They are shown for informational purposes; because some of them were programmed in the previous TIP and others are active enough to be considered as candidates for programming in a future TIP. The reasons individual projects were not among those selected to be programmed in the TIP vary, and may include simple fiscal constraint, costs exceeding any single year's financial target, insufficient level of project development or low priority scores.

NOTES ON TABLE: Section 3 – ADDITIONAL REGIONAL PROJECTS:

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

UNDET: Undetermined funding, shown for projects for which no funding is reasonably expected to be available at this time.

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

Berkshire Region TIP: Section 3

ADDITIONAL REGIONAL PROJECTS - NO FUNDING AVAILABLE (Included for informational purposes only)

FACILITY	TYPE OF WORK	LOCATION	ID#	FUND	PRIORITY	TOTAL$
ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	GREAT BARRINGTON	609465	UNDET	5	12,700,000
ROUTE 43	RESURFACING	WILLIAMSTOWN	608472	UNDET	4	18,336,200
ROUTE 7/ SOUTH MAIN STREE	RECONSTRUCTION	GREAT BARRINGTON	609215	UNDET	4	6,931,990
ROUTE 7	RESURFACING	WILLIAMSTOWN	613093	UNDET	1	5,255,000
HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	PITTSFIELD	XXX17A	UNDET		
HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	GREAT BARRINGTON	XXX16D	UNDET		4,500,000
SUMMER STREET	REHABILITATION	LANESBOROUGH	XXX14B	UNDET		1,600,000
ROUTE 7	RETAINING WALL REPLACEMENT ON ROUTE 7	WILLIAMSTOWN	613074	UNDET		3,458,138
					Total for UNDETERMINED	**52,781,328**
					Total for HIGHWAYS (8 projects) $	**52,781,328**

State Target: 0

4. TRANSIT PROJECTS

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

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

NOTES ON TABLE: Section 4 – TRANSIT

FTA PROGRAM: Transit funding program

FEDERAL FUNDS: Percent of cost covered by federal funding.

FFY 2024 Berkshire Region TIP - Transit

STIP: 2024 - 2028

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds
Federal Fiscal Year 2024						$1,875,495	$1,030,115	$845,380
Berkshire Regional Transportation Authority						$1,875,495	$1,030,115	$845,380
2024	RTD0010568	RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (1) FIXED ROUTE- (5339 D)	DRTACAP	$132,405	$26,481		$26,481
2024	RTD0010568	RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (1) FIXED ROUTE- (5339 D)	OF	$132,405	$105,924	$105,924	
2024	RTD0010569	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	$200,000	$160,000	$160,000	
2024	RTD0010569	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	$200,000	$40,000		$40,000
2024	RTD0010570	RTA Fleet Upgrades	BRTA - ACQUIRE - MISC SUPPORT EQUIPMENT- Purchase Electric Chargers for vehicles	5307	$100,000	$80,000	$80,000	
2024	RTD0010570	RTA Fleet Upgrades	BRTA - ACQUIRE - MISC SUPPORT EQUIPMENT- Purchase Electric Chargers for vehicles	RTACAP	$100,000	$20,000		$20,000
2024	RTD0011279	RTA Vehicle Replacement	BRTA - BUY (3) REPLACEMENT 35-FT BUS (5339 D)	DRTACAP	$2,439,255	$487,851		$487,851
2024	RTD0011283	RTA Facility & Vehicle Maintenance	BRTA - HVAC (5339 D)	DRTACAP	$500,000	$100,000		$100,000
2024	T00054	RTA Facility & Vehicle Maintenance	BRTA-Preventative Maintenance- supporting FCA (5339 SU)	5339	$605,239	$484,191	$484,191	
2024	T00054	RTA Facility & Vehicle Maintenance	BRTA-Preventative Maintenance- supporting FCA (5339 SU)	RTACAP	$605,239	$121,048		$121,048
2024	T00066	RTA Facility & Vehicle Maintenance	BRTA-Passenger Amenities	5307	$100,000	$80,000	$80,000	
2024	T00066	RTA Facility & Vehicle Maintenance	BRTA-Passenger Amenities	RTACAP	$100,000	$20,000		$20,000
2024	T00067	RTA Facility & Vehicle Maintenance	BRTA-Replacement of 2 support trucks	5307	$150,000	$120,000	$120,000	
2024	T00067	RTA Facility & Vehicle Maintenance	BRTA-Replacement of 2 support trucks	RTACAP	$150,000	$30,000		$30,000

FFY 2025 Berkshire Region TIP - Transit

STIP: 2024 - 2028

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds
Federal Fiscal Year 2025						$1,350,000	$1,080,000	$270,000
Berkshire Regional Transportation Authority						$1,350,000	$1,080,000	$270,000
2025	RTD0010571	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	$200,000	$160,000	$160,000	
2025	RTD0010571	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	$200,000	$40,000		$40,000
2025	RTD0011281	RTA Fleet Upgrades	BRTA - BUY replacement- Support Vehicles-electric	5307	$100,000	$80,000	$80,000	
2025	RTD0011281	RTA Fleet Upgrades	BRTA - BUY replacement- Support Vehicles-electric	RTACAP	$100,000	$20,000		$20,000
2025	RTD0011289	RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (3)	5307	$450,000	$360,000	$360,000	
2025	RTD0011289	RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (3)	RTACAP	$450,000	$90,000		$90,000
2025	T00064	RTA Facility & Vehicle Maintenance	BRTA-ITS Software Replacement	5307	$500,000	$400,000	$400,000	
2025	T00064	RTA Facility & Vehicle Maintenance	BRTA-ITS Software Replacement	RTACAP	$500,000	$100,000		$100,000
2025	T00065	RTA Facility & Vehicle Maintenance	BRTA-Passenger Amenities	5307	$100,000	$80,000	$80,000	
2025	T00065	RTA Facility & Vehicle Maintenance	BRTA-Passenger Amenities	RTACAP	$100,000	$20,000		$20,000

FFY 2026 Berkshire Region TIP - Transit

STIP: 2024 - 2028

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds
Federal Fiscal Year 2026						$750,000	$600,000	$150,000
Berkshire Regional Transportation Authority						$750,000	$600,000	$150,000
2026	RTD0010573	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	$200,000	$160,000	$160,000	
2026	RTD0010573	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	$200,000	$40,000		$40,000
2026	T00062	RTA Vehicle Replacement	BRTA-Replacement (3) cutaways	5307	$450,000	$360,000	$360,000	
2026	T00062	RTA Vehicle Replacement	BRTA-Replacement (3) cutaways	RTACAP	$450,000	$90,000		$90,000
2026	T00063	RTA Facility & Vehicle Maintenance	BRTA-Passenger Amenities	5307	$100,000	$80,000	$80,000	
2026	T00063	RTA Facility & Vehicle Maintenance	BRTA-Passenger Amenities	RTACAP	$100,000	$20,000		$20,000

FFY 2027 Berkshire Region TIP - Transit

STIP: 2024 - 2028

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds
Federal Fiscal Year 2027						$1,355,239	$1,084,191	$271,048
Berkshire Regional Transportation Authority						$1,355,239	$1,084,191	$271,048
2027	RTD0011285	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	5307	$200,000	$160,000	$160,000	
2027	RTD0011285	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE	RTACAP	$200,000	$40,000		$40,000
2027	RTD0011286	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE-ITC concrete	5307	$150,000	$120,000	$120,000	
2027	RTD0011286	RTA Facility & Vehicle Maintenance	BRTA - PREVENTIVE MAINTENANCE-ITC concrete	RTACAP	$150,000	$30,000		$30,000
2027	RTD0011287	RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (2)	5307	$300,000	$240,000	$240,000	
2027	RTD0011287	RTA Vehicle Replacement	BRTA - BUY REPLACEMENT <30 FT BUS (2)	RTACAP	$300,000	$60,000		$60,000
2027	T00060	RTA Facility & Vehicle Maintenance	BRTA-Preventative Maintenance- support FCA (5339 SU)	OF	$605,239	$484,191	$484,191	
2027	T00060	RTA Facility & Vehicle Maintenance	BRTA-Preventative Maintenance- support FCA (5339 SU)	RTACAP	$605,239	$121,048		$121,048
2027	T00061	RTA Facility & Vehicle Maintenance	BRTA-Passenger Amenities	5307	$100,000	$80,000	$80,000	
2027	T00061	RTA Facility & Vehicle Maintenance	BRTA-Passenger Amenities	RTACAP	$100,000	$20,000		$20,000

FFY 2028 Berkshire Region TIP - Transit

STIP: 2024 - 2028

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds
Federal Fiscal Year 2028						$750,000	$600,000	$150,000
Berkshire Regional Transportation Authority						$750,000	$600,000	$150,000
2028	T00056	RTA Facility & Vehicle Maintenance	BRTA-Preventative Maintenance	5307	$200,000	$160,000	$160,000	
2028	T00056	RTA Facility & Vehicle Maintenance	BRTA-Preventative Maintenance	RTACAP	$200,000	$40,000		$40,000
2028	T00057	RTA Facility & Vehicle Maintenance	BRTA-Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	5307	$100,000	$80,000	$80,000	
2028	T00057	RTA Facility & Vehicle Maintenance	BRTA-Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.	RTACAP	$100,000	$20,000		$20,000
2028	T00059	RTA Vehicle Replacement	BRTA-Buy Replacement Cutaway Buses (3)	5307	$450,000	$360,000	$360,000	
2028	T00059	RTA Vehicle Replacement	BRTA-Buy Replacement Cutaway Buses (3)	RTACAP	$450,000	$90,000		$90,000

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

2024	$1,740,000	New parking area, new buses
	$3,000,000	Purchase 2 trolleys and 2 expansion fleet; hybrid
	$1,800,000	Purchase 9 expansion vans; hybrid
2025	$1,150,000	Satellite facility North County
	$1,500,000	Electric Charging in North County
	$600,000	Purchase 3 expansion FR vans; hybrid
2026	$600,000	Buy vans for service expansion; hybrid
	$1,000,000	Buy 35-ft bus for expansion; hybrid
2027	$1,150,000	Satellite facility South County
	$1,500,000	Electric Charging for South County
Total	**$14,040,000**	

Transportation Improvement Program

Part C: FINANCIAL SUMMARIES AND CERTIFICATIONS

1. FEDERAL FUNDING FINANCIAL SUMMARIIES
- Highways & Bridges
- Transit
- Total Federal Projects
- Summary of Federal Funding Categories

2. FEDERAL REGIONAL TARGETS

3. STATUS OF FUNDS
- Advanced Construction Cash Flow
- Status of Previous Annual Element Projects
- Status of FFY 2022 Transit Grants

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

1. FEDERAL FUNDING FINANCIAL SUMMARY

FEDERAL HIGHWAY & BRIDGE FUNDING CATEGORIES																
Fiscal Year	Federal Regional Targets						Federal Programmed									
	Highway STBG $	CMAQ $	HSIP $	TAP$	Bridge	Total $	Highway STBG $	CMAQ $	HSIP $	TAP$	Bridge NHPP $	Bridge Off $	Bridge STBG $	Bridge NGBP	Highway Other $	Total $
2024	10.823	0.000	0.000	0.000		10.823	10.423	0.000	0.000	0.000	0.000	7.227	0.000	1.944	0.000	19.594
2025	10.640	0.000	0.000	0.000		10.640	9.908	0.000	0.000	0.000	0.000	15.675	0.000	42.812	6.065	74.460
2026	10.379	0.000	0.000	0.000		10.379	10.379	0.000	0.000	0.000	0.000	4.056	0.000	7.998	0.000	22.433
2027	12.852	0.000	0.000	0.000		12.852	12.252	0.000	0.434	0.000	0.000	0.000	0.000	2.059	19.923	34.668
2028	13.094	0.000	0.000	0.000		13.094	13.094	0.000	0.000	0.000	0.000	5.295	0.000	0.000	16.701	35.090
Total	**57.788**	**0.000**	**0.000**	**0.000**		**57.788**	**56.056**	**0.000**	**0.434**	**0.000**	**0.000**	**32.253**	**0.000**	**54.813**	**42.689**	**186.245**

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

TRANSIT WITH FEDERAL FUNDING				
Fiscal Year	Available		Programmed	
	Federal $	Total $	Federal $	Total $
2024	0.000	1.875	0.000	1.875
2025	0.000	1.350	0.000	1.350
2026	0.000	0.750	0.000	0.750
2027	0.000	1.355	0.000	1.355
2028	0.000	0.750	0.000	0.750
Total	**0.000**	**6.081**	**0.000**	**6.081**

Note: Millions of Dollars

The Berkshire County MPO Transportation Improvement Program (TIP) is financially constrained according to the definition in the Federal Register 23 CFR Part 450.324 and 23 CFR Part 450.326. The Projects programmed for this region meet the funding estimates of federal and state funds available in each of these fiscal years. These estimates were provided by the state and refined as part of the Statewide Transportation Improvement Program (STIP) development process.

TOTAL FEDERAL PROJECTS PROGRAMMED ($millions):

YEAR	STBG	CMAQ	HSIP	TAP	BRIDGE NHPP	BRIDGE OFF	BRIDGE STBG	BRIDGE NGBP	HIGHWAY EARMARK	HIGHWAY OTHER	TRANSIT EARMARK	TRANSIT	TOTAL
2024	10.423	0.000	0.000	0.000	0.000	7.227	0.000	1.944	0.000	0.000	0.000	1.875	21.469
2025	9.908	0.000	0.000	0.000	0.000	15.675	0.000	42.812	0.000	6.065	0.000	1.350	75.810
2026	10.379	0.000	0.000	0.000	0.000	4.056	0.000	7.998	0.000	0.000	0.000	0.750	23.183
2027	12.252	0.000	0.434	0.000	0.000	0.000	0.000	2.059	0.000	19.923	0.000	1.355	36.023
2028	13.094	0.000	0.000	0.000	0.000	5.295	0.000	0.000	0.000	16.701	0.000	0.750	35.840
Total	**56.056**	**0.000**	**0.434**	**0.000**	**0.000**	**32.253**	**0.000**	**54.813**	**0.000**	**42.689**	**0.000**	**6.081**	**192.326**

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

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

SUMMARY OF FEDERAL FUNDING CATEGORIES ($millions):

Funding Category	2024	2025	2026	2027	2028	Total
Bridge NHPP	0.000	0.000	0.000	0.000	0.000	0.000
Bridge Off	7.227	15.675	4.056	0.000	5.295	32.253
Bridge STBG	0.000	0.000	0.000	0.000	0.000	0.000
Bridge NGBP	1.944	42.812	7.998	2.059	0.000	54.813
CMAQ	0.000	0.000	0.000	0.000	0.000	0.000
HSIP	0.000	0.000	0.000	0.434	0.000	0.434
TAP	0.000	0.000	0.000	0.000	0.000	0.000
NHPP	0.000	6.065	0.000	18.193	0.000	24.258
STBG	10.423	9.908	10.379	12.252	13.094	56.056
TE	0.000	0.000	0.000	0.000	0.000	0.000
Statewide -TE	0.000	0.000	0.000	0.000	0.000	0.000
Statewide -CMAQ	0.000	0.000	0.000	0.000	16.701	16.701
Statewide -HSIP	0.000	0.000	0.000	1.730	0.000	1.730
Statewide -STBG	0.000	0.000	0.000	0.000	0.000	0.000
STBG-Safety	0.000	0.000	0.000	0.000	0.000	0.000
HPP	0.000	0.000	0.000	0.000	0.000	0.000
S.112	0.000	0.000	0.000	0.000	0.000	0.000
S.115	0.000	0.000	0.000	0.000	0.000	0.000
S.117	0.000	0.000	0.000	0.000	0.000	0.000
TCSP	0.000	0.000	0.000	0.000	0.000	0.000
SBYWY	0.000	0.000	0.000	0.000	0.000	0.000
TAP -SRTS	0.000	0.000	0.000	0.000	0.000	0.000
FHWA TOTAL	**19.594**	**74.460**	**22.433**	**34.668**	**35.090**	**186.245**
FTA-Program						
5307	0.550	1.350	0.750	0.750	0.750	4.150
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	0.605	0.000	0.000	0.000	0.000	0.605
Other Federal	0.132	0.000	0.000	0.605	0.000	0.738
Other Non Federal	0.588	0.000	0.000	0.000	0.000	0.588
FTA TOTAL	**1.875**	**1.350**	**0.750**	**1.355**	**0.750**	**6.081**
GRAND TOTAL	**21.469**	**75.810**	**23.183**	**36.023**	**35.840**	**192.326**

2. FEDERAL REGIONAL TARGETS

Federal Fiscal Year 2024				Development STIP: FFY 2024 - 2028
		Federal Aid Funds	Matching Funds	FFY 2024 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		$753,409,685		
Planned Redistribution Request		$50,000,000		
Total Non-earmarked Funding Available		$803,409,685	$267,803,228	$1,071,212,913
Planning/Adjustments/Pass-throughs		**$172,619,052**	**$18,783,638**	**$191,402,690**
GANS Repayment		$93,985,000	$0	**$93,985,000**
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	**$27,500,000**
Metropolitan Planning		$11,103,730	$2,775,933	**$13,879,663**
State Planning & Research		$22,934,299	$5,733,575	**$28,667,874**
Recreational Trails		$1,186,729	$296,682	**$1,483,411**
SRTS Education		$1,951,346	$487,837	**$2,439,183**
Railroad Crossings		$2,371,999	$0	**$2,371,999**
Carbon Reduction		$16,860,449	$4,215,112	**$21,075,561**
Regional Priorities				
Regional Share (%)	**MPO**	**$243,250,477**	**$60,812,619**	**$304,063,097**
3.5596	Berkshire Region	$8,658,744	$2,164,686	**$10,823,430**
42.9671	Boston Region	$104,517,676	$26,129,419	**$130,647,095**
4.5851	Cape Cod	$11,153,278	$2,788,319	**$13,941,597**
8.6901	Central Mass	$21,138,710	$5,284,677	**$26,423,387**
2.5397	Franklin Region	$6,177,832	$1,544,458	**$7,722,290**
0.3100	Martha's Vineyard	$754,076	$188,519	**$942,596**
4.4296	Merrimack Valley	$10,775,023	$2,693,756	**$13,468,779**
4.4596	Montachusett	$10,847,998	$2,712,000	**$13,559,998**
0.2200	Nantucket	$535,151	$133,788	**$668,939**
3.9096	Northern Middlesex	$9,510,121	$2,377,530	**$11,887,651**
4.5595	Old Colony	$11,091,006	$2,772,751	**$13,863,757**
10.8100	Pioneer Valley	$26,295,377	$6,573,844	**$32,869,221**
8.9601	Southeastern Mass	$21,795,486	$5,448,872	**$27,244,358**
Highway		**$387,540,156**	**$86,666,496**	**$474,206,651**
Reliability		**$273,554,916**	**$61,295,185**	**$334,850,101**
	Interstate Pavement	$38,473,514	$4,274,835	**$42,748,349**
	Non-Interstate Pavement	$58,162,826	$14,540,707	**$72,703,533**
	Roadway Improvements	$1,200,000	$300,000	**$1,500,000**
	Safety Improvements	$17,400,000	$2,600,000	**$20,000,000**
	Resiliency Improvements	$11,200,000	$2,800,000	**$14,000,000**
	Bridge	$147,118,575	$36,779,644	**$183,898,219**
	Bridge Inspections	$14,320,000	$3,580,000	**$17,900,000**
	Bridge Systematic Maintenance	$0	$0	**$0**
	Bridge On-system NHS	$94,856,125	$23,714,031	**$118,570,156**
	Bridge Off-system	$37,942,450	$9,485,613	**$47,428,063**
Modernization		**$73,985,240**	**$15,371,311**	**$89,356,551**
	ADA Retrofits	$1,200,000	$300,000	**$1,500,000**
	Intersection Improvements	$22,500,000	$2,500,000	**$25,000,000**
	Intelligent Transportation Systems	$8,247,894	$2,061,974	**$10,309,868**
	Roadway Reconstruction	$29,748,912	$7,437,228	**$37,186,140**
	Safe Routes To School**	$12,288,434	$3,072,109	**$15,360,543**
Expansion		**$40,000,000**	**$10,000,000**	**$50,000,000**
	Bicycle and Pedestrian	$40,000,000	$10,000,000	**$50,000,000**
	Capacity	$0	$0	**$0**
	Grand Total Formula Funds	**$803,409,685**	**$166,262,753**	**$969,672,438**
	Difference from Funds Available	**$0**	**$101,540,475**	**$107,521,016**

*The program sizes above are only for highway funding programs subject to Obligation Authority. The Bipartisan Infrastructure Law (BIL) includes non-core formula funding for a few additional program through from FFY 2022 through FFY 2026. This includes an estimated $242.5M federal aid annually for Bridge Formula Program funds; $13.5M federal aid annually for National Electric Vehicle Infrastucture (NEVI) funds; and $1.4M federal aid annually for Ferry Boat Program funds. MassDOT is conservatively estimating no additional federal apportionment of non-core formula funding beginning in FFY 2027.

**Safe Routes to School (SRTS) projects have historically been listed under Roadway Reconstruction. This will now be reflected as its own program in the STIP & CIP, and sized to the estimated annual award amounts.

Federal Fiscal Year 2025			Development STIP: FFY 2024 - 2028	
		Federal Aid Funds	Matching Funds	FFY 2025 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$768,478,798		
	Planned Redistribution Request	$50,000,000		
	Total Non-earmarked Funding Available	$818,478,798	$272,826,266	$1,091,305,064
Planning/Adjustments/Pass-throughs		**$201,297,944**	**$18,903,361**	**$220,201,305**
GANS Repayment		$122,185,000	$0	**$122,185,000**
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	**$27,500,000**
Metropolitan Planning		$11,325,805	$2,831,451	**$14,157,256**
State Planning & Research		$22,853,908	$5,713,477	**$28,567,385**
Recreational Trails		$1,186,729	$296,682	**$1,483,411**
SRTS Education		$1,951,346	$487,837	**$2,439,183**
Railroad Crossings		$2,371,999	$0	**$2,371,999**
Carbon Reduction		$17,197,657	$4,299,414	**$21,497,071**
Regional Priorities				
Regional Share (%)	**MPO**	**$239,118,188**	**$59,779,547**	**$298,897,735**
3.5596	Berkshire Region	$8,511,651	$2,127,913	**$10,639,564**
42.9671	Boston Region	$102,742,151	$25,685,538	**$128,427,689**
4.5851	Cape Cod	$10,963,808	$2,740,952	**$13,704,760**
8.6901	Central Mass	$20,779,610	$5,194,902	**$25,974,512**
2.5397	Franklin Region	$6,072,885	$1,518,221	**$7,591,106**
0.3100	Martha's Vineyard	$741,266	$185,317	**$926,583**
4.4296	Merrimack Valley	$10,591,979	$2,647,995	**$13,239,974**
4.4596	Montachusett	$10,663,715	$2,665,929	**$13,329,643**
0.2200	Nantucket	$526,060	$131,515	**$657,575**
3.9096	Northern Middlesex	$9,348,565	$2,337,141	**$11,685,706**
4.5595	Old Colony	$10,902,594	$2,725,648	**$13,628,242**
10.8100	Pioneer Valley	$25,848,676	$6,462,169	**$32,310,845**
8.9601	Southeastern Mass	$21,425,229	$5,356,307	**$26,781,536**
Highway		**$378,062,666**	**$83,859,623**	**$461,922,289**
Reliability		**$273,680,691**	**$60,889,129**	**$334,569,820**
	Interstate Pavement	$38,473,514	$4,274,835	**$42,748,349**
	Non-Interstate Pavement	$58,162,826	$14,540,707	**$72,703,533**
	Roadway Improvements	$1,200,000	$300,000	**$1,500,000**
	Safety Improvements	$21,750,000	$3,250,000	**$25,000,000**
	Resiliency Improvements	$12,800,000	$3,200,000	**$16,000,000**
	Bridge	$141,294,350	$35,323,588	**$176,617,938**
	Bridge Inspections	$8,495,775	$2,123,944	**$10,619,719**
	Bridge Systematic Maintenance	$0	$0	**$0**
	Bridge On-system NHS	$94,856,125	$23,714,031	**$118,570,156**
	Bridge Off-system	$37,942,450	$9,485,613	**$47,428,063**
Modernization		**$76,381,975**	**$15,970,494**	**$92,352,469**
	ADA Retrofits	$1,200,000	$300,000	**$1,500,000**
	Intersection Improvements	$22,500,000	$2,500,000	**$25,000,000**
	Intelligent Transportation Systems	$8,247,894	$2,061,974	**$10,309,868**
	Roadway Reconstruction	$39,173,843	$9,793,461	**$48,967,304**
	Safe Routes To School**	$5,260,238	$1,315,060	**$6,575,298**
Expansion		**$28,000,000**	**$7,000,000**	**$35,000,000**
	Bicycle and Pedestrian	$28,000,000	$7,000,000	**$35,000,000**
	Capacity	$0	$0	**$0**
	Grand Total Formula Funds	**$818,478,798**	**$162,542,532**	**$981,021,330**
	Difference from Funds Available	**$0**	**$110,283,734**	**$110,283,734**

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**Safe Routes to School (SRTS) projects have historically been listed under Roadway Reconstruction. This will now be reflected as its own program in the STIP & CIP. and sized to the estimated annual award amounts.

Federal Fiscal Year 2026				Development STIP: FFY 2024 - 2028
		Federal Aid Funds	Matching Funds	FFY 2026 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$783,849,292		
	Planned Redistribution Request	$50,000,000		
	Total Non-earmarked Funding Available	$833,849,292	$277,949,764	$1,111,799,056
Planning/Adjustments/Pass-throughs		**$213,303,413**	**$19,045,979**	**$232,349,392**
GANS Repayment		$133,620,000	$0	**$133,620,000**
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	**$27,500,000**
Metropolitan Planning		$11,552,321	$2,888,080	**$14,440,401**
State Planning & Research		$22,853,908	$5,713,477	**$28,567,385**
Recreational Trails		$1,186,729	$296,682	**$1,483,411**
SRTS Education		$1,951,346	$487,837	**$2,439,183**
Railroad Crossings		$2,371,999	$0	**$2,371,999**
Carbon Reduction		$17,541,610	$4,385,403	**$21,927,013**
Regional Priorities				
Regional Share (%)	**MPO**	**$233,268,128**	**$58,317,032**	**$291,585,160**
3.5596	Berkshire Region	$8,303,412	$2,075,853	**$10,379,265**
42.9671	Boston Region	$100,228,550	$25,057,137	**$125,285,687**
4.5851	Cape Cod	$10,695,577	$2,673,894	**$13,369,471**
8.6901	Central Mass	$20,271,234	$5,067,808	**$25,339,042**
2.5397	Franklin Region	$5,924,311	$1,481,078	**$7,405,388**
0.3100	Martha's Vineyard	$723,131	$180,783	**$903,914**
4.4296	Merrimack Valley	$10,332,845	$2,583,211	**$12,916,056**
4.4596	Montachusett	$10,402,825	$2,600,706	**$13,003,532**
0.2200	Nantucket	$513,190	$128,297	**$641,487**
3.9096	Northern Middlesex	$9,119,851	$2,279,963	**$11,399,813**
4.5595	Old Colony	$10,635,860	$2,658,965	**$13,294,825**
10.8100	Pioneer Valley	$25,216,285	$6,304,071	**$31,520,356**
8.9601	Southeastern Mass	$20,901,058	$5,225,264	**$26,126,322**
Highway		**$387,277,751**	**$86,163,394**	**$473,441,145**
Reliability		**$273,742,089**	**$60,904,479**	**$334,646,568**
	Interstate Pavement	$38,473,514	$4,274,835	**$42,748,349**
	Non-Interstate Pavement	$52,000,000	$13,000,000	**$65,000,000**
	Roadway Improvements	$2,400,000	$600,000	**$3,000,000**
	Safety Improvements	$21,750,000	$3,250,000	**$25,000,000**
	Resiliency Improvements	$12,000,000	$3,000,000	**$15,000,000**
	Bridge	$147,118,575	$36,779,644	**$183,898,219**
	Bridge Inspections	$14,320,000	$3,580,000	**$17,900,000**
	Bridge Systematic Maintenance	$0	$0	**$0**
	Bridge On-system NHS	$94,856,125	$23,714,031	**$118,570,156**
	Bridge Off-system	$37,942,450	$9,485,613	**$47,428,063**
Modernization		**$85,535,662**	**$18,258,916**	**$103,794,578**
	ADA Retrofits	$2,000,000	$500,000	**$2,500,000**
	Intersection Improvements	$22,500,000	$2,500,000	**$25,000,000**
	Intelligent Transportation Systems	$8,247,894	$2,061,974	**$10,309,868**
	Roadway Reconstruction	$41,380,332	$10,345,083	**$51,725,415**
	Safe Routes To School**	$11,407,436	$2,851,859	**$14,259,295**
Expansion		**$28,000,000**	**$7,000,000**	**$35,000,000**
	Bicycle and Pedestrian	$28,000,000	$7,000,000	**$35,000,000**
	Capacity	$0	$0	**$0**
	Grand Total Formula Funds	**$833,849,292**	**$163,526,405**	**$997,375,697**
	Difference from Funds Available	**$0**	**$114,423,359**	**$114,423,359**

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**Safe Routes to School (SRTS) projects have historically been listed under Roadway Reconstruction. This will now be reflected as its own program in the STIP & CIP, and sized to the estimated annual award amounts.

Federal Fiscal Year 2027			Development STIP: FFY 2024 - 2028	
		Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$799,526,278		
	Planned Redistribution Request	$50,000,000		
	Total Non-earmarked Funding Available	$849,526,278	$283,175,748	$1,132,702,026
Planning/Adjustments/Pass-throughs		**$80,726,588**	**$19,306,772**	**$100,033,361**
GANS Repayment		$0	$0	**$0**
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	**$27,500,000**
Metropolitan Planning		$11,783,367	$2,945,842	**$14,729,209**
State Planning & Research		$23,315,205	$5,828,801	**$29,144,006**
Recreational Trails		$1,186,729	$296,682	**$1,483,411**
SRTS Education		$1,951,346	$487,837	**$2,439,183**
Railroad Crossings		$2,371,999	$0	**$2,371,999**
Carbon Reduction		$17,892,442	$4,473,111	**$22,365,553**
Regional Priorities				
Regional Share (%)	**MPO**	**$288,838,935**	**$72,209,734**	**$361,048,668**
3.5596	Berkshire Region	$10,281,511	$2,570,378	**$12,851,888**
42.9671	Boston Region	$124,105,714	$31,026,428	**$155,132,142**
4.5851	Cape Cod	$13,243,554	$3,310,888	**$16,554,442**
8.6901	Central Mass	$25,100,392	$6,275,098	**$31,375,490**
2.5397	Franklin Region	$7,335,642	$1,833,911	**$9,169,553**
0.3100	Martha's Vineyard	$895,401	$223,850	**$1,119,251**
4.4296	Merrimack Valley	$12,794,409	$3,198,602	**$15,993,012**
4.4596	Montachusett	$12,881,061	$3,220,265	**$16,101,326**
0.2200	Nantucket	$635,446	$158,861	**$794,307**
3.9096	Northern Middlesex	$11,292,447	$2,823,112	**$14,115,559**
4.5595	Old Colony	$13,169,611	$3,292,403	**$16,462,014**
10.8100	Pioneer Valley	$31,223,489	$7,805,872	**$39,029,361**
8.9601	Southeastern Mass	$25,880,257	$6,470,064	**$32,350,322**
Highway		**$479,960,755**	**$108,896,645**	**$588,857,401**
Reliability		**$342,010,687**	**$77,534,128**	**$419,544,815**
	Interstate Pavement	$38,473,514	$4,274,835	**$42,748,349**
	Non-Interstate Pavement	$58,162,826	$14,540,707	**$72,703,533**
	Roadway Improvements	$1,600,000	$400,000	**$2,000,000**
	Safety Improvements	$26,100,000	$3,900,000	**$30,000,000**
	Resiliency Improvements	$13,200,000	$3,300,000	**$16,500,000**
	Bridge	$204,474,346	$51,118,587	**$255,592,933**
	Bridge Inspections	$8,838,012	$2,209,503	**$11,047,515**
	Bridge Systematic Maintenance	$16,000,000	$4,000,000	**$20,000,000**
	Bridge On-system NHS	$141,693,884	$35,423,471	**$177,117,355**
	Bridge Off-system	$37,942,450	$9,485,613	**$47,428,063**
Modernization		**$103,550,069**	**$22,762,517**	**$126,312,586**
	ADA Retrofits	$2,000,000	$500,000	**$2,500,000**
	Intersection Improvements	$22,500,000	$2,500,000	**$25,000,000**
	Intelligent Transportation Systems	$8,247,894	$2,061,974	**$10,309,868**
	Roadway Reconstruction	$58,802,175	$14,700,544	**$73,502,719**
	Safe Routes To School**	$12,000,000	$3,000,000	**$15,000,000**
Expansion		**$34,400,000**	**$8,600,000**	**$43,000,000**
	Bicycle and Pedestrian	$34,400,000	$8,600,000	**$43,000,000**
	Capacity	$0	$0	**$0**
	Grand Total Formula Funds	**$849,526,278**	**$200,413,151**	**$1,049,939,429**
	Difference from Funds Available	**$0**	**$82,762,597**	**$82,762,597**

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**Safe Routes to School (SRTS) projects have historically been listed under Roadway Reconstruction. This will now be reflected as its own program in the STIP & CIP, and sized to the estimated annual award amounts.

Federal Fiscal Year 2028			Development STIP: FFY 2024 - 2028	
		Federal Aid Funds	Matching Funds	FFY 2028 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		$815,516,804		
Planned Redistribution Request		$50,000,000		
Total Non-earmarked Funding Available		$865,516,804	$288,505,929	$1,154,022,733
Planning/Adjustments/Pass-throughs		**$63,536,118**	**$15,009,155**	**$78,545,273**
GANS Repayment		$0	$0	**$0**
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	**$27,500,000**
Metropolitan Planning		$12,019,035	$3,004,759	**$15,023,794**
State Planning & Research		$23,781,509	$5,945,377	**$29,726,886**
Recreational Trails		$1,186,729	$296,682	**$1,483,411**
SRTS Education		$1,951,346	$487,837	**$2,439,183**
Railroad Crossings		$2,371,999	$0	**$2,371,999**
Carbon Reduction		$18,250,291	$4,562,573	**$22,812,864**
Regional Priorities				
Regional Share (%)	**MPO**	**$294,275,713**	**$73,568,928**	**$367,844,642**
3.5596	Berkshire Region	$10,475,038	$2,618,760	**$13,093,798**
42.9671	Boston Region	$126,441,740	$31,610,435	**$158,052,175**
4.5851	Cape Cod	$13,492,836	$3,373,209	**$16,866,045**
8.6901	Central Mass	$25,572,854	$6,393,213	**$31,966,067**
2.5397	Franklin Region	$7,473,720	$1,868,430	**$9,342,150**
0.3100	Martha's Vineyard	$912,255	$228,064	**$1,140,318**
4.4296	Merrimack Valley	$13,035,237	$3,258,809	**$16,294,046**
4.4596	Montachusett	$13,123,520	$3,280,880	**$16,404,400**
0.2200	Nantucket	$647,407	$161,852	**$809,258**
3.9096	Northern Middlesex	$11,505,003	$2,876,251	**$14,381,254**
4.5595	Old Colony	$13,417,501	$3,354,375	**$16,771,876**
10.8100	Pioneer Valley	$31,811,205	$7,952,801	**$39,764,006**
8.9601	Southeastern Mass	$26,367,398	$6,591,850	**$32,959,248**
Highway		**$507,704,973**	**$114,832,700**	**$618,537,673**
Reliability		**$364,917,461**	**$83,260,822**	**$448,178,283**
	Interstate Pavement	$38,473,514	$4,274,835	**$42,748,349**
	Non-Interstate Pavement	$58,162,826	$14,540,707	**$72,703,533**
	Roadway Improvements	$1,600,000	$400,000	**$2,000,000**
	Safety Improvements	$26,100,000	$3,900,000	**$30,000,000**
	Resiliency Improvements	$14,400,000	$3,600,000	**$18,000,000**
	Bridge	$226,181,120	$56,545,280	**$282,726,401**
	Bridge Inspections	$14,320,000	$3,580,000	**$17,900,000**
	Bridge Systematic Maintenance	$16,000,000	$4,000,000	**$20,000,000**
	Bridge On-system NHS	$157,918,670	$39,479,668	**$197,398,338**
	Bridge Off-system	$37,942,450	$9,485,613	**$47,428,063**
Modernization		**$102,787,512**	**$22,571,878**	**$125,359,390**
	ADA Retrofits	$2,000,000	$500,000	**$2,500,000**
	Intersection Improvements	$22,500,000	$2,500,000	**$25,000,000**
	Intelligent Transportation Systems	$8,247,894	$2,061,974	**$10,309,868**
	Roadway Reconstruction	$58,039,618	$14,509,905	**$72,549,523**
	Safe Routes To School	$12,000,000	$3,000,000	**$15,000,000**
Expansion		**$40,000,000**	**$9,000,000**	**$45,000,000**
	Bicycle and Pedestrian	$40,000,000	$9,000,000	**$45,000,000**
	Capacity	$0	$0	**$0**
	Grand Total Formula Funds	**$865,516,804**	**$203,410,783**	**$1,064,927,587**
	Difference from Funds Available	**$0**	**$85,095,147**	**$89,095,146**

3. STATUS OF FUNDS

SUMMARY OF TEA 21 HIGH PRIORITY FUNDS AVAILABLE IN 2022 NOTE: All figures are Federal Funds only (excluding State Match)					
Region	City/Town	Description	Total Allocated (1999 - 2007)	Obligated Amount to date (2023)	Balance Available in 2023[1]
BRPC	PITTSFIELD MA20	ENVIRONMENTAL STUDIES, P.E., AND DESIGN OF NORTH-SOUTH CONNECTOR IN PITTSFIELD TO IMPROVE ACCESS TO I-90	$1,537,649	$1,537,649	$0

[1] Final Obligation made in FFY 2022 for Project 606233 to fund Final Design Contract.

SUMMARY OF SAFETEA-LU HPP FUNDS AVAILABLE IN 2023
(Federal Funds only)

City/Town	Description	Amount Accrued 2005-2009 (Fed. funds only)	Programmed Amounts 2015-2028	
Region (MA 173)	Berkshire County Bike Paths, Design and Construction	$4,005,900	2015 *(Construction – Project 608071)*	$2,693,900
			2019 *(Active Design Contract #97887 for Project 606890)*	$800,000
			2028 *(Future Construction - 606890)*	$512,000

STATUS OF PREVIOUS ANNUAL ELEMENT PROJECTS

Highways

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

FHWA Projects Advertised from 10/01/22 to 04/30/23 in the BRPC Region

Locale	Description	Advertised Amount	ID No.	Fund
North Adams	Bridge Replacement, (N-14-016) Route 2 over the Hoosic River	$16,501,262	605843	NHPP/BRR-On *(National Highway Preservation Program, Bridge Replacement and Rehab. – On System)*

FHWA Funded Projects anticipated to be advertised (05/01/21 to 09/30/21)

Locale	Description	Current TIP Programming*	ID No.	Fund
Lanesborough	Resurfacing & related work on Route 7 (MM 34.6 to MM 36.5)	$6,816,392	608813	NHPP (National Highway Preservation Program)
Pittsfield	Ashuwillticook Bike Trail Extension, Crane Avenue to Merrill Road	$2,359,989	609289	SW-CMAQ (Statewide Congestion Mitigation and Air Quality)
Pittsfield	Intersections and Signal Improvements at First Street & North Street (near Berkshire Medical Center)	$4,979,287	606233	STBG & CMAQ (Surface Transp. Block Grant and Congestion Mitigation and Air Quality)
Williamstown	Bridge Replacement, (W-37-010) Main Street over Hemlock Brook	$2,027,984	609072	STBG-BR-OFF (Surface Transp. Block Grant, off-system Bridge)
Williamstown	Intersection Improvements at Route 7 & 43	$3,169,087	610716	STBG (Surface Transp. Block Grant)

* *TIP programming includes State/Local match.*

Transit

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

Section 5307 Capital and Operating Assistance	$ 131,934
Section 5307 Operating- CARES	$1,867,448
Section 5339 Capital	$ 458,570
Section 5311 Operating – ARPA	$ 376,988
Section 5311 Operating - Rural Areas	$ 377,658
Section 5311 Operating - Rural Areas CARES	$ 148,909
Total Federal Transit Dollars	**$3,361,507**

STATUS OF FFY 2022 TRANSIT PROJECTS (FEDERAL FUNDS) Funds are as of 4/12/2023

Federal Funds Direct to Recipient from FTA

Section	Description	Federal Funds	Approval Status	Grant #	Comments
5339	Capital	66,610	approved	MA-2020-003	Available 56,130
5307	Operating-CARES	5,678,543	approved	MA-2020-022	Available 1,744,462
5307	Operating	1,719,104	approved	MA-2020-043	Available 1,719,104
5339	Capital	616,071	Approved	MA-2021-009	Available 51,025
5339	Capital	333,732	Approved	MA-2021-016	Available 15,315
5307	Operating-ARPA	369,240	Approved	MA-2022-004	Available 369,240
5307	Operating	1,624,683	Approved	MA-2022-016	Available 1,624,683
5307	Capital	396,185	Approved	MA-2022-016	Available 277,791
5307	Operating	2,297,305	Approved	MA-2022-026	Available 2,297,305
5307	Capital	320,000	Approved	MA-2022-026	Available 320,000

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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 1101 (b) of the Fast Act (Pub. L. 114-357) 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 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

_____ _____

Gina Fiandaca, Secretary and Chief Executive Officer — Date
Massachusetts Department of Transportation
Chair, Berkshire MPO

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Air Quality Conformity Determination
Berkshire MPO FFY 2024-2028 Transportation Improvement Program

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

Introduction

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

A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining 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 a stricter level of allowable ozone concentration than the 1997 standards) classified Massachusetts as "Attainment/unclassifiable" (except for Dukes County).

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 2024-2044 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 15, 2019. This conformity determination continues to be valid for the Berkshire Region FFY 2024-2028 Transportation Improvement Program, and Massachusetts' FFY 2024-2028 STIP, as each is developed from the conforming 2024-2044 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 Berkshire MPO FFY 2024-2028 Transportation Improvement Program and 2024-2044 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 April 27, 2022. 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. The Berkshire MPO's Public Participation Plan was formally adopted in 2016. The Public Participation Plan ensures that the public will have access to the TIP and all supporting

documentation, provides for public notification of the availability of the TIP 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 and related certification documents.

The public comment period for this conformity determination commenced on April 25, 2023. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period will close on May 22, 2023, and subsequently, the Berkshire MPO will endorse this air quality conformity determination on May 23, 2023. These procedures comply with the associated federal requirements.

Fiscal Constraint:

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans and must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The Berkshire MPO 2024-2028 Transportation Improvement Program and 2024-2044 Regional Transportation Plan are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the Berkshire MPO has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2024-2028 Transportation Improvement Program and the 2024-2044 Regional Transportation Plan meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the Berkshire MPO's FFY 2024-2028 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

BRTA Financial Capacity Assessment

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

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

Federal	48.07%
State	32.54%
Local	11.65%
Fares	6.35%
Other	1.39%
Total	**100.00**

BRTA Operations and Maintenance Summary

State Fiscal Year 2023

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

Operating Revenue	***Previous***	***Current***	***Yr. Two***	***Yr. Three***
	2022	**2023**	**2024**	**2025**
Farebox	560,819	572,695	658,600	757,390
Section 5307	37,019	2,808,093	2,808,093	2,808,093
Section 5307- CARES Act	2,835,295	1,145,854	0	0
Section 5311	306,681	377,658	377,658	381,435
Section 5311-CARES Act	148,909	0	0	0
Section 5310	0	0	0	0
MAP	0	0		
ARPA & CRRSA	478,835	0	0	0
RTACAP as Expense	0	0	0	0
Section 5339	3,240	0	0	0
Advertising	40,000	40,000	40,000	41,200
Interest Income	3,588	8,400	9,240	9,517
Rental Income	49,119	52,719	52,719	52,719
State Contract Assistance including discretionary grant from MassDOT*	3,440,811	2,932,800	3,417,483	4,016,064
Local Assessment	1,024,043	1,049,644	1,075,885	1,102,782
Other: (Define)	46,703	24,100	24,100	24,823
TOTAL	8,975,062	9,011,963	8,463,778	9,194,023

BRTA Operations and Maintenance Summary

State Fiscal Year 2023

Operating Expenses **	***Previous***	***Current***	***Yr. Two***	***Yr. Three***	
	2022	**2023**	**2024**	**2025**	
TOTAL (See Description Below)	8,975,062	9,011,963	8,463,778	9,194,023	

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.

2. While state and local sources of funding are limited, they are presently adequate to support existing levels of service provided by the BRTA through 2022.

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

SPECIAL EFFORTS FOR THE ELDERLY AND DISABLED

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

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

Expenditures for ADA and Non-ADA transportation services (contract plus administrative costs) account for 14.08% of BRTA's budgeted operational expense for FY23 (July 1, 2022 – June 30, 2023).

In 1987, the BRTA Advisory Board established a paratransit subcommittee which worked closely with BRPC and BRTA staff, handicapped advocacy organizations and consumers, and adopted a

"handicapped accessibility plan" in compliance with Section 504 regulations. This plan is dated June 19, 1987 and it documents the BRTA services for disabled persons, proposed service modifications to improve accessibility, and the public participation process during the development of the plan. BRTA has implemented the plan.

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

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

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

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

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

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

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

Transportation Improvement Program

Part D: ATTACHMENTS

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

Attachment 1

1. PROJECTS BY TYPE AND YEAR

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

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

NOTES ON TABLE:

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

BRPC: TIP Priorities by Mode - BRIDGE

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
BRIDGE	CHESHIRE	SAND MILL RD	BRIDGE REPLACEMENT	MassDOT		24	BR OFF	2,405,358	608857
BRIDGE	NEW MARLBOROUGH	KEYES HILL ROAD	BRIDGE REPLACEMENT	MassDOT		24	BR OFF	1,770,360	609078
BRIDGE	ALFORD	WEST ROAD	BRIDGE REPLACEMENT	MassDOT		24	BR OFF	3,050,913	609070
BRIDGE	LEE	MEADOW ST	BRIDGE REPLACEMENT	MassDOT		24	NGBP	1,943,969	607597
					Total for YR Y1			**9,170,600**	
BRIDGE	GREAT BARRINGTON	COTTAGE STREET	BRIDGE REPLACEMENT	MassDOT		25	BR OFF	4,368,011	609076
BRIDGE	LANESBOROUGH	BRIDGE STREET	BRIDGE REPLACEMENT	MassDOT		25	BR OFF	2,763,968	609428
BRIDGE	TYRINGHAM	JERUSALEM RD	BRIDGE REPLACEMENT	MassDOT		25	BR OFF	2,710,916	608859
BRIDGE	MONTEREY	CURTIS ROAD	BRIDGE REPLACEMENT	MassDOT		25	BR OFF	1,156,318	609074
BRIDGE	ADAMS	QUALITY STREET	BRIDGE REPLACEMENT	TOWN		25	BR OFF	4,675,444	610777
BRIDGE	PITTSFIELD	WAHCONAH STREET	BRIDGE REPLACEMENT	MassDOT		25	NGBP	5,762,273	612162
BRIDGE	LANESBOROUGH	WILLIAMSTOWN ROAD	BRIDGE REPLACEMENT	MassDOT		25	NGBP	2,072,728	612177
BRIDGE	GREAT BARRINGTON	DIVISION STREET	BRIDGE REPLACEMENT	MassDOT		25	NGBP	15,660,107	612183
BRIDGE	LEE	MILL STREET	BRIDGE REPLACEMENT	MassDOT		25	NGBP	5,285,176	607677
BRIDGE	PITTSFIELD	PONTOOSUC AVE	BRIDGE REPLACEMENT	MassDOT		25	NGBP	2,779,341	612168
BRIDGE	GREAT BARRINGTON	STATE ROAD (ROUTES 7/23)	BRIDGE REPLACEMENT	MassDOT		25	NGBP	11,252,218	609430
					Total for YR Y2			**58,486,500**	
BRIDGE	BECKET	QUARRY ROAD	BRIDGE REPLACEMENT	MassDOT		26	BR OFF	2,374,920	609069
BRIDGE	PITTSFIELD	SOUTH STREET	BRIDGE REPLACEMENT	MassDOT		26	NGBP	7,997,694	612498
BRIDGE	SHEFFIELD	KELSEY ROAD	BRIDGE REPLACEMENT	MassDOT		26	BR OFF	1,680,912	609068
					Total for YR Y3			**12,053,526**	
BRIDGE	SHEFFIELD	COUNTY ROAD	SUPERSTRUCTURE REPLACEMENT	MassDOT		27	NGBP	2,059,164	611942
					Total for YR Y4			**2,059,164**	
BRIDGE	SAVOY	BLACK BROOK RD	BRIDGE SUPERSTRUCTURE REPLACEMENT	MassDOT		28	BR OFF	2,301,916	613136
BRIDGE	WASHINGTON	LOWER VALLEY RD	BRIDGE REPLACEMENT	MassDOT		28	BR OFF	2,993,496	613137
					Total for YR Y5			**5,295,412**	
					Total for BRIDGE (21 projects)		**$**	**87,065,202**	

BRPC: TIP Priorities by Mode - HIGHWAYS

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
HIGHWAYS	PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	MassDOT	6	24	STBG	10,423,290	604003
					Total for YR Y1			**10,423,290**	
HIGHWAYS	NORTH ADAMS	ASHLAND STREET	RECONSTRUCTION	CITY	6	25	STBG	9,387,949	609277
HIGHWAYS	WILLIAMSTOWN	ROUTE 7	ACCESS IMPROVEMENT AT MT. GREYLOCK REGIONAL SC	MassDOT	1	25	STBG	520,000	612691
HIGHWAYS	LEE - BECKET	ROUTE 20	RESURFACING AND RELATED WORK	MassDOT		25	NHPP	6,065,291	610728
					Total for YR Y2			**15,973,240**	
HIGHWAYS	EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	4	26	STBG	10,379,265	608547
					Total for YR Y3			**10,379,265**	
HIGHWAYS	PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	6	27	HSIP	434,275	608768A
HIGHWAYS	LEE	ROUTE 20	INTERSECTION IMPROVEMENTS	MassDOT	6	27	NHPP	4,346,580	611970
HIGHWAYS	PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	6	27	STBG	8,696,004	608768
HIGHWAYS	EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	4	27	STBG	3,555,839	608547B
HIGHWAYS	LANESBOROUGH	ROUTE 7	RESURFACING & SIDEWALK CONSTRUCTION	MassDOT	3	27	NHPP	3,808,000	609256
HIGHWAYS	LENOX	ROUTE 20 & PLUNKETT ST & B	INTERSECTION IMPROVEMENTS	MassDOT	2	27	S-HSIP	1,730,008	613053
HIGHWAYS	ADAMS - CHESHIRE	ROUTE 8	PAVEMENT PRESERVATION AND RELATED WORK	MassDOT		27	NHPP	10,038,336	609394
					Total for YR Y4			**32,609,042**	
HIGHWAYS	DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	6	28	STBG	7,293,798	608737
HIGHWAYS	PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	6	28	STBG	5,800,000	609292
HIGHWAYS	LEE	BIKEWAY (PHASE 1)	CONSTRUCTION	TOWN	4	28	S-CMAQ	7,165,739	607570
HIGHWAYS	ADAMS - NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	TOWN	4	28	S-CMAQ	9,535,200	606890
					Total for YR Y5			**29,794,737**	
HIGHWAYS	GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	5	?	UNDET	12,700,000	609465
HIGHWAYS	GREAT BARRINGTON	ROUTE 7/ SOUTH MAIN STREE	RECONSTRUCTION	TOWN	4	?	UNDET	6,931,990	609215
HIGHWAYS	WILLIAMSTOWN	ROUTE 43	RESURFACING	MassDOT	4	?	UNDET	18,336,200	608472
HIGHWAYS	WILLIAMSTOWN	ROUTE 7	RESURFACING	MassDOT	1	?	UNDET	5,255,000	613093
HIGHWAYS	PITTSFIELD	HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	TOWN		?	UNDET		XXX17A
HIGHWAYS	LANESBOROUGH	SUMMER STREET	REHABILITATION	TOWN		?	UNDET	1,600,000	XXX14B
HIGHWAYS	GREAT BARRINGTON	HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	TOWN		?	UNDET	4,500,000	XXX16D
HIGHWAYS	WILLIAMSTOWN	ROUTE 7	RETAINING WALL REPLACEMENT ON ROUTE 7	MassDOT		?	UNDET	3,458,138	613074
					Total for YR Y?			**52,781,328**	
					Total for HIGHWAYS (24 projects)		**$**	**151,960,902**	

BRPC: TIP Priorities by Mode - TRANSIT

MODE	LOCATION	FACILITY	TYPE OF WORK	LEAD	PRIORITY	YR	FUND	COST	ID#
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		24	5307	200,000	RTA24A
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT (3) 30 FT BUS (5339 D)	BRTA		24	5339	487,851	RTA24F
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT OF 2 SUPPORT TRUCKS	BRTA		24	5307	150,000	RTA24C
TRANSIT	BRTA	TRANSIT	ACQUIRE MISC SUPPORT EQUIPMENT	BRTA		24	5307	100,000	RTA24H
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE - SUPPORTING FCA	BRTA		24	5339	605,239	RTA24E
TRANSIT	BRTA	TRANSIT	HVAC - (5339 D)	BRTA		24	5339	100,000	RTA24G
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (1)	BRTA		24	5339	132,405	RTA24B
TRANSIT	BRTA	TRANSIT	PASSENGEER AMENITIES	BRTA		24	5307	100,000	RTA24D
					Total for YR Y1			**1,875,495**	
TRANSIT	BRTA	TRANSIT	ITS SOFTWARE REPLACEMENT	BRTA		25	5307	500,000	RTA25D
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT SUPPORT VEHICLE ELECTRIC	BRTA		25	5307	100,000	RTA25C
TRANSIT	BRTA	TRANSIT	PASSENGER AMENITIES	BRTA		25	5307	100,000	RTA25F
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		25	5307	200,000	RTA25A
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <35-FT BUS (3) FIXED ROUTE	BRTA		25	5307	450,000	RTA25B
					Total for YR Y2			**1,350,000**	
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		26	5307	200,000	RTA26A
TRANSIT	BRTA	TRANSIT	PASSENGER AMENITIES	BRTA		26	5307	100,000	RTA26C
TRANSIT	BRTA	TRANSIT	REPLACEMENT (3) CUTAWAYS	BRTA		26	5307	450,000	RTA26B
					Total for YR Y3			**750,000**	
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE - ITC CONCRETE	BRTA		27	5307	150,000	RTA27D
TRANSIT	BRTA	TRANSIT	PASSENGEER AMENITIES	BRTA		27	5307	100,000	RTA27C
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		27	5307	200,000	RTA27A
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT <30 FT BUS (2)	BRTA		27	5307	300,000	RTA27E
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE - SUPPORTING FCA	BRTA		27	5339	605,239	RTA27B
					Total for YR Y4			**1,355,239**	
TRANSIT	BRTA	TRANSIT	PASSENGER AMENITIES - BUS SHELTERS, ACCESSORIES,	BRTA		28	5307	100,000	RTA28C
TRANSIT	BRTA	TRANSIT	PREVENTIVE MAINTENANCE	BRTA		28	5307	200,000	RTA28A
TRANSIT	BRTA	TRANSIT	BUY REPLACEMENT CUTAWAY BUSES (3)	BRTA		28	5307	450,000	RTA28B
					Total for YR Y5			**750,000**	
TRANSIT	BRTA	TRANSIT	ELECTRIC CHARGING IN SOUTH COUNTY	BRTA		?	UNDET	1,500,000	RTA27F
TRANSIT	BRTA	TRANSIT	SATELLITE FACILITY SOUTH COUNTY	BRTA		?	UNDET	1,150,000	RTA18U
TRANSIT	BRTA	TRANSIT	NEW PARKING AREA NEW BUSES & ADA FLEET & PARATR	BRTA		?	UNDET	1,740,000	RTA15U
TRANSIT	BRTA	TRANSIT	BUY 35 FT BUS FOR EXPANSION	BRTA		?	UNDET	416,250	RTA19I
TRANSIT	BRTA	TRANSIT	PURCHASE 3 EXPANSION VANS HYBRID	BRTA		?	UNDET	416,250	RTA18V
TRANSIT	BRTA	TRANSIT	ELECTRIC CHARGING IN NORTH COUNTY	BRTA		?	UNDET	1,500,000	RTA25E
TRANSIT	BRTA	TRANSIT	PURCHASE 2 TROLLEYS AND 2 EXPANSION FLEET HYBRID	BRTA		?	UNDET	2,800,000	RTA16U
TRANSIT	BRTA	TRANSIT	SATELLITE FACILITY NORTH COUNTY	BRTA		?	UNDET	1,150,000	RTA17U
TRANSIT	BRTA	TRANSIT	BUY VANS FOR SERVICE EXPANSION	BRTA		?	UNDET	573,200	RTA19H
TRANSIT	BRTA	TRANSIT	PURCHASE 9 EXPANSION VANS HYBIRD	BRTA		?	UNDET	1,234,200	RTA19J
					Total for YR Y?			**12,479,900**	

Attachment 2

2. PROJECTS BY LOCATION

NOTES ON TABLE:

LOCATION: City or Town for highway projects

BRPC: TIP by LOCATION

LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
ADAMS	QUALITY STREET	BRIDGE REPLACEMENT	TOWN	25		BR OFF	4,675,444	OVER HOOSIC RIVER	610777
ADAMS - CHESHIRE	ROUTE 8	PAVEMENT PRESERVATION AND RELATED WORK	MassDOT	27		NHPP	10,038,336		609394
ADAMS - NORTH ADAMS	ASHUWILLTICOOK RAIL TRAIL	EXTENSION CONSTRUCTION	TOWN	28	4	S-CMAQ	9,535,200	LIME ST TO HODGES CROSS RD	606890
ALFORD	WEST ROAD	BRIDGE REPLACEMENT	MassDOT	24		BR OFF	3,050,913	OVER SCRIBNER BROOK	609070
BECKET	QUARRY ROAD	BRIDGE REPLACEMENT	MassDOT	26		BR OFF	2,374,920	OVER CUSHMAN BROOK	609069
CHESHIRE	SAND MILL RD	BRIDGE REPLACEMENT	MassDOT	24		BR OFF	2,405,358	OVER DRY BROOK	608857
DALTON	DALTON DIVISION RD	RECONSTRUCTION	TOWN	28	6	STBG	7,293,798	SOUTH OF EAST ST/HUBBARD AVE/ SOUTH ST INT	608737
EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	26	4	STBG	10,379,265	MT WASHINGTON TL TO N. UNDERMOUNTAIN RD	608547
EGREMONT	MOUNT WASHINGTON RD	REHABILITATION, RECONSTRUCTION	TOWN	27	4	STBG	3,555,839	MT WASHINGTON TL TO N. UNDERMOUNTAIN RD	608547B
GREAT BARRINGTON	COTTAGE STREET	BRIDGE REPLACEMENT	MassDOT	25		BR OFF	4,368,011	OVER HOUSATONIC RIVER	609076
GREAT BARRINGTON	STATE ROAD (ROUTES 7/23)	BRIDGE REPLACEMENT	MassDOT	25		NGBP	11,252,218	OVER HOUSATONIC RIVER	609430
GREAT BARRINGTON	DIVISION STREET	BRIDGE REPLACEMENT	MassDOT	25		NGBP	15,660,107	OVER HOUSATONIC RIVER	612183
GREAT BARRINGTON	ROUTES 7 & 23	COMPLETE STREET IMPLEMENTATION	MassDOT	?	5	UNDET	12,700,000	FROM BELCHER SQUARE N 1.4 MILES ON ROUTE 7	609465
GREAT BARRINGTON	HOUSATONIC BIKE PATH	DESIGN & CONSTRUCTION	TOWN	?		UNDET	4,500,000	HOUSATONIC RR/RIVER BIKE PATH CORRIDOR BET	XXX16D
GREAT BARRINGTON	ROUTE 7/ SOUTH MAIN STREET	RECONSTRUCTION	TOWN	?	4	UNDET	6,931,990		609215
LANESBOROUGH	BRIDGE STREET	BRIDGE REPLACEMENT	MassDOT	25		BR OFF	2,763,968	OVER TOWN BROOK	609428
LANESBOROUGH	WILLIAMSTOWN ROAD	BRIDGE REPLACEMENT	MassDOT	25		NGBP	2,072,728	OVER WATER BRODIE MOUNTAIN BROOK	612177
LANESBOROUGH	ROUTE 7	RESURFACING & SIDEWALK CONSTRUCTION	MassDOT	27	3	NHPP	3,808,000		609256

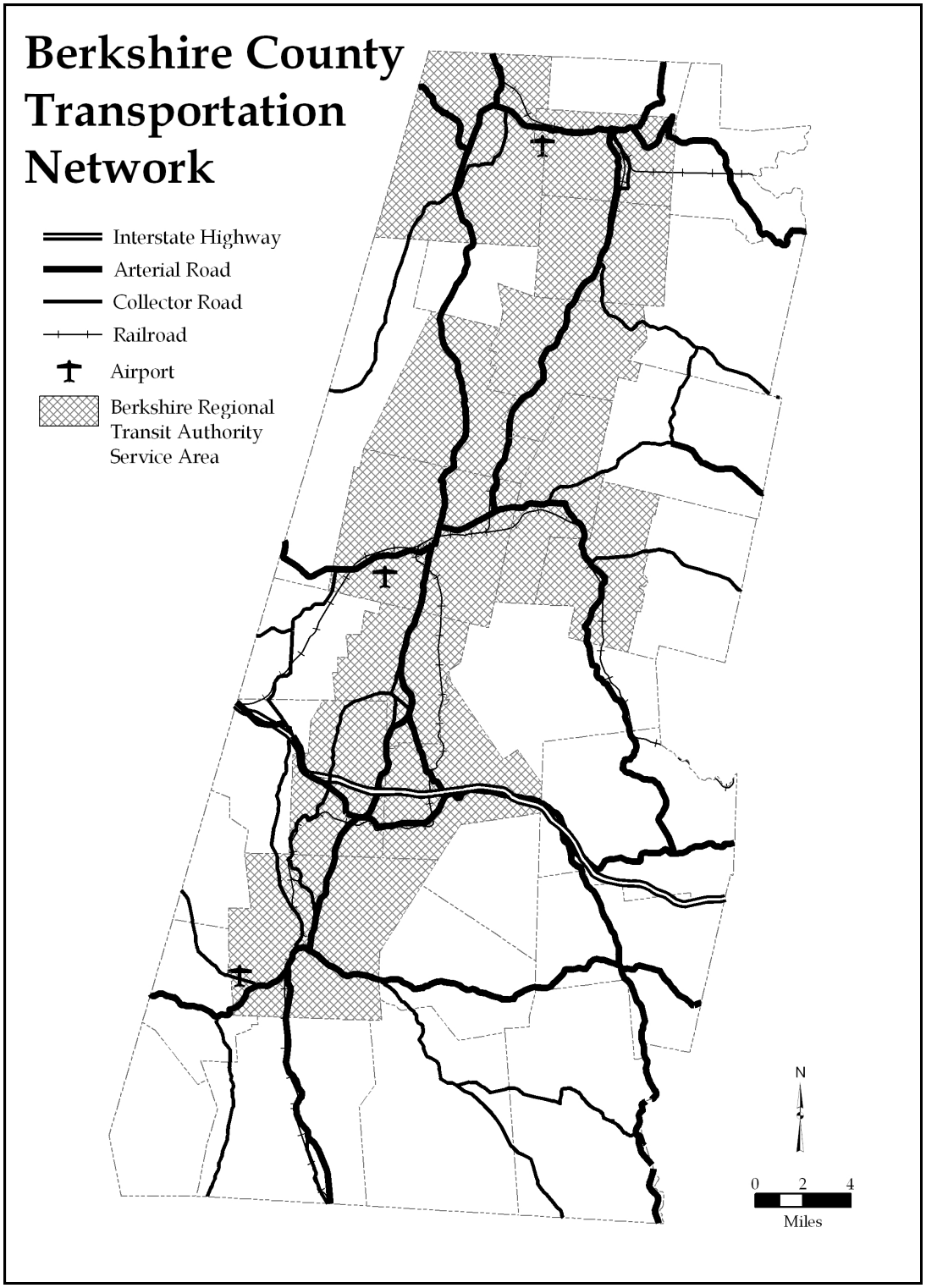
LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
LANESBOROUGH	SUMMER STREET	REHABILITATION	TOWN	?		UNDET	1,600,000	ROUTE 7 TO ROUTE 8	XXX14B
LEE	MEADOW ST	BRIDGE REPLACEMENT	MassDOT	24		NGBP	1,943,969	OVER POWDER MILL RD	607597
LEE	MILL STREET	BRIDGE REPLACEMENT	MassDOT	25		NGBP	5,285,176	OVER WASHINGTON MOUNTAIN BROOK	607677
LEE	ROUTE 20	INTERSECTION IMPROVEMENTS	MassDOT	27	6	NHPP	4,346,580	MAIN ST/ PARK ST AT W PARK ST	611970
LEE	BIKEWAY (PHASE 1)	CONSTRUCTION	TOWN	28	4	S-CMAQ	7,165,739	STOCKBRIDGE T.L. TO WEST PARK STREET	607570
LEE - BECKET	ROUTE 20	RESURFACING AND RELATED WORK	MassDOT	25		NHPP	6,065,291	LEE - BECKET	610728
LENOX	ROUTE 20 & PLUNKETT ST & BLANTYRE RD	INTERSECTION IMPROVEMENTS	MassDOT	27	2	S-HSIP	1,730,008		613053
MONTEREY	CURTIS ROAD	BRIDGE REPLACEMENT	MassDOT	25		BR OFF	1,156,318	OVER KONKAPOT RIVER	609074
NEW MARLBOROUGH	KEYES HILL ROAD	BRIDGE REPLACEMENT	MassDOT	24		BR OFF	1,770,360	OVER UMPACHENE RIVER	609078
NORTH ADAMS	ASHLAND STREET	RECONSTRUCTION	CITY	25	6	STBG	9,387,949		609277
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	MassDOT	24	6	STBG	10,423,290	LYMAN ST TO MERRILL RD	604003
PITTSFIELD	WAHCONAH STREET	BRIDGE REPLACEMENT	MassDOT	25		NGBP	5,762,273	OVER WEST BRANCH HOUSATONIC RIVER	612162
PITTSFIELD	PONTOOSUC AVE	BRIDGE REPLACEMENT	MassDOT	25		NGBP	2,779,341	OVER WEST BRANCH HOUSATONIC RIVER	612168
PITTSFIELD	SOUTH STREET	BRIDGE REPLACEMENT	MassDOT	26		NGBP	7,997,694	OVER HOUSATONIC RIVER	612498
PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	27	6	HSIP	434,275	JUNCTION RD TO EAST STREET	608768A
PITTSFIELD	MERRILL ROAD	RESURFACING & RELATED WORK	MassDOT	27	6	STBG	8,696,004	JUNCTION RD TO EAST STREET	608768
PITTSFIELD	EAST STREET	IMPROVEMENT/ WIDENING	CITY	28	6	STBG	5,800,000	LYMANN ST TO ELM STREET	609292
PITTSFIELD	HUBBARD AVE	BRIDGE REPLACEMENT/ SAFETY IMPROVEMENTS	TOWN	?		UNDET		CSX OVERPASS ON HUBBARD AVE	XXX17A
SAVOY	BLACK BROOK RD	BRIDGE SUPERSTRUCTURE REPLACEMENT	MassDOT	28		BR OFF	2,301,916	OVER BLACK BROOK	613136
SHEFFIELD	KELSEY ROAD	BRIDGE REPLACEMENT	MassDOT	26		BR OFF	1,680,912	OVER SCHENOB BROOK	609068
SHEFFIELD	COUNTY ROAD	SUPERSTRUCTURE REPLACEMENT	MassDOT	27		NGBP	2,059,164	OVER IRONWORKS BROOK	611942

LOCATION	FACILITY	TYPE OF WORK	LEAD	YR	PRIORITY	FUND	COST	PROJECT LIMITS/ BRIDGE OVER	ID#
TYRINGHAM	JERUSALEM RD	BRIDGE REPLACEMENT	MassDOT	25		BR OFF	2,710,916	OVER HOP BROOK	608859
WASHINGTON	LOWER VALLEY RD	BRIDGE REPLACEMENT	MassDOT	28		BR OFF	2,993,496	OVER DEPOT BROOK	613137
WILLIAMSTOWN	ROUTE 7	ACCESS IMPROVEMENT AT MT. GREYLOCK REGIONAL SCHOOL	MassDOT	25	1	STBG	520,000		612691
WILLIAMSTOWN	ROUTE 7	RESURFACING	MassDOT	?	1	UNDET	5,255,000		613093
WILLIAMSTOWN	ROUTE 43	RESURFACING	MassDOT	?	4	UNDET	18,336,200		608472
WILLIAMSTOWN	ROUTE 7	RETAINING WALL REPLACEMENT ON ROUTE 7	MassDOT	?		UNDET	3,458,138		613074

Total Projects = **45** **Grand Total Cost = $** **239,026,104**

Attachment 3

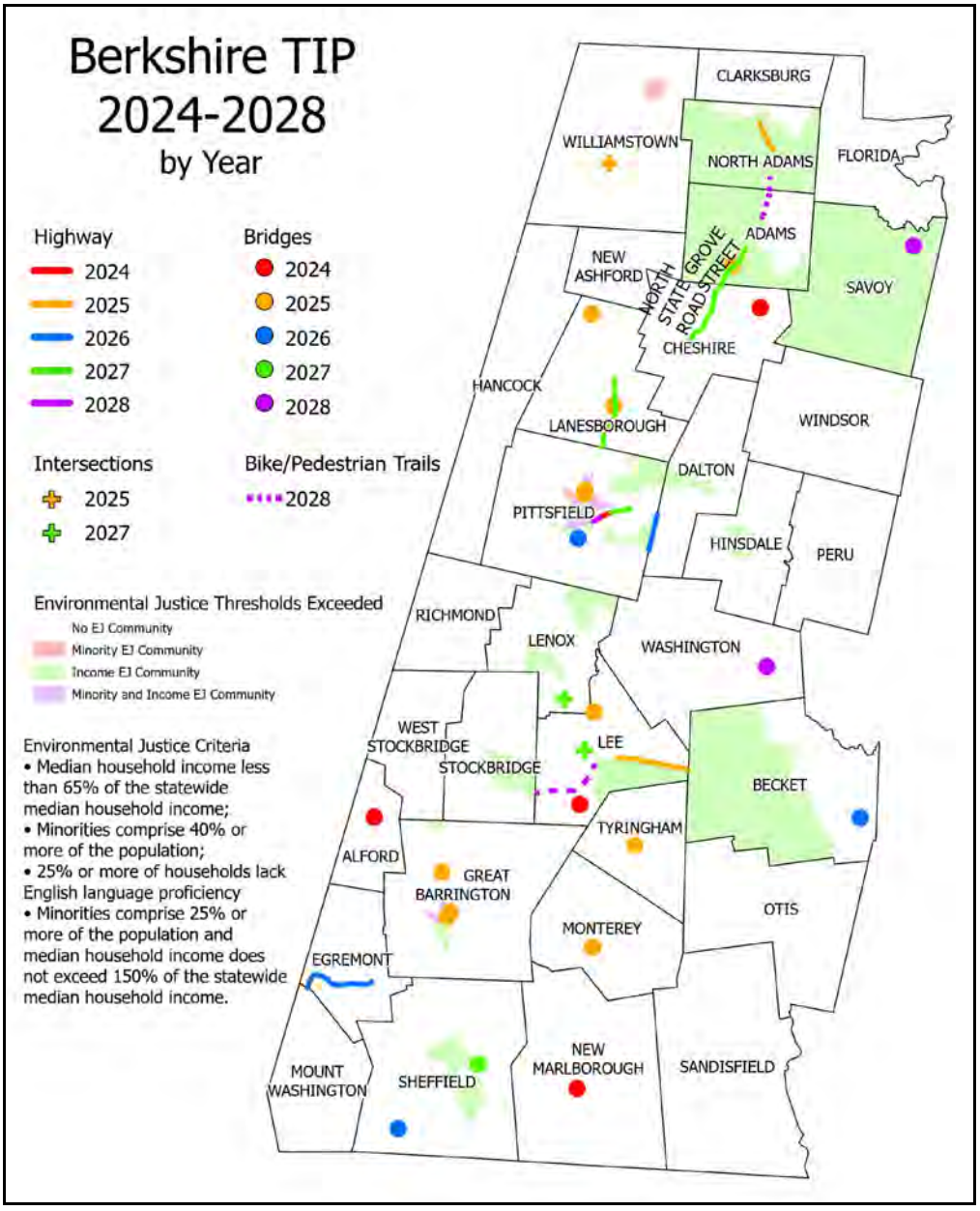
3. BERKSHIRE COUNTY TRANSPORTATION NETWORK MAP



The map below shows a geographical distribution of all highway and bridge projects programed in FFY 2024-2028 TIP in the Berkshire MPO region. Location of TIP projects are superimposed on the Environmental Justice (EJ) map of Berkshire County. The EJ thresholds used for the assessment are: Median household income less than 65% of the statewide median household income; Minorities comprise 40% or more of the population; 25% or more of households lack English language proficiency; Minorities comprise 25% or more of the population and median household income does not exceed 150% of the statewide median household income.
This assessment identifies projects that may potentially impact minority and low-income block groups in the region. While it may appear that many of the projects are programmed in a select number of communities, all the projects benefit each resident who travel to and within the urbanized area of Berkshire County.

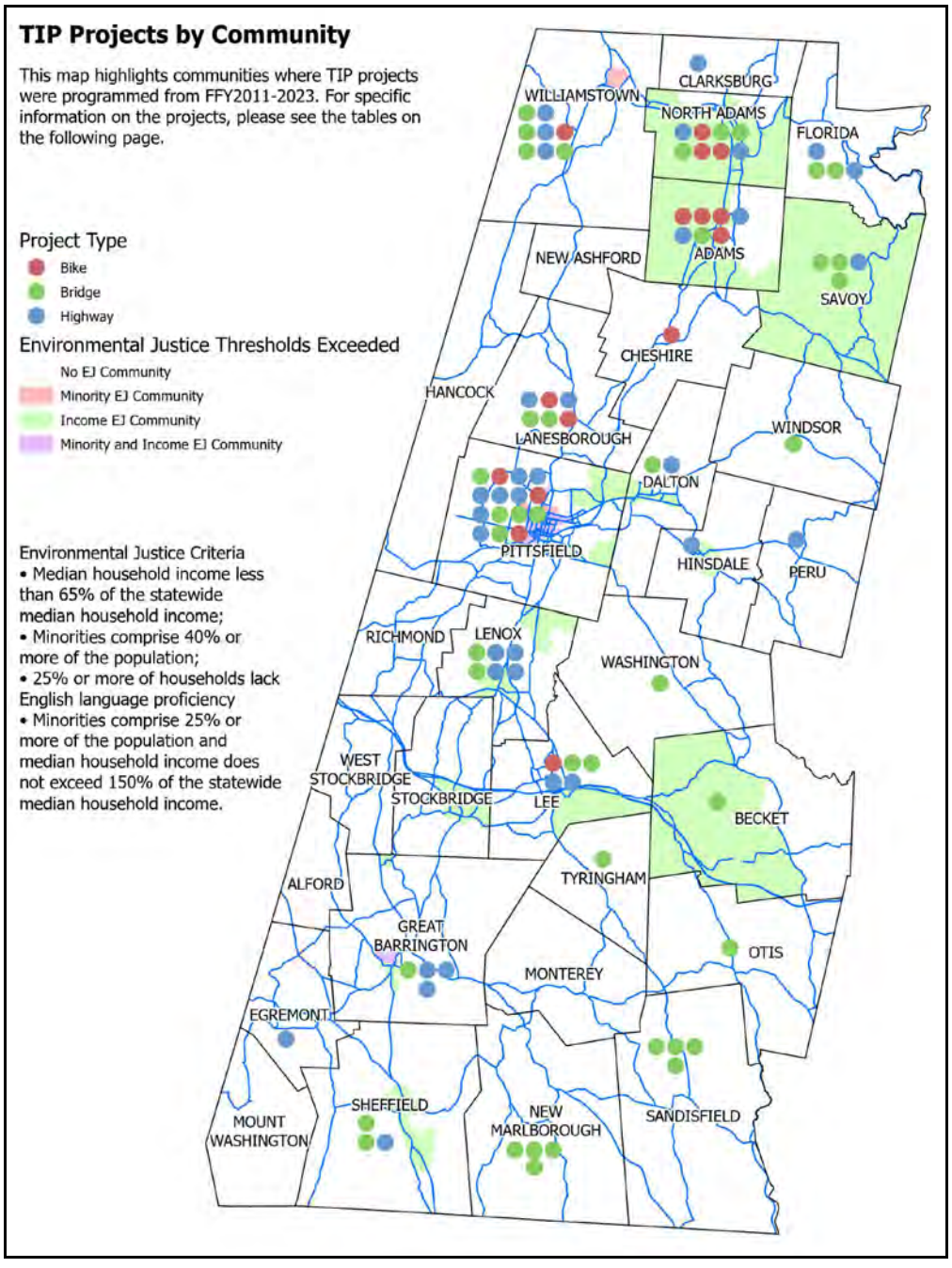
Attachment 4

4. BMPO FFY 2024 - 2028 TIP PROJECTS MAP



The map below shows a geographical distribution of TIP past projects programmed from FFY 2011 – 2023 in the Berkshire MPO region. The map highlights communities where TIP past projects were programmed, for specific information on the projects, please see the tables on the following pages. This assessment identifies projects that may potentially impact minority and low-income block groups in the region. While it may appear that many of the projects are programmed on a select number of communities, all the projects benefit each resident who travels to and within the urbanized area of Berkshire County.

Attachment 5
5. BERKSHIRE MPO PAST (FFY 2011 – 2023) TIP PROJECTS MAP



The following tables lists TIP projects programmed from FFY 2011 – 2023 in the Berkshire MPO region.

Highway Projects (FFY 2011 – 2023)

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

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

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

Bridge Projects (FFY 2011 – 2023)

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

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

Bike/ Pedestrian Trail Projects (FFY 2011 – 2022)

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

Attachment 6

6. GREENHOUSE GAS MONITORING AND EVALUATION

2024-2028
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 2024 – 2028 Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change, actions that are being to respond to these state laws and policies, the role of regional planning and TIP development in reducing GHG emission and tracking these reductions, and the projected GHG emission impacts from the projects programmed in the TIP.

State Policy Context

The Global Warming Solutions Act (GWSA), which was signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts *Clean Energy and Climate Plan for 2020*. In December 2014, the Department of Environmental Protection issued new regulations that require Metropolitan Planning Organizations to quantify impacts from project investments, track progress towards reductions, and consider impacts in the prioritization of GHG impacts from project investments. The targets for overall statewide GHG emissions are:



The role of Metropolitan Planning Organizations

The Commonwealth's thirteen metropolitan planning organizations (MPOs) are integrally involved in supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions through the promotion of healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assisting smart growth development patterns through the creation of a balanced multi-modal transportation system. This will be realized through the transportation goals and policies espoused in the 2024 Regional Transportation Plans (RTPs), the major projects planned in the RTPs, and the mix of new transportation projects that are programmed and implemented through the TIPs. The GHG tracking and evaluation processes enable the MPOs to identify the anticipated GHG impacts of the planned and programmed projects, and to use GHG impacts as a criterion in prioritizing transportation projects.

Regional GHG Tracking and Evaluation in RTPs

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO's 2035 RTPs, which were adopted in September 2011. This collaboration has continued for the MPO's 2044 RTPs and 2024 -2028 TIPs.

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

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

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

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

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

Calculation of GHG Impacts for TIP Projects

The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations and have been adapted to provide CO_2 impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.

Projects with Quantified Impacts

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

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

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

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

Improvement

Projects with Assumed Impacts

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

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

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

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

Regional Greenhouse Gas Impact Summary Tables for FFY 2024 – 2028 TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2024 – 2028 TIP. The first and second table below summarizes the calculated quantitative impacts of the completed highway and transit projects since 2015 to track progress towards reductions.

Berkshire Region Completed Highway Projects GHG

MassDOT Project ID	MassDOT Project Description	Total Programmed Funds	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description	Additional Description	Fiscal Year of Contract Award (2015 and forward)
602280	DALTON- RECONSTRUCTION OF HOUSATONIC STREET, FROM ROUTE 8 & 9 TO ROUTE 8	11,181,141	Quantified	-5,032	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2015
607900	PITTSFIELD- TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS AT CENTER STREET AND WEST HOUSATONIC STREET (ROUTE 20)	2,372,226	Quantified	-34,012	Quantified Decrease in Emissions from Traffic Operational Improvement		2016
606462	LENOX- RECONSTRUCTION & MINOR WIDENING ON WALKER STREET	8,521,062	Quantified	-6,202	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2018
606891	LANESBOROUGH- PITTSFIELD ASHUWILLTICOOK RAIL TRAIL EXTENSION TO CRANE AVENUE	2,704,236	Quantified	-19,278	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2020
607254	WILLIAMSTOWN- MOHAWK BICYCLE/PEDESTRIAN TRAIL CONSTRUCTION	5,585,900	Quantified	-4,369	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2020
609237	PITTSFIELD- ASHUWILLTICOOK RAIL TRAIL EXTENSION FROM CRANE AVENUE TO MERRILL ROAD	1,417,902	Quantified	-1,088	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2023

Berkshire Region Completed Transit Projects GHG

FTA Activity Line Item	Transit Agency	Project Description	Total Cost	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description	Additional Description	Fiscal Year Programmed (2015 and forward)
RTD0002943	BRTA	Buy Replacement Van (5)	350,000	Quantified	-28,354	Quantified Decrease in Emissions from Bus Replacement		2015
RTD0007502	BRTA	Buy 2 replacement 35 Ft Buses	825,902	Quantified	-52,256	Quantified Decrease in Emissions from Bus Replacement		2019
RTD0008423	BRTA	Buy Replacement 30-ft Bus (2) Fixed (5339)	273,226	Quantified	-1,144	Quantified Decrease in Emissions from Bus Replacement		2021
RTD0008422	BRTA	Buy Replacement 35-ft Bus (1) Fixed (5339)	496,863	Quantified	-26,128	Quantified Decrease in Emissions from Bus Replacement		2021

2024 Berkshire Region Highway Project GHG Tracking

STIP: 2024 - 2028 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2024					
Berkshire Region					
604003	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9)	Qualitative	Qualitative Decrease in Emissions	0	
607597	LEE- BRIDGE REPLACEMENT, L-05-004, MEADOW STREET OVER POWDER MILL BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
608857	CHESHIRE- BRIDGE REPLACEMENT, C-10-002, SAND MILL ROAD OVER DRY BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609070	ALFORD- BRIDGE REPLACEMENT, A-06-004, WEST ROAD OVER SCRIBNER BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609078	NEW MARLBOROUGH- BRIDGE REPLACEMENT, N-08-020, KEYES HILL ROAD OVER UMPACHENE RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
Berkshire Region 2024			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2025 Berkshire Region Highway Project GHG Tracking

STIP: 2024 - 2028 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2025					
Berkshire Region					
607677	LEE- BRIDGE REPLACEMENT, L-05-013, MILL STREET OVER WASHINGTON MOUNTAIN BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
608859	TYRINGHAM- BRIDGE REPLACEMENT, T-10-003, JERUSALEM ROAD OVER HOP 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	
609428	LANESBOROUGH- BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK	Qualitative	No assumed impact/negligible impact on 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	
610728	LEE- BECKET- RESURFACING AND RELATED WORK ON ROUTE 20	Qualitative	Qualitative Decrease in Emissions	0	
610777	ADAMS- BRIDGE REPLACEMENT, A-04-038, QUALITY STREET OVER HOOSIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
612162	PITTSFIELD- BRIDGE REPLACEMENT, P-10-039, WAHCONAH STREET OVER WEST BRANCH HOUSATONIC	Qualitative	No assumed impact/negligible impact on emissions	0	
612168	PITTSFIELD- BRIDGE REPLACEMENT, P-10-040, PONTOOSUC AVE OVER WEST BRANCH HOUSATONIC	Qualitative	No assumed impact/negligible impact on emissions	0	
612177	LANESBOROUGH- BRIDGE REPLACEMENT, L-03-015, US 7 WILLMSTOWN ROAD OVER WATER BRODIE MOUNTAIN BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
612183	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-002, DIVISION STREET OVER HOUSATONIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
612691	WILLIAMSTOWN- ROUTE 7 ACCESS IMPROVEMENTS AT MOUNT GREYLOCK REGIONAL SCHOOL	Qualitative	Qualitative Decrease in Emissions	0	
Berkshire Region 2025			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2026 Berkshire Region Highway Project GHG Tracking

STIP: 2024 - 2028 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2026					
Berkshire Region					
608547	EGREMONT- RECONSTRUCTION OF MOUNT WASGINGTON ROAD (PHASE 1)	Qualitative	Qualitative Decrease in Emissions	0	
609068	SHEFFIELD- BRIDGE REPLACEMENT, S-10-015, KELSEY ROAD OVER SCHENOB BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609069	BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
612498	PITTSFIELD- BRIDGE REPLACEMENT, P-10-003 & P-10-032, SOUTH STREET OVER HOUSATONIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
Berkshire Region 2026			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2027 Berkshire Region Highway Project GHG Tracking

STIP: 2024 - 2028 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2027					
Berkshire Region					
608547	EGREMONT- RECONSTRUCTION OF MOUNT WASHINGTON ROAD (PHASE I)	Qualitative	Qualitative Decrease in Emissions	0	
608768	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, INCLUDING CONSTRUCTION OF SHARED-USE PATH	Qualitative	Qualitative Decrease in Emissions	0	
609256	LANESBOROUGH- RESURFACING AND SIDEWALK CONSTRUCTION ON ROUTE 7	Qualitative	Qualitative Decrease in Emissions	0	
609394	ADAMS- CHESHIRE- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8	Qualitative	Qualitative Decrease in Emissions	0	
611942	SHEFFIELD- SUPERSTRUCTURE REPLACEMENT, S-10-024, COUNTY ROAD OVER IRONWORKS BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
611970	LEE- INTERSECTION IMPROVEMENTS AT PARK STREET AND MAIN STREET (ROUTE 20)	Qualitative	Qualitative Decrease in Emissions	0	
613053	LENOX- INTERSECTION IMPROVEMENTS ON ROUTE 20 AT PLUNKETT STREET AND BLANTYRE ROAD	Qualitative	Qualitative Decrease in Emissions	0	
Berkshire Region 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: 2024 - 2028 (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					
608737	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	Qualitative	Qualitative Decrease in Emissions	0	
609292	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9) FROM ELM STREET TO LYMAN ROAD	Qualitative	Qualitative Decrease in Emissions	0	
613136	SAVOY- BRIDGE SUPERSTRUCTURE REPLACEMENT, S-06-011, BLACK BROOK ROAD OVER BLACK BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
613137	WASHINGTON- BRIDGE SUPERSTRUCTURE REPLACEMENT, W-09-012, LOWER VALLEY ROAD OVER DEPOT BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
606890	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	Qualitative	Qualitative Decrease in Emissions	0	
607570	LEE- BIKEWAY CONSTRUCTION, FROM STOCKBRIDGE T.L. TO WEST PARK STREET (PHASE 1)	Qualitative	Qualitative Decrease in Emissions	0	
Berkshire Region 2028			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2024 Berkshire Region Transit Project GHG Tracking

STIP: 2024 - 2028 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2024					
Berkshire Regional Transportation Authority					
RTD0010568	BRTA - BUY REPLACEMENT <30 FT BUS (1) FIXED ROUTE- (5339 D)		No assumed impact/negligible impact on emissions	0	
RTD0010569	BRTA - PREVENTIVE MAINTENANCE		No assumed impact/negligible impact on emissions	0	
RTD0010570	BRTA - ACQUIRE - MISC SUPPORT EQUIPMENT-Purchase Electric Chargers for vehicles		No assumed impact/negligible impact on emissions	0	
RTD0011279	BRTA - BUY (3) REPLACEMENT 35-FT BUS (5339 D)		No assumed impact/negligible impact on emissions	0	
RTD0011283	BRTA - HVAC (5339 D)		No assumed impact/negligible impact on emissions	0	
T00054	BRTA-Preventative Maintenance- supporting FCA (5339 SU)		No assumed impact/negligible impact on emissions	0	
T00066	BRTA-Passenger Amenities		No assumed impact/negligible impact on emissions	0	
T00067	BRTA-Replacement of 2 support trucks		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	
2024			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2025 Berkshire Region Transit Project GHG Tracking

STIP: 2024 - 2028 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2025					
Berkshire Regional Transportation Authority					
RTD0010571	BRTA - PREVENTIVE MAINTENANCE		No assumed impact/negligible impact on emissions	0	
RTD0011281	BRTA - BUY replacement- Support Vehicles-electric		No assumed impact/negligible impact on emissions	0	
RTD0011289	BRTA - BUY REPLACEMENT <30 FT BUS (3)		No assumed impact/negligible impact on emissions	0	
T00064	BRTA-ITS Software Replacement		No assumed impact/negligible impact on emissions	0	
T00065	BRTA-Passenger Amenities		No assumed impact/negligible impact on emissions	0	
Berkshire Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2025			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2026 Berkshire Region Transit Project GHG Tracking

STIP: 2024 - 2028 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2026					
Berkshire Regional Transportation Authority					
RTD0010573	BRTA - PREVENTIVE MAINTENANCE		No assumed impact/negligible impact on emissions	0	
T00062	BRTA-Replacement (3) cutaways		No assumed impact/negligible impact on emissions	0	
T00063	BRTA-Passenger Amenities		No assumed impact/negligible impact on emissions	0	
Berkshire Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2026			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

2027 Berkshire Region Transit Project GHG Tracking

STIP: 2024 - 2028 (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					
RTD0011285	BRTA - PREVENTIVE MAINTENANCE		No assumed impact/negligible impact on emissions	0	
RTD0011286	BRTA - PREVENTIVE MAINTENANCE-ITC concrete		No assumed impact/negligible impact on emissions	0	
RTD0011287	BRTA - BUY REPLACEMENT <30 FT BUS (2)		No assumed impact/negligible impact on emissions	0	
T00060	BRTA-Preventative Maintenance- support FCA (5339 SU)		No assumed impact/negligible impact on emissions	0	
T00061	BRTA-Passenger Amenities		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: 2024 - 2028 (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					
T00056	BRTA-Preventative Maintenance		No assumed impact/negligible impact on emissions	0	
T00057	BRTA-Passenger Amenities- Bus shelters, accessories, bus stop signs, etc.		No assumed impact/negligible impact on emissions	0	
T00059	BRTA-Buy Replacement Cutaway Buses (3)		No assumed impact/negligible impact on emissions	0	
Berkshire Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2028			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2024 - 2028			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 2024 – 2028 Transportation Improvement Program and Air Quality Conformity Determination for the Berkshire Region MPO is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

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

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

_____ _____

Gina Fiandaca, Secretary and CEO Date
Massachusetts Department of Transportation
Chair, Berkshire MPO

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Attachment 7

7. FHWA & FTA TITLE VI CERTIFICATIONS & ASSURANCES

TITLE VI/NONDISCRIMINATION AGREEMENT AND RECIPIENT ASSURANCES

The **State of Massachusetts**, acting through its **Department of Transportation** (hereinafter referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (USDOT), Federal Highway Administration, it is subject to and must comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. §2000d *et seq*., 78 stat. 252), (prohibits discrimination on the basis ofrace, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324*et seq*.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. §794 *et seq*.), as amended, (prohibits discrimination on the basis ofdisability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. §6101 *et seq*.), (prohibits discrimination on the basis of age);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq*.), (prohibits discrimination on the basis of disability);
- 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 49 C.F.R. Part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
- 49 C.F.R. Part 28 (entitled *Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department Of Transportation*);
- 49 C.F.R. Part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
- 23 C.F.R. Part 200(FHWA's Title VI/Nondiscrimination Regulation);
- 28 C.F.R. Part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
- 28 C.F.R. Part 50.3 (DOJ Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory cites are hereinafter referred to as the "Acts." The preceding regulatory cites are hereinafter referred to as the "Regulations."

Although not applicable to Recipients directly, there are certain Executive Orders and relevant guidance that direct action by Federal agencies regarding their federally assisted programs and activities to which compliance is required by Recipients to ensure Federal agencies carry out their responsibilities. Executive Order 12898, 3 C.F.R. 859 (1995), entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations", emphasizes that Federal agencies should utilize existing laws to achieve Environmental Justice, in particular Title VI, to ensure nondiscrimination against minority populations. Recipients should be aware that certain Title VI matters raise Environmental Justice concerns and FHWA intends that all Recipients evaluate and revise existing procedures (as appropriate) to address and

implement Environmental Justice considerations. See the following FHWA website for more information and facts about Environmental Justice:

http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm.

Additionally, Executive Order 13166, 3 C.F.R. 289 (2001) on Limited-English-Proficiency, according to the U.S. Department of Justice in its Policy Guidance Document dated August 16, 2000 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the "*application of Title VI's prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency*." When receiving Federal funds Recipients are expected to conduct a four-factor analysis to prevent discrimination based on National Origin. (See also U.S. DOT's "*Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons,*" dated December 14, 2005, (70 Fed. Reg. at 74087 to 74100); the Guidance is a useful resource when performing a Four-Factor Analysis).

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, policy, memoranda, and/or guidance, Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that

> *"No person in the United States shall, on the grounds of race, color, national origin, sex, age, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity," for which the Recipient receives Federal financial assistance from the USDOT, including the Federal Highway Administration.*

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

Additionally, the Recipient may not discriminate in the selection and retention of contractors, including without limitation, retaining contractors whose services are for, or incidental to, construction, planning, research, highway safety, engineering, property management, realty, fee contracts, and other commitments with persons for services and expenses incidental to the acquisition of rights-of-way.

Federal-aid contractors may not discriminate in their selection and retention of first-tier subcontractors and first-tier subcontractors may not discriminate in their selection and retention of second-tier subcontractors, who participate in Federal-aid highway construction, acquisition of rights-of-way, and related projects, including those who supply materials and lease equipment.

The Recipient may not discriminate against eligible persons in making relocation payments and in providing relocation advisory assistance where highway rights-of-way acquisitions necessitate relocation(s).

The Recipient may not discriminate by preventing Title VI/Nondiscrimination populations from accessing and utilizing facilities and services provided for public accommodations (i.e., eating, sleeping, rest, recreation, and vehicle servicing) constructed on, over, or under the rights-of-way of federally assisted highways.

The Recipient, its sub-recipients, contractors, subcontractors, and other persons subject to this Agreement may not discriminate in their employment practices in connection with highway construction projects or other projects assisted by the Federal Highway Administration.

The Recipient shall develop and implement a Public Participation Plan in a manner that ensures the identification of Title VI/Nondiscrimination population(s), affords the population(s) opportunities to comment, and provides an atmosphere where all comments are promptly addressed with regard to the location and design of highway construction projects. Additionally, the Recipient shall not locate, design, or construct a highway in such a manner as to deny access to, and use thereof, to any persons on the basis of race, color, national origin, sex, age, or disability.

More specifically and without limiting the above general Assurance, the Recipient agrees with and gives, the following Assurance with respect to its federally-assisted highway program, as follows:

1. The Recipient agrees that each "program" and each "facility" as defined in §§21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Acts and the Regulations;

2. The Recipient shall insert the following notification in all solicitations for bids and Requests For Proposals for work or material subject to the Acts and the Regulations made in connection with all **Federal Highway Programs** and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

   "*The Massachusetts Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4), other Nondiscrimination requirements (The Federal-Aid Highway Act of 1973, The Age Discrimination Act of 1975, Section 504 of the Rehabilitation Act of 1973, and Americans with Disabilities Act of 1990), and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement will be awarded without discrimination on the ground of race, color, national origin, sex, age, or disability.*";

3. The Recipient shall insert the clauses of "Appendix A" of this Assurance in every contract or agreement subject to the Acts and the Regulations;

4. The Recipient shall insert the clauses of "Appendix B" of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures or improvements thereon or interest therein to a Recipient;

5. The Recipient shall insert the following language in all Federal-Aid Agreements entered into with the FHWA:

   "*The State of Massachusetts, acting through its Department of Transportation (Recipient)* ***HEREBY AGREES THAT****, as a condition to receiving Federal financial assistance from the United States Department Of Transportation, Federal Highway Administration, it is subject to and shall comply with Title VI of the Civil Rights Act of 1964 and additional Nondiscrimination requirements as detailed in the* ***FHWA Assurances for Title VI and Other Nondiscrimination Statutes and Regulations*** *document.*"

6. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance shall extend to the entire facility and facilities operated in connection therewith;

7. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance shall extend to rights to space on, over or under such property;

8. That the Recipient shall "include the appropriate clauses set forth in Appendix C and Appendix D" of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

   a. For the subsequent transfer of real property acquired or improved under the applicable Project or Program; and
   b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable Project or Program.

9. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the Assurance obligates the Recipient or any transferee for the longer of the following periods:

   a. The period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

b. The period during which the Recipient retains ownership or possession of the property.

10. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance; and

11. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

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

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

for Clinton Bench for Richard A. Davey

(Secretary/CEO)

DATED 24 Jun 14

TITLE VI/NONDISCRIMINATION AGREEMENT AND SUB-RECIPIENT ASSURANCES

The **Berkshire Metropolitan Planning Organization** [Grantee] (hereinafter referred to as the "Sub-Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (USDOT), Federal Highway Administration, from the Massachusetts Department of Transportation (Recipient), it is subject to and must comply with the Statutory/Regulatory Authorities and requirements detailed in this document.

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

Berkshire Metropolitan Planning Organization

Richard A. Davey
MassDOT Secretary and CEO
Berkshire MPO Chairman

DATED 24 Jan 14

APPENDIX A

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

1. **Compliance with Regulations:** The contractor shall comply with the Acts and the Regulations relative to Nondiscrimination in federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, national origin, sex, age, or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers a program set forth in Appendix B of 49 CFR Part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, national origin, sex, age, or disability.

4. **Information and Reports:** The contractor shall provide all information and reports required by the Acts, the Regulations and directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration (FHWA) to be pertinent to ascertain compliance with such Acts, Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the Recipient or the FHWA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the Nondiscrimination provisions of this contract, the Recipient shall impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

- Withholding of payments to the contractor under the contract until the contractor complies; and/or

- Cancellation, termination, or suspension of the contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor shall include the provisions of paragraphs 1 through 6 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Recipient to enter into such litigation to protect the interests of the Recipient and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

CLAUSES FOR DEEDS TRANSFERING UNITED STATES PROPERTY

APPENDIX B

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

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

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

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

vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

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

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE FEDERAL HIGHWAY PROGRAMS

APPENDIX C

The following clauses shall be included in deeds, licenses, leases, permits, or similar instruments entered into by the (Name of Recipient) pursuant to the provisions of Assurance 8(a):

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

1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permitee, etc.) shall maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) set forth in the Title VI/Nondiscrimination Assurance agreement

2. No person on the grounds of race, color, national origin, sex, age, or disability shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, (Name of Recipient) shall have the right to terminate the lease, license, permit, etc. and to re-enter and repossess said lands and facilities thereon, and hold the same as if the lease, license, permit, etc. had never been made or issued.

C. With respect to a deed, in the event of breach of any of the above nondiscrimination covenants, the (Name of Recipient) shall have the right to re-enter the lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the (Name of Recipient) and its assigns.

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE FEDERAL HIGHWAY PROGRAM

APPENDIX D

The following clauses shall be included in deeds, licenses, permits, or similar instruments entered into by (Name of Recipient) pursuant to the provisions of Assurance 8(b):

A. The (grantee, licensee, permitee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that (1) no person on the ground of race, color, national origin, sex, age, or disability shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing of services thereon, no person on the ground of race, color, national origin, sex, age, or disability shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permitee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in the Title VI/Nondiscrimination Assurance agreement.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, (Name of Recipient) shall have the right to terminate the (license, permit, etc., as appropriate) and to re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

C. With respect to deeds, in the event of breach of any of the above nondiscrimination covenants, (Name of Recipient) shall have the right to re-enter said land and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of (Name of Recipient) and its assigns.*

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

FTA FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2014 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for FTA funding and all FTA Grantees with an active Capital or Formula Project)

AFFIRMATION OF APPLICANT

Name of the Applicant: ___Berkshire Metropolitan Planning Organization_____

Name and Relationship of the Authorized Representative: __Richard A. Davey, Chairman_____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all Federal statutes and regulations, and follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2014, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Project for which it seeks now, or may later seek FTA funding during Federal Fiscal Year 2014.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

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

Signature _____ Date: 24 Jan 14

Name Clinton Bench for Richard A. Davey, Chair
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): _____

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA Project or Projects.

Signature _____ Date: _____

Name _____
Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active Capital or Formula Project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

FTA FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: __Berkshire Metropolitan Planning Organization_____

The Applicant agrees to comply with applicable provisions of Groups 01 – 24. _____

OR

The Applicant agrees to comply with applicable provisions of the Groups it has selected:

Group	Description	
01.	Required Certifications and Assurances for Each Applicant.	_X__
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Section Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity) and Capital Investment Program in Effect before MAP-21.	_____
12.	State of Good Repair Program.	_____
13.	Fixed Guideway Modernization Grant Program.	_____
14.	Bus and Bus Facilities Formula Grants Program and Bus and Bus Related Equipment and Facilities Grant Program (Discretionary).	_____
15.	Urbanized Area Formula Grants Programs, Passenger Ferry Grants Program, and Job Access and Reverse Commute (JARC) Program.	_____
16.	Seniors/Elderly/Individuals with Disabilities Programs and New Freedom Program.	_____
17.	Rural/Other Than Urbanized Areas/Appalachian Development/Over-the-Road Bus Accessibility Programs.	_____
18.	Public Transportation on Indian Reservations Programs (also known as the Tribal Transit Programs).	_____
19.	Low or No Emission/Clean Fuels Grant Programs.	_____
20.	Paul S. Sarbanes Transit in Parks Program.	_____
21.	State Safety Oversight Program.	_____
22.	Public Transportation Emergency Relief Program.	_____
23.	Expedited Project Delivery Pilot Program.	_____
24.	Infrastructure Finance Programs.	_____

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Transportation Improvement Program

APPENDIX

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

1. PUBLIC NOTICE

2. PUBLIC COMMENTS

3. MassDOT STIP Amendment/ Adjustment Procedures

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

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

Definitions of STIP Revision Procedures

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

Adjustment: A revision to the STIP that is 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 2023-2027 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.

2023-2027 | State Transportation Improvement Program

massDOT

Operating and Maintenance Expenditures as of March 2023

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$ 578,675	$ 1,835,065	$ 1,712,292	$ 210,024	$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Inspections	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ 47,059,926	$ 32,973,019	$ 12,653,389	$ 294,446	$ -
Bridge Maintenance - Deck Repairs	$ 17,822,818	$ 6,025,391	$ 4,129,146	$ 750,679	$ -
Bridge Maintenance - Joints	$ 4,538,192	$ 1,497,000	$ -	$ -	$ -
Bridge Preservation	$ 13,690,335	$ 6,945,387	$ 2,808,182	$ 1,069,091	$ -
Drawbridge Maintenance	$ 11,208,941	$ 6,926,247	$ 5,616,282	$ 1,517,600	$ -
Painting - Structural	$ 2,342,316	$ 492,945	$ 415,475	$ -	$ -
Structures Maintenance	$ 384,173	$ -	$ -	$ -	$ -
04 - Capacity					
Highway Relocation	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ 12,240,086	$ 15,061,146	$ 2,483,199	$ 963,458	$ -
07 - Intersection Improvements					
Traffic Signals	$ 3,372,014	$ 1,802,864	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planing	$ 1,696,450	$ 65,316	$ -	$ -	$ -
Resurfacing	$ 8,580,527	$ 15,675,205	$ 14,333,540	$ 3,186,441	$ -
Resurfacing DOT Owned Non-Interstate	$ 9,480,716	$ 3,277,740	$ 556,452	$ 140,348	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ 2,770,846	$ 1,397,444	$ 1,080,147	$ 222,198	$ -
Contract Highway Maintenance	$ 5,924,953	$ 3,360,014	$ 1,483,986	$ -	$ -
Crack Sealing	$ 1,678,385	$ 997,442	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ 9,006,958	$ 5,897,263	$ 3,395,005	$ 662,851	$ -
Dredging	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ 7,013,409	$ 4,913,810	$ 1,918,876	$ 89,739	$ -
Highway Sweeping	$ 2,158,651	$ 882,245	$ 613,047	$ -	$ -
Landscaping	$ 800,000	$ 244,014	$ -	$ -	$ -
Mowing and Spraying	$ 3,124,482	$ 2,989,678	$ 1,721,246	$ 374,034	$ -
Sewer and Water	$ 136,525	$ 261,650	$ -	$ -	$ -
Tree Trimming	$ 5,497,656	$ 3,072,476	$ 1,481,148	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	$ 2,000	$ -	$ -	$ -	$ -
Hwy Reconstr - Restr and Rehab	$ 689,151	$ 369,739	$ 496,749	$ 165,565	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ 1,616,313	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ 250,085	$ -	$ -	$ -	$ -
Impact Attenuators	$ 1,861,793	$ 765,000	$ 134,201	$ -	$ -
Lighting	$ 3,584,140	$ 2,093,264	$ 1,172,202	$ 683,784	$ -
Pavement Marking	$ 5,217,164	$ 3,914,558	$ 1,484,295	$ 75,006	$ -
Safety Improvements	$ 22,691	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ 1,530,285	$ 1,201,730	$ 290,837	$ -	$ -
Structural Signing	$ 213,951	$ 320,000	$ 98,584	$ -	$ -
Section I Total:	**$ 186,094,609**	**$ 125,257,651**	**$ 60,078,278**	**$ 10,405,265**	**$ -**
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
	$ 86,100,000	$ 95,000,000	$ 95,000,000	$ 95,000,000	$ 95,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ 35,000,000	$ 36,050,000	$ 37,140,000	$ 38,260,000	$ 39,410,000
Section II Total:	**$ 121,100,000**	**$ 131,050,000**	**$ 132,140,000**	**$ 133,260,000**	**$ 134,410,000**
Grand Total NFA:	**$ 307,194,609**	**$ 256,307,651**	**$ 192,218,278**	**$ 143,665,265**	**$ 134,410,000**

2023-2027 | State Transportation Improvement Program

massDOT

Operating and Maintenance Expenditures as of March 2023

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ 1,702,831	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 510,000	$ 1,260,000	$ 747,097	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 1,068,387	$ 1,640,000	$ 213,917	$ -	$ -
Structures Maintenance	$ 5,046,803	$ 754,257	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ 451,357	$ 1,213,925	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ 423,744	$ -	$ -	$ -	$ -
Section I Total:	**$ 9,203,122**	**$ 4,868,181**	**$ 961,014**	**$ -**	**$ -**
Grand Total Federal Aid:	**$ 9,203,122**	**$ 4,868,181**	**$ 961,014**	**$ -**	**$ -**

2023-2027 | State Transportation Improvement Program

massDOT

Operating and Maintenance Expenditures as of March 2023

Berkshire Region

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Highway Relocation	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Dredging	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
	$ -	$ -	$ -	$ -	$ -
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ -	$ -	$ -	$ -	$ -
Section II Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

2023-2027 | State Transportation Improvement Program

massDOT

Operating and Maintenance Expenditures as of March 2023

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ 1,678,476	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 478,387	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ 423,744	$ -	$ -	$ -	$ -
Section I Total:	**$ 2,580,607**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total Federal Aid:	**$ 2,580,607**	**$ -**	**$ -**	**$ -**	**$ -**

2023-2027 | State Transportation Improvement Program

massDOT

Operating and Maintenance Expenditures as of March 2023

Berkshire Region

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Highway Relocation	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Dredging	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials	$ -	$ -	$ -	$ -	$ -
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ -	$ -	$ -	$ -	$ -
Section II Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

2023-2027 | State Transportation Improvement Program

massDOT

Operating and Maintenance Expenditures as of March 2023

Berkshire Region

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

BRPC
Berkshire Regional Planning Commission

JOHN DUVAL, Chair
MALCOLM FICK, Vice-Chair
SHEILA IRVIN, Clerk
BUCK DONOVAN, Treasurer
THOMAS MATUSZKO, A.I.C.P.
Executive Director

MEMORANDUM

TO: BRPC Finance Committee Members

FROM: Marianne Sniezek, Office Manager

DATE: April 27, 2023

SUBJ: Proposed FY 2024 Budget

Attached is the BRPC FY 2024 proposed budget (revenue and expenditures). Highlights for the FY 2024 proposed budget:

REVENUE:

- The FY24 revenue is proposed at $6,266,015. This is $ 886,431 higher than the FY23 budget. This revenue increase is primarily due to several new grants for Economic Development, Housing, Environmental and Energy, and the Public Health programs.
- The revenue generated from community assessments has a 2.5% budget increase resulting in a fee of $109,844 for FY24.

EXPENSES:

- The increase in salary expenses of $258,569 is primarily related to two new open full-time positions for the Public Health program, an open Transportation position and an open planner position, as well as $3,000 Personnel Pay Plans adjustments related to new pay ranges for FY24, and merit pay increases.
- Overall benefits increased by $143,985 from $984,065 in FY23 to $1,128,050 FY24. This increase is due mainly to additional benefited staff levels. The expenses increased due to health, dental, sick, vacation, and comp time. The retirees' Health Insurance decreased because of the decrease in the dental rate cost for FY24.
- The subcontractor amount increased by $338,270**.** The subcontract amount is "money in, money out" and does not affect our bottom line. The increase in the subcontractor amount is primarily due to the addition of Regional Food System Partners , Online Software and IT consultant, environmental and Energy subcontractors for efficiency programs, and Public Health subcontractors for local health and substance abuse prevention.
- Excluding subcontractors, the expense budget increased from $4,123,967 to $4,672,128 totaling an increase of $548,161 from FY23 to FY24.

ADDITIONAL INFORMATION:

- We have several awarded grants that will be under contract shortly. There are a few projects included in the budget that we anticipate contracts. Many are contracts we have received in past years, and we feel confident at least most will come through. If not, there is carryover revenue for the first several months of the year to allow time to adjust.

- We still have District Local Technical Assistance (DLTA) funding for the calendar year 2024, which ends December 31, 2024. The District Local Technical Assistance (DLTA) funding for the calendar year 2024 is included in the budget, but this is subject to approval by the state legislature.
- We have other grant applications that have been submitted or will be submitted in the next couple of months that are not in the proposed budget. If these new grants come through, we will have to adjust for these new potential awards.
- Direct billable salaries (Projects) are projected to increase by $124,845. The increase can be primarily attributed to the following items. The hiring of two new open positions for Public Health. The rest can be attributed to the adjustment $3,000 Personnel Pay Plans adjustments related to new pay ranges for FY24 and merit increases.
- The Administrative salaries budget increased by $133,724. This change is attributed to the HR Payroll assistant and time for an Assistant Director, Personnel Pay Plans adjustments and merit increases, as well as staff charging for staff meetings and agency training. Occasionally Program Managers charge to Admin when representing BRPC that cannot be billed to a project.
- The Intern Admin salaries line remains zero as there are no plans for an Intern FY24.
- The Retiree Health Insurance Liability Trust (GASB 45) is budgeted at last year's budget of $45,000. According to the FY22 audit, the total projected OPEB Liability for FY23 is $1,932,367. As of March 31, 2023, $1,121,761 is the balance in our trust account.
- Non-personnel operating costs are budgeted to increase modestly by $40,555 from the FY 23 budget. For FY24, we budgeted $20,748 more for new computer software and maintenance required by our insurance provider for cyber security, and password management and an increase in staff laptops. The depreciation expense decreased due to items being removed. For FY24, rent increased per the terms of our leases. Staff development increased for additional staff training and development. Supplies and office expenses increased for sound proofing of two offices and the installation of two televisions for hybrid and virtual meetings. Utilities decreased due to a new HVAC system installed by the landlord. Miscellaneous expenses increased for background checks and business cards for new staff or staff changes.
- There is an increase in the overall direct project expenses (interest, equipment/software, legal, supplies meetings, printing, travel, and other direct program expenses) by $105,051 due to additional equipment for the Air Quality project and software for the public health inspection program. Travel increased $3,000 due to more in person meetings for local projects in FY24. Supplies increased for the Air Quality project and the cost of public health clinics conducted by the public health nurses that will be reimbursed by insurance. Other direct project expenses increased $20,145 due to a paid intern for the Public Health Program and other direct expenses for projects that do not fall into the other expense categories.
- We have budgeted to put $15,000 into our reserve to continue to rebuild that fund.
- The overhead rate is targeted at 140%. As our "cognizant agency," the United States Department of the Interior has approved an Indirect Cost rate of 140% for FY22 and FY23. As of March 2023, our overhead rate is 140%. We will continue to use the contributions to the Retiree Health Insurance Liability Trust to maintain our overhead rate.

Attachments (2)

FY 2024 Projected Revenues 4.27.2023
FY 2024 Projected Expenditures 4.27.2023

FY 2024 BUDGET - REVENUE - PROJECTED

Berkshire Regional Planning Commission 5.05.2022 4.27.2023

PROJECTED REVENUES	FY2023 APPROVED	FY2024 PROJECTED	
Outsource GIS Planner	$ 11,000	$ 11,000	1
Brownfield Revolving Loan Fund	$ 17,000	$ 18,876	
Berkshire Bike Path Council Support	$ 1,000	$ 1,000	
Berkshire Public Health Alliance Inspections	$ 102,000	$ 137,719	
Berkshire Public Health Alliance Nursing	$ 86,443	$ 73,088	
Rest of River Coordination	$ 100,000	$ 15,000	
Online Burn Permits	$ 2,700	$ 2,700	
Berk. County Boards Of Health Assoc. Support Services	$ 11,000	$ 11,000	
Adams Brownfield Assessment	$ 464	$ 0	
Lanesborough Shared Economic Planner	$ 10,000	$ 11,000	1
Transportation Planning	$ 686,990	$ 789,727	
Great Barrington Shared Economic Planner	$ 25,000	$ 25,000	1
Lanesborough Stormwater Management Plan	$ 13,605	$ 16,006	
Berkshire Brownfield Assessment - North Adams	$ 447	$ 0	
Richmond Shared Economic Planner	$ 10,000	$ 10,670	1
Adams Shared Economic Planner	$ 10,000	$ 10,000	1
BLIC Berkshire United Way	$ 20,000	$ 10,000	
Berkshire Benchmarks - Berkshire United Way	$ 10,000	$ 19,600	
Emergency Preparedness Planning	$ 152,788	$ 162,158	2
Medical Reserve Corps - Berkshire Medical	$ 22,056	$ 22,056	2
Medical Reserve Corps - Franklin County	$ 22,056	$ 22,056	2
Dalton Stormwater Management Support	$ 11,000	$ 12,380	
Berkshire County Sheriff's Office - Opioid Prevention 2023	$ 25,000	$ 3,401	
Berkshire County Sheriff's Office - Opioid Prevention 2024	$ 0	$ 40,155	1
Adams Brownfields Clean Up	$ 8,020	$ 0	
District Local Technical Assistance	$ 239,782	$ 222,667	2
District Local Technical Assistance - Augmentation	$ 0	$ 100,000	
Group Purchasing	$ 75,000	$ 115,512	
Lenox Economic Planner	$ 20,000	$ 25,000	1
Regional Energy Planning Assistance	$ 22,223	$ 0	
Sheffield New Marlborough Otis - CDBG	$ 0	$ 0	
Milltown / Outdoor Recreation Plan 2022	$ 14,605	$ 19,200	
OPIOID Prevention North County	$ 12,113	$ 12,034	
Food Safety Retail Standards 2020 #1 Washington	$ 3,000	$ 3,000	
Food Safety Program 21 - Egremont	$ 2,500	$ 2,500	
AFDO/FDA - Alliance Strategic Plan - Egremont	$ 2,500	$ 2,500	
Food Safety Retail Standards 2020 #2 Egremont	$ 2,026	$ 2,519	
Food Safety Retail Standards Re-assessment Sheffield	$ 2,500	$ 2,500	
Food Safety Retail Standards 2020 #3 Williamstown	$ 2,669	$ 2,837	
Alliance Food Safety Program Assessment - Adams	$ 2,500	$ 2,500	
Nonpoint Source Regional Coordinator	$ 14,531	$ 0	
HEALing Community Study year 3	$ 387,775	$ 124,933	
HEALing Community Study year 4	$ 0	$ 90,435	
Community Health Improvement Planning	$ 137,300	$ 23,482	
Community Health Improvement Planning year 4	$ 0	$ 75,000	
Health Equity in Pittsfield Green Planning 23	$ 229,393	$ 8,172	
Health Equity in Pittsfield Green Planning 24	$ 0	$ 188,984	
Coalition for Public Health (WMPHA)	$ 4,000	$ 4,000	
Stockbridge - Outsource Planner	$ 9,952	$ 0	

FY 2024 BUDGET - REVENUE - PROJECTED

Berkshire Regional Planning Commission 5.05.2022 4.27.2023

PROJECTED REVENUES	FY2023 APPROVED	FY2024 PROJECTED	
Mass Trails - Mountain Biking	$ 12,161	$ 0	
Northampton Health Dpt-Comprehensive Opioid/Stimulant/Substance Abuse	$ 29,535	$ 35,000	
EDA COVID-19 Regional Recovery Project	$ 505,615	$ 0	
NEAETC,Community Research Initiative of New England, Inc. Hepatitis C	$ 25,000	$ 25,000	3
BARR Berkshire County Education Task Force Planning	$ 62,482	$ 0	
Substance Misuse Prevention Grant Program	$ 140,000	$ 250,000	3
Great Barrington Brownfields Clean-up	$ 25,569	$ 7,987	3
BOAPC Substance Abuse Prevention Webinar	$ 4,900	$ 2,460	
DPH Shared Services/ Public Health Excellence	$ 300,000	$ 299,999	
Berkshire Early Childhood Community Circle	$ 107,150	$ 0	
Mt Washington Hazard Mitigation	$ 0	$ 0	
EPA Healthy Communities	$ 17,026	$ 6,012	
Local Health Support Contract Tracing	$ 250,000	$ 357,105	
Lenox MVPA 22	$ 160,656	$ 0	
Housatonic Valley Association - Culvert	$ 25	$ 0	
Housatonic Valley Association - Municipal Culvert Replacement Cooperative	$ 5,571	$ 0	
Clarksburg Municipal Vulnerability Program	$ 12,105	$ 0	
Clarksburg Green Community	$ 6,565	$ 0	
MassCEC Capacity Building Program	$ 17,055	$ 5,041	
Cheshire Stormwater Support	$ 13,000	$ 8,230	2
Windsor Master Plan	$ 11,996	$ 0	
Adams Zoning Support for Housing & Housing Choice Designation	$ 0	$ 874	
Earmark Housing	$ 45,010	$ 77,082	
Williamstown Housing Needs Assessment	$ 3,435	$ 8,005	
Williamstown Open Space and Recreation Plan	$ 2,909	$ 4,469	
Becket Open Space and Recreation Plan	$ 1,246	$ 0	
Economic Development District	$ 70,000	$ 70,000	
New England Rural Health Association - Rural Vaccine Equity	$ 112,500	$ 75,000	
Williamstown Community Partnership - Mass Save/Berkshire Gas	$ 31,500	$ 42,635	
Cheshire Zoning for Housing	$ 6,306	$ 0	
Alliance Food Safety Program Advancement - 3 yrs.	$ 85,500	$ 170,578	3
Alliance Food Safety Program Online Permitting - 3 yrs.	$ 82,500	$ 152,526	3
Monterey 319	$ 10,000	$ 51,072	3
Housatonic Valley Association Berkshire Clean Cold and Connected	$ 4,000	$ 50,000	1
Adams Green Communities	$ 7,549	$ 5,613	3
North Adams Green Communities	$ 8,034	$ 3,022	
Washington MVP	$ 8,659	$ 0	
West Stockbridge Complete Streets	$ 8,223	$ 0	
State Earmark Outdoor Recreation Website	$ 192,123	$ 27,225	
Cheshire Green Communities	$ 8,034	$ 2,446	
Shared Services	$ 65,000	$ 50,930	
EDA CEDS 23	$ 29,000	$ 0	
Lee Master Plan Open Space Recreation Plan	$ 60,000	$ 10,000	
Monterey Master Plan	$ 37,046	$ 0	
Outdoor Recreation Assessment	$ 37,500	$ 0	
North Adams Business Guide	$ 22,000	$ 0	
Façade Improvement Grant Program	$ 3,000	$ 0	
EPA - Assessment Project	$ 82,000	$ 138,000	
West Stockbridge Green Communities	$ 0	$ 6,087	
Decarbonizing Berkshire County with Municipal Energy Self-Sufficiency	$ 0	$ 21,940	

FY 2024 BUDGET - REVENUE - PROJECTED

Berkshire Regional Planning Commission 5.05.2022 4.27.2023

PROJECTED REVENUES	FY2023 APPROVED	FY2024 PROJECTED	
Sheffield Sustainable & Affordable Housing	$ 0	$ 8,628	
Adams Stormwater	$ 0	$ 10,000	1
Berkshire Funding Focus (grants)	$ 0	$ 45,000	1
(CEDAC) Home Modification Loan Program (HMLP)	$ 0	$ 25,403	
Clarksburg Grant Writing	$ 0	$ 5,770	
Western Mass Emergency Preparedness Mgmt	$ 0	$ 35,000	1
Monterey Municipal Vulnerability Action Grant	$ 0	$ 37,345	
Lee Hazard Mitigation and Municipal Vulnerability Preparedness	$ 0	$ 12,198	
Regional Food System Partnerships Program	$ 0	$ 306,506	
Brownfield Revolving Loan Fund 2	$ 0	$ 23,002	
Lee - Stockbridge Road Parcel Planning	$ 0	$ 10,765	
(MCLA) National Endowment for the Arts	$ 0	$ 49,998	
Dept of Revenue (EOAF) - Efficiency and Regionalization - Online permitting	$ 0	$ 100,042	
Mass Audubon Society - Rowe MVP	$ 0	$ 1,155	
Hancock MVP	$ 0	$ 17,844	
Digital Equity Planning Pittsfield	$ 0	$ 100,000	3
Digital Equity Planning Southern Berkshire County	$ 0	$ 85,000	3
Digital Equity Planning Dalton	$ 0	$ 25,000	3
Municipal Cybersecurity Services Pilot	$ 0	$ 100,283	
Community First Partnership - Mass Save - Adams & North Adams	$ 0	$ 40,763	3
Community First Partnership - Mass Save - Lee & Gt. Barrington	$ 0	$ 40,763	3
Sandisfield Green Communities	$ 0	$ 3,977	
Air Quality	$ 0	$ 178,001	
USDOT Transportation Safety Planning	$ 0	$ 198,000	3
National Council on Aging - Home Vaccinations	$ 0	$ 88,110	
Mass Clean Energy Technology Center-EMPower Innovation/Implement	$ 0	$ 129,912	3
Digital Equity Partnership	$ 0	$ 25,000	1
Cultural District	$ 0	$ 36,000	3
General: Community Assessment	$ 107,165	$ 109,844	
Unsecured New Projects	$ 0	$ 0	
TOTAL REVENUES	$ 5,379,584	$ 6,266,015	

1. Applied for / requested- no decision as of 4/27/2023
2. As of 4/27/2023 not yet under contract
3. As of 4/27/2023 awarded but not yet under contract

FY 2024 BUDGET - EXPENDITURES - PROJECTED

Berkshire Regional Planning Commission 5.12.2022 **4.27.2023**

EXPENDITURES		FY2023 APPROVED	FY2024 PROJECTED
SALARIES			
Direct Billable	$	2,156,015	$ 2,280,860
Indirect Admin.	$	540,916	$ 674,640
Interns (Admin)	$	0	$ 0
Subtotal Salaries	**$**	**2,696,930**	**$ 2,955,499**
BENEFITS			
Comp and Vacation Leave	$	150,109	$ 190,588
Holiday and Jury Leave	$	108,103	$ 131,437
Sick unaccrued used	$	65,514	$ 96,126
Health Insurance	$	511,751	$ 553,800
Retirees Health Insurance	$	26,132	$ 22,989
Retiree Future Health Insurance Liability (GASB 45)	$	45,000	$ 45,000
Workers Comp Insurance	$	3,602	$ 9,500
State Unemployment Insurance	$	10,985	$ 10,520
FICA and Medicare	$	62,869	$ 68,091
Subtotal Benefits	**$**	**984,065**	**$ 1,128,050**
NON-PERSONNEL			
OPERATING EXPENSES			
Accounting Services	$	4,525	$ 5,000
Advertising	$	3,519	$ 3,569
Audit	$	21,500	$ 22,500
Computer Equipment, Software & Maintenance	$	51,611	$ 72,359
Copying / Scanning Expense	$	9,605	$ 6,500
Depreciation	$	9,182	$ 6,300
Dues & Subscriptions	$	21,554	$ 22,950
Flex Plan Administration	$	1,778	$ 2,002
Insurance (Auto, Officers, Office)	$	8,993	$ 11,401
Janitor	$	12,220	$ 12,060
Legal (Administrative)	$	2,100	$ 6,000
Mapping Supplies	$	750	$ 750
Meetings (Administrative)	$	2,000	$ 2,000
Parking	$	0	$ 0
Payroll Services	$	4,374	$ 4,443
Postage	$	1,900	$ 3,100
Printing (Administrative)	$	100	$ 200
Publications	$	700	$ 700
Rent	$	99,937	$ 103,047
Staff Development	$	16,500	$ 21,500
Supplies/Office	$	7,604	$ 19,500
Telephone/Internet	$	22,500	$ 19,676
Travel (Administrative)	$	2,000	$ 1,100
Utilities	$	25,700	$ 22,500
Water & Recycling	$	2,600	$ 2,500
Web Site	$	1,549	$ 1,850
Miscellaneous	$	1,952	$ 3,800
Subtotal Operating (Admin)	**$**	**336,752**	**$ 377,307**

FY 2024 BUDGET - EXPENDITURES - PROJECTED

Berkshire Regional Planning Commission 5.12.2022 **4.27.2023**

EXPENDITURES	FY2023 APPROVED	FY2024 PROJECTED
PROJECT EXPENSES		
Interest Expense	$ 100	$ 100
Communications (Projects)	$ 2,250	$ 14,000
Equipment / Software (Projects)	$ 2,700	$ 59,706
Legal (Projects)	$ 2,000	$ 4,000
Meetings / Trainings (Projects)	$ 17,000	$ 17,000
Postage (Projects)	$ 1,000	$ 1,200
Printing (Projects)	$ 3,000	$ 3,000
Supplies (Projects)	$ 32,000	$ 42,951
Travel (Projects)	$ 11,000	$ 14,000
Other Program Expenses	$ 19,570	$ 39,715
Unreimbursed Expenses	$ 600	$ 600
Subtotal Operating (Other)	**$ 91,220**	**$ 196,271**

SUBCONTRACTS / SUBRECPIENTS	FY2023 APPROVED	FY2024 PROJECTED
Traffic / Transportation Consultant(s)	$ 7,500	$ 7,500
Berkshire Public Health Nursing Program Support	$ 0	$ 10,000
Rest of River Clean-up Legal Consultation	$ 100,000	$ 15,000
Burn Permit Software Consultant	$ 2,500	$ 2,700
Medical Reserve Corp Support	$ 44,112	$ 44,112
Stormwater Subcontrator	$ 3,605	$ 0
Rail Consultant	$ 5,000	$ 0
Nonpoint Source Consultant	$ 11,000	$ 25,000
Post OD in Northern County Consultant/Subcontractor	$ 7,000	$ 12,034
Community Engagement Intervention Subcontractors	$ 250,000	$ 125,000
Community Health Improvement Planning Partners	$ 40,000	$ 40,000
Health Equity in Pittsfield Green Planning	$ 65,000	$ 65,000
Technical Assistance Subcontractors	$ 185,000	$ 10,000
Berkshire County Education Subcontractors	$ 30,000	$ 0
Substance Abuse Prevention Subcontractor	$ 5,000	$ 5,000
Hepatitis C Prevention Subcontractors	$ 6,000	$ 12,000
Substance Abuse Prevention Subcontractor	$ 0	$ 9,900
Parent Advocacy Subcontractors	$ 4,900	$ 0
Berkshire Early Childhood Community Subcontractors	$ 31,000	$ 0
Translation Services	$ 0	$ 3,625
Local Health Support Contract Tracing	$ 0	$ 100,000
Environmental Subcontractors	$ 152,000	$ 0
Housing Subcontractor	$ 25,000	$ 65,000
Rural Vaccine Equity Subcontractors	$ 0	$ 60,000
Community Partners/Advocate Subcontractors (WMS & LAN)	$ 11,000	$ 2,000
Board of Health Online Permitting Services	$ 5,000	$ 35,000
Public HealthTraining Subcontractors	$ 6,000	$ 0
Engineer Subcontractor	$ 0	$ 18,000
Stormwater Subcontractor	$ 0	$ 25,000
Website Subcontractors	$ 140,000	$ 13,500
Town Assistance Services	$ 40,000	$ 50,000
Business Guide Subcontractor	$ 2,500	$ 0
Outdoor Recreation Subcontractor	$ 6,500	$ 0
Environmental Subcontractors	$ 70,000	$ 125,000
Regional Food System Partners	$ 0	$ 368,016
Brownfield Contracts	$ 0	$ 4,000

FY 2024 BUDGET - EXPENDITURES - PROJECTED

Berkshire Regional Planning Commission 5.12.2022 **4.27.2023**

EXPENDITURES		**FY2023 APPROVED**		**FY2024 PROJECTED**
Promotion of the Arts Consultants	$	0	$	25,000
Online Software Consultant	$	0	$	100,000
Digital Equity - Pittsfield - Subcontractors	$	0	$	10,000
Digital Equity - Southern Berkshire County - Subcontractors	$	0	$	10,000
Digital Equity - Dalton - Subcontractors	$	0	$	2,500
IT Consultant	$	0	$	80,000
Community Partners/Advocate Subcontractors (ADM & NAD)	$	0	$	2,000
Community Partners/Advocate Subcontractors (GTB & LEE)	$	0	$	2,000
Air Quality Consultants	$	0	$	40,000
Traffic / Transportation Safety Consultant(s)	$	0	$	20,000
Energy Consultants	$	0	$	50,000
Subtotal Subcontracts/Subrecipients	**$**	**1,255,617**	**$**	**1,593,887**
RESERVE	**$**	**15,000**	**$**	**15,000**
TOTAL EXPENDITURES	**$**	**5,379,584**	**$**	**6,266,015**

JOHN DUVAL, Chair
MALCOLM FICK, Vice-Chair
SHEILA IRVIN, Clerk
BUCK DONOVAN, Treasurer
THOMAS MATUSZKO, A.I.C.P.
Executive Director

MEMORANDUM

TO: Berkshire Regional Planning Commission Delegates & Alternates
FROM: Thomas Matuszko, Executive Director
DATE: May 12, 2023
SUBJ: May 18, 2023, Commission Meeting

A. CPTC Webinar Series, Introduction to the Zoning Act

This is a great opportunity for newly elected Planning Board members. The Spring - Summer CPTC Webinar Series begins with the workshop, Introduction to the Zoning Act. This workshop is aimed at newer Planning Board and Board of Appeals members as well as experienced members who wish to brush up on the Zoning Act. It addresses the purposes of the Zoning Act and the process (and the Planning Board's role) for the adoption/amending of zoning bylaws and ordinances. The difference between variances and special permits will be discussed. Additionally, the course will include how zoning is enforced and by whom as well as the role of the Zoning Board of Appeals in variances and zoning appeals. It is presented by Brian Currie, AICP who has many years of experience as a municipal planner in Massachusetts. It will be held via Zoom on Tuesday, May 23rd at 5:30 pm. Registration is required. More information and registration at https://masscptc.org/index.php/training/webinar-series/ .

B. Economic Development Planning Council

The Healey-Driscoll Administration initiated the state's economic development planning process with the first meeting of the Economic Development Planning Council at the Massachusetts State House recently. Comprised of leaders from a diversity of backgrounds and regions, the council will hold a series of engagement sessions across the state this spring and summer to gather public input about the state's economic development needs and opportunities. The council will then craft a strategic plan to guide Massachusetts economic development policy over the next four years. The First meeting is scheduled on May 19, 2023 in Springfield. Refer to the Press Release in the meeting material

C. Additional Housing Related Grant Funds

The Healey-Driscoll Administration announced the availability of additional funding to support community planning and engagement efforts geared towards increasing the production of housing. Approximately $1.5M in community compact funds will be distributed competitively to eligible projects through the Community Planning Grant Program in the 2023 Community One Stop for Growth process. Refer to the letter in the meeting material.

D. 2023 State of the County Update

Berkshire Benchmarks released the 2023 State of the County Update as a follow-up to the 2022 State of the County Report, State-of-the-County-Update-2023.pdf (berkshirebenchmarks.org).

CPTC Webinar Series 2023



2023 Webinar Series, Spring – Summer

Introduction to the Zoning Act

- **Date:** Tuesday, May 23, 2023, 5:30 pm
- **Cost:** $35
- **Registration:** Register here.

This course addresses the purposes of the Zoning Act and the process (and the Planning Board's role) for the adoption/amending of zoning bylaws and ordinances. The difference between variances and special permits will be discussed. Additionally, the course will include how zoning is enforced and by whom as well as the role of the Zoning Board of Appeals in variances and zoning appeals.

- **Presenter:** *Brian A. Currie, AICP, Consultant*
- **Moderator**: *Alan Pease, CPTC*

Roles and Responsibilities of Boards

- **Date:** Monday, June 12, 2023, 5:30 pm
- **Cost:** $35

- **Registration:** Register here.

Join us if you are a new Board member or building inspector. This webinar will launch you into your role as a local official, introduce you to the functions of the two boards and the main tools of planning and zoning. This session will also include an introductory discussion of the Open Meeting, Public Records, and the Conflict-of-Interest Laws.

- **Presenter:** *Pam Brown, Esq., Brown & Brown, P.C.*
- **Moderator**: *Alan Pease, CPTC*

Previous Workshops

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617.287.5570

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PRESS RELEASE

Governor Healey Announces First Meeting of Economic Development Planning Council

FOR IMMEDIATE RELEASE:
5/05/2023
Executive Office of Housing and Economic Development

MEDIA CONTACT

BOSTON — Today, Governor Maura Healey, Lt. Governor Kim Driscoll, and Economic Development Secretary Yvonne Hao kicked off the state's economic development planning process with the first meeting of the Economic Development Planning Council at the Massachusetts State House.

Comprised of leaders from a diversity of backgrounds and regions, the council will hold a series of engagement sessions across the state this spring and summer to gather public input about the state's economic development needs and opportunities. The council will then craft a strategic plan to guide Massachusetts economic development policy over the next four years.

"From day one, our administration has been committed to making Massachusetts a thriving and great place to live, work, raise a family and do business," said **Governor Maura Healey**. "We have assembled this council of leaders from across the business community and representing every region of our state to advise us on how to harness our tremendous human talent and assets to create opportunity across the state."

"Massachusetts has a lot to offer, and we want businesses and people to move here, stay here and build their futures here," said **Lieutenant Governor Kim Driscoll.** "This council draws from a diversity of perspectives and backgrounds – from small business owners to global sector leaders hailing from Western Massachusetts to the Cape – to ensure that all voices are included in this process to envision a future economy for all."

"We want to lengthen our lead in Massachusetts and put our people and communities on a path towards economic prosperity," said **Economic Development Secretary Yvonne Hao**. "We are excited to get started on this process and look forward to working with business leaders and stakeholders throughout Massachusetts to define the areas of opportunity and growth for our state economy."

The participants in today's kickoff meeting include individuals from the Healey-Driscoll Administration and the Legislature, along with leaders from key industries in Massachusetts. Members include:

- **Frank Callahan**, President, Massachusetts Building Trades Council
- **Julie Chen**, Chancellor, University of Massachusetts Lowell
- **JD Chesloff**, President and Executive Director, Massachusetts Business Roundtable
- **Roger Crandall**, Chairman, President and CEO, MassMutual
- **Steven Ellis**, Town Administrator, Town of Montague
- **Gina Fiandaca**, Massachusetts Secretary of Transportation
- **Sen. Barry Finegold**, Senate Chair, Joint Committee on Economic Development and Emerging Technologies, Senate President Designee
- **Ruthanne Fuller**, President, Massachusetts Municipal Association
- **Matthew Gorzkowicz**, Massachusetts Secretary of Administration and Finance
- **Yvonne Hao**, Massachusetts Secretary of Economic Development, *Chair
- **Sarah Hodges**, General Partner, Pillar Venture Capital
- **Melissa Hoffer**, Massachusetts Climate Chief
- **Laura Hooks**, Ph.D., Vice President and General Manager, Maritime & Strategic Systems, General Dynamics Mission Systems
- **Lauren Jones**, Massachusetts Secretary of Labor and Workforce Development
- **Julie Kim**, President, Takeda U.S. Business Unit and U.S. Country Head
- **Glynn Llyod**, Executive Director, Mill Cities Community Investments
- **Paul Niedzwiecki**, CEO, Cape Cod Chamber of Commerce

- **Rep. Jerald Parisella**, House Chair, Joint Committee on Economic Development and Emerging Technologies
- **Jason Park,** Chief Financial Officer, DraftKings
- **Andrew Rebello**, Principal, Diman Regional Voc-Tech
- **Elisabeth Reynolds**, Ph.D., Partner, Unless; MIT Lecturer
- **Antonio Rodriguez**, Partner, Matrix Venture Capital
- **Tamara Small**, CEO, NAIOP Massachusetts
- **Dr. Kevin Tabb**, M.D., President and CEO, Beth Israel Lahey Health
- **Rebecca Tepper**, Massachusetts Secretary of Energy and Environmental Affairs
- **Brooke Thomson**, Executive Vice President of Government Affairs, Associated Industries of Massachusetts
- **Son Vo**, Owner, Chashu Ramen + Izakaya
- **Kate Walsh**, Massachusetts Secretary of Health and Human Services
- **Mary Kay Wydra**, President, Greater Springfield Convention Visitors Bureau

The Council will hold Regional Engagement Sessions across the Commonwealth, where stakeholders and members of the public are welcome to partake in discussions that will inform the substance of the eventual Economic Development Plan. Below are the confirmed locations and dates of these sessions:

- **May 19, 2023**: Pioneer Valley Regional Session at Springfield College, Springfield, 2:00 – 4:00 p.m.
- **May 25, 2023**: Southeast Regional Session at Bridgewater State University, Bridgewater, 9:00 – 11:00 a.m.
- **June 12, 2023**: Greater Boston Regional Session at Roxbury Community College, Boston, 11:30 a.m. – 1:30 p.m.
- **June 13, 2023**: Merrimack Valley Regional Session at Northern Essex Community College, Haverhill, 12:00 – 2:00 p.m.
- **June 20, 2023**: Cape Cod Regional Session at Chatham Community Center, Chatham, 1:00 – 3:00 p.m.

Sessions in the Northeast, MetroWest, Central Massachusetts, and Berkshires regions will be confirmed and announced at a later date.

According to Section 16G of Chapter 6A (https://urldefense.com/v3/__https:/mass.us20.list-manage.com/track/click?u=d76848d6925ee08d7a5fe3097&id=47f06348ad&e=96ff247794__;!!CPANwP4y!XjFsqThHkT7gSp0S26w82nTPR-q5FZNYPiGNI5q-Ywg0dA of the Massachusetts General Laws, a new economic development plan must be formulated and signed by the governor within the first year of a new administration. The plan sets long term goals and measurable benchmarks and defines major economic development initiatives and programs. Once the plan is complete, the council will submit it to the Legislature and the Joint Committee on Economic Development and Emerging Technologies and hold a public hearing prior to final approval by the governor. The final, approved plan will be published in writing and online by December 31, 2023.

###

Media Contact

Meggie Quackenbush, Director of Communications

Executive Office of Housing and Economic Development (/orgs/executive-office-of-housing-and-economic-development)
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OFFICE OF THE GOVERNOR
COMMONWEALTH OF MASSACHUSETTS
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(617) 725-4000

MAURA T. HEALEY
GOVERNOR

KIMBERLEY DRISCOLL
LIEUTENANT GOVERNOR

May 9, 2023

Dear Municipal Executive:

Governor Healey and I are pleased to announce the availability of additional funding for municipalities across the Commonwealth to support community planning and engagement efforts geared towards increasing the production of housing. Approximately $1.5M in community compact funds will be distributed competitively to eligible projects through the Community Planning Grant Program in the 2023 Community One Stop for Growth process.

All cities and towns are invited to apply for grants up to $100,000 to advance housing opportunities in their community. The funding is available immediately and will be awarded in June 2023. **Awardees will need to be prepared to contract no later than June 30, 2023, but will have until June 30, 2025 to complete their project.** Interested communities can apply by completing and submitting a Full Application through the One Stop, which is accepting applications from May 1, 2023 through June 2, 2023.

These housing planning grants can be used for a variety of activities, such as undertaking a Housing Production Plan, conducting a feasibility study for housing on municipally owned land, hiring a consultant to revise zoning, aimed at achieving smart growth goals, creating a 40R Smart Growth District to allow multi-family near transit, complying with MBTA Communities requirements under MGL c40A section 3A, conducting an Economic Feasibility Study for inclusionary zoning, revising subdivision rules and regulations, adopting other simple majority and Housing Choice best practices, public outreach and engagement activities to educate your residents about housing needs, and more!

Please visit the One Stop website at www.mass.gov/onestop, for guidelines and details on how to apply. We are grateful for your interest and commitment to working with our administration to address this important issue. I understand first-hand the demand and challenges that communities face for resources, and the Governor and I are happy to make this opportunity available to your community.

If you have questions and/or need more information, please contact Chris Kluchman, Deputy Director of DHCD's Community Services Division, at chris.kluchman@mass.gov.

Sincerely,

Kimberley Driscoll

Kim Driscoll
Lieutenant Governor

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