

**Minutes of the Berkshire Metropolitan Planning Organization (MPO) Meeting  
Wednesday, July 15<sup>th</sup> 2009, 4:30 PM**

At the Berkshire Regional Planning Commission office  
1 Fenn Street, Suite 201, Pittsfield, Massachusetts

MPO Representatives and Alternates Present:

David Mohler, EOT (designee of Secretary of Transportation Bernard Cohen)  
Gordon Bailey (Southeast Berkshire Representative)  
Bruce Collingwood, City of Pittsfield (designee of Mayor James Ruberto)  
Jay Green, City of North Adams (designee of Mayor John Barrett)  
Sam Haupt, Town of Peru, TAC Vice Chair, BRPC Alternate  
Jim Lovejoy, Town of Mount Washington (Southwest Berkshire Representative)  
Roscoe Sandlin (Southeast Berkshire Alternate)  
Tom Szczepaniak (North Central Berkshire Representative)  
Gary Shepard, BRTA Administrator (BRTA Alternate)  
Ron Turbin, Town of Williamstown (North Berkshire Representative)

Member Agency Staff Present:

Mark Guenard, EOT Office of Transportation Planning  
Mark Moore, MassHighway District 1  
Peter Frieri, MassHighway District 1  
Nathaniel Karns, Executive Director, BRPC  
Christine Neumann, Transportation Planner, BRPC

Others Present:

Greg Federspiel, Lenox Town Manager  
Sarah Hudson, Tyringham citizen  
Kevin O'Donnell, Great Barrington Town Manager  
Joe Scelsi, Berkshire Mall TAC Representative  
Mark Siegars, Town of Tyringham, TAC Chair  
Ron Tinkham, Baker Hill Road District TAC Representative  
Jane Winn, Berkshire Environmental Action Team TAC Representative

**1. Introductions**

Mr. Mohler welcomed everyone to the meeting; members and those present introduced themselves.

**2. Minutes from March 6<sup>th</sup> MPO Meeting**

Mr. Szczepaniak moved to approve the minutes from the March meeting. Mr. Green seconded. The motion carried with Mr. Moore abstaining.

**3. Opportunity for Public Comment**

There were no public comments made at this time.

**4. Reports from April 8<sup>th</sup>, May 20<sup>th</sup>, and June 25<sup>th</sup> TAC Meetings**

Mr. Siegars summarized the reports from the April, May and June TAC meetings. At the April 8<sup>th</sup> meeting, the TAC heard a presentation by MassHighway District 1 regarding pavement preservation projects and opportunities to receive funding through the American Recovery and Reinvestment Act (ARRA). At the May 20<sup>th</sup> meeting, the TAC engaged in a discussion of the Transportation Reform legislation. The TAC intended to develop comments regarding the legislation and provide them to the MPO. However, the legislation had been passed by the state legislature the week before, so the TAC was unable to develop comments at that time.

At the June 25<sup>th</sup> meeting, the TAC approved recommending to the MPO to program the Route 2 preservation project in North Adams/Florida in FY2013 of the FFY2010-2013 TIP. The TAC is scheduled to meet again on August 6<sup>th</sup> at 4 p.m. The primary agenda item will be a discussion of priorities for highway funding in the next round of ARRA funding.

## **5. Vote to Approve for Public Release Highway and Transit Amendments to the FY09 element of the FY07-10 TIP**

Mr. Karns explained that one additional highway project in North Adams has been added to "Part 1C Not in Target" of the FFY2009 element of the FFY2007-2010 TIP.

The North Adams project has been referred to as a "major artery resurfacing project," and would include curb to curb surface restoration of various federal aid roadways, including Route 2, Route 8 and Route 8A, as well as other central arteries which act as major entrance corridors from Williamstown, Clarksburg and Adams. The project will involve resurfacing of approximately eight miles of roadway. This project will be funded through ARRA at a cost of \$3.43 million.

Mr. Mohler explained that EOT had recommended funding this project through the first round of ARRA funding because the project will be ready to be advertised before September and because it will improve National Highway System roadways. Other projects that will not be completely ready by September may be considered for the second round of ARRA funding.

Mr. Haupt asked if the addition of the North Adams resurfacing project to the FY09 element of the FY07-10 TIP will impact the availability of funds to the region during the second round of ARRA funding. Mr. Mohler explained that the addition of the North Adams project to the FY07-10 TIP will not affect the availability of funds to the region. However, it will remove \$3.43 million from the total amount of ARRA funding available to the state during the second funding round. Mr. Mohler further explained that EOT needs the Berkshire MPO's approval before placing this project on the FY07-10 TIP. Mr. Karns noted that, at this time, the MPO is only voting to release the amendment for a 30 day public comment period.

Mr. Moore moved to add the North Adams various federal aid roadway resurfacing project to the FY09 element of the FY07-10 TIP and to release the draft highway amendment for a 30 day public comment period. Mr. Green seconded. The motion carried unanimously. The public comment period will begin on Monday, July 20<sup>th</sup> with the publication of a public notice in the Berkshire Eagle.

Transit amendments include increasing costs and changing funding sources for certain transit projects. Mr. Karns explained that previously, ARRA funds were only to be used for capital improvements. FTA determined several weeks ago that regional transit authorities can now use up to 10% of ARRA funding for operating subsidies. The following list shows how BRTA plans to use its ARRA funding. Mr. Shepard noted that the BRTA received \$1.4 million rather than the \$1.29 million previously anticipated.

- Revenue Vehicles and Fareboxes: 4 23' 17 passenger minibus and fareboxes  
The cost of this project has increased by \$4,561 for a revised total cost of \$549,461  
This project had already been part of the FY09 element of the FY07-10 TIP.
- Small Urban Operating Funding (ARRA 10% flex)  
This project will be added to the FY09 element of the FY07-10 TIP for a total cost of \$145,439
- Revenue Vehicles and Fareboxes: 1 26' 23 passenger minibus and fareboxes  
The cost of this project has increased by \$24,482 for a revised total cost of \$174,483  
This project had already been part of the FY09 element of the FY07-10 TIP.
- Phase 1 ITS Implementation – Fixed Route software, computer hardware and implementation
- The cost of this project has increased by \$35,000 for a revised total cost of \$584,908  
This project had already been part of the FY09 element of the FY07-10 TIP.

Mr. Shepard moved to release the draft transit amendment to the FY09 element of the FY07-10 TIP for a 30 day public comment period. Mr. Szczepaniak seconded. The motion carried unanimously. The public comment period will begin on Monday, July 20<sup>th</sup> with the publication of a public notice in the Berkshire Eagle.

## 6. Vote to Approve for Public Release the Draft FFY2010-2013 TIP

Mr. Karns quickly summarized the MPO staff evaluation of highway projects for which TIP forms had been received. A score sheet was provided that sorted each project by score, as well as a table summarizing the TIP project evaluation criteria. The score sheet shows the details about each project, including the current design status, the current estimated cost, and CMAQ eligibility. The TIP project evaluation criteria had been presented to the TAC last year. The evaluation criteria were set by the state approximately four years ago. Last year, the MPO added additional environmental criteria in response to suggestions made by TAC members.

Mr. Karns noted that, because preservation projects are scored differently than improvement projects, MPO staff calculated a ratio of each project's score to the maximum score possible in order to more accurately compare the two types of projects. Both preservation and improvement projects were sorted by these ratios. Preservation projects include simple roadway rehabilitation projects whereas improvement projects may include larger reconstruction projects that involve widening, the addition of bike lanes, or capacity improvements.

The preservation projects with the highest scores were the Route 2 retaining wall replacement project in Williamstown and the Route 2 rehabilitation project North Adams/Florida. Both of the projects received a score of 0.94. The improvement project with the highest score was the East Street project in Pittsfield. This project received a score of 0.71. The second highest ranking improvement project was the Main Street reconstruction project in Great Barrington. This project received a score of 0.61. Both of these improvement projects may involve CMAQ components.

Mr. Karns presented the highlights of two different FFY2010-2013 TIP scenarios for highway projects, which BRPC staff developed. The scenarios are the same for FFY 2010, 2011 and 2012 and represent the same program that was approved by the MPO last year for the draft FFY2009-2012 TIP, although the costs have changed. The two scenarios only differ in FFY2013. For scenario 1, BRPC staff chose to program the highest rated preservation project for FFY2013. For scenario 2, BRPC staff chose to program the highest rated improvement project for FFY2013. It should be noted that the yearly targets have decreased since previously noted at the June 25<sup>th</sup> TAC meeting.

Both scenarios include the following:

### 2010

*2010 Regional Highway Target (including CMAQ and HSIP): \$4,689,695*

- River Road improvement project in Florida (\$608,125)
- Route 2 retaining wall replacement project in Williamstown (\$2 million)
- Route 183 improvement project in Lenox (\$1,725,606)
- HSIP project to be determined by the MPO (\$355,964)

*2010 Federal Aid Bridge Allocation: \$12,031,620*

- Miner Road bridge replacement project in Lanesborough (\$631,620)
- Route 8 Hadley Overpass bridge reconstruction project in North Adams (\$10 million)
- Reservoir Road bridge rehabilitation project in Otis (\$1.4 million)

### 2011

*2011 Regional Highway Target (including CMAQ and HSIP): \$4,336,583*

- Route 183 improvement project in Lenox (\$3,074,394)
- South Street resurfacing improvement project in Pittsfield (\$906,225)
- HSIP project to be determined by the MPO (\$355,964)

*2011 Federal Aid Bridge Allocation: \$6 million*

- Route 8 Hadley Overpass bridge reconstruction project in North Adams (\$6 million)

### 2012

*2012 Regional Highway Target (including CMAQ and HSIP): \$4,214,253*

- South Street resurfacing improvement project in Pittsfield from Berkshire Life to W. Housatonic St. (\$3,222,811)
- Other regional projects to be determined by the MPO (\$279,514)
- CMAQ: South Street traffic signal improvement project in Pittsfield (\$355,964)
- HSIP project to be determined by the MPO (\$355,964)

*2012 Federal Aid Bridge Allocation: \$1.2 million*

- Route 8 Hadley Overpass bridge reconstruction project in North Adams (\$1.2 million)

2013 (Scenario 1)

*2013 Regional Highway Target (including CMAQ and HSIP): \$4,162,219*

- Route 2 preservation project in North Adams/Florida (\$3,094,326)
- CMAQ (\$711,929) and HSIP (\$355,964) projects to be determined by the MPO

2013 (Scenario 2)

*2013 Regional Highway Target (including CMAQ and HSIP): \$4,162,219*

- East Street improvement project in Pittsfield from Lyman Street to Merrill Road (\$3,094,326)
- CMAQ: East Street traffic signal improvement project in Pittsfield (\$711,929)
- HSIP project to be determined by the MPO (\$355,964)

Mr. Karns noted that there are no Highway Safety Improvement Program (HSIP) projects identified over the four years. These projects are driven by compelling accident data. Mr. Moore noted that MassHighway District 1 is willing to help design projects that fit into this category. Mr. Karns expects that, within the next four years, the region should be able to identify projects for CMAQ and HSIP funding. Mr. Karns explained that the federal monies under "Part 1C Not In Target" carry forward each year if projects do not proceed.

There was some discussion about the scenarios. In reviewing the two scenarios, Mr. Karns noted that BRPC staff had not developed a recommendation. Mr. Lovejoy suggested a third scenario, by which the Main Street project in Great Barrington would be programmed for FY2013. Mr. Lovejoy noted that this project may also have a CMAQ component. He expressed his concern that the bulk of the funding is going towards projects in Pittsfield and North Adams and that there are no projects in south county currently programmed.

Mr. O'Donnell noted that the \$1.5 million cost noted on the score sheet is outdated. Mr. O'Donnell estimated that the current cost of the project is closer to \$3.5 million. The Great Barrington Selectboard will meet later this month to review the scope of the contract. Once the Selectboard approves the scope of work, the Town will be ready to issue a Request for Qualifications (RFQ) and hire a consultant to begin engineering. Mr. O'Donnell anticipates that design of this project will be complete with the next 25 months. The project will include reconstruction of approximately one mile of roadway from Cottage Street to Saint James Place, as well as streetscape improvements. The project will be consistent with the new Village District designated in the downtown.

Mr. Karns noted that the Main Street improvement project was included as a recommendation in the Downtown Great Barrington Circulation Study, which BRPC staff developed and which was endorsed by the MPO. Mr. Karns noted that the Main Street project had been on the TIP previously. Mr. Mohler added that this project fits within the 2013 target.

In response to a question from an MPO member, Mr. Moore briefly described the current design status of the Route 2 project in North Adams/Florida and the East Street project in Pittsfield.

The East Street improvement project in Pittsfield from Lyman Street to Merrill Road is being designed by MassHighway. The 25% design plans are currently under review. There are significant environmental issues that need to be addressed. The 25% design public hearing has not yet been scheduled, but MassHighway anticipates holding it sometime in the fall.

The Route 2 preservation project in North Adams/Florida is being designed by MassHighway. The project was developed in response to severe flooding experienced along Route 2 in 2005. The project will include stabilization measures. 25% design plans will be submitted by this fall. The 25% design hearing will be held sometime in late winter or early spring 2010. Later, Mr. Moore added that this project is part of a larger corridor project that involves the entire length of Route 2 into Charlemont. He noted that the North Adams/Florida project is important in order to keep the corridor intact.

Mr. Collingwood noted that the East Street project is a higher priority to the City of Pittsfield because it would continue the momentum of current redevelopment activities at the PEDAsite. East Street is a major artery into the City, and this project will improve north-south access into the City.

Mr. Haupt suggested that the East Street project would not improve north-south access because there would not be any improvements made west of Lyman Street. Further, the cost of the East Street project (\$6.572 million) necessitates programming this project over two years. Therefore, the project would use up a substantial portion of the 2014 funding. Mr. Karns noted that this project may be eligible for CMAQ funding. Lastly, Mr. Haupt noted that there are significant safety issues on Route 2 that would be addressed by the preservation project in North Adams/Florida.

Mr. Haupt agreed with Mr. Lovejoy that there is already a lot of funding being given to North Adams and Pittsfield, including ARRA funding, and that it makes sense to fund a project in south county. Mr. Szczepaniak also expressed his agreement with Mr. Lovejoy. Mr. Lovejoy added that the cities have the resources and political will to receive funding from other sources, including earmark funds. Mr. Lovejoy suggested programming the Main Street improvement project in Great Barrington for FFY2013 and giving the Town the opportunity to get the project ready. He suggested that, if the Town cannot get the project ready in time, the TIP can be changed next year.

Mr. Collingwood noted that project readiness is important. He explained that the Main Street project in Great Barrington has been in development for many years and that there are other projects which are much farther advanced. He expressed his concern that the Great Barrington project would not be ready in time. He advocated that project readiness needs to be considered.

Mr. Siegars pointed out that a Main Street improvement project in Great Barrington would be consistent with similar downtown streetscape projects in North Adams and Pittsfield. He also noted that the MPO and TAC had considered the East Street project last year but, due to a lack of commitment from the City to continue the project west of Lyman Street, the MPO and TAC remained concerned that the transportation needs would not be met.

Mr. Haupt moved to program the Main Street improvement project in Great Barrington for 2013 and release the highway component of the draft FFY2010-2013 TIP for a 30 day public comment period. Mr. Szczepaniak seconded. The motion passed by an 8-2 vote, with the City of Pittsfield and the City of North Adams opposed. The public comment period will begin on Monday, July 20<sup>th</sup> with the publication of a public notice in the Berkshire Eagle. Mr. Mohler encouraged proponents of all three projects to attend the next MPO meeting.

At the next MPO meeting, BRPC staff will provide summaries of the three projects under consideration. The summary will include details about design status, funding components, updated cost estimates and relevant background information, including whether the projects were part of a previously adopted study or a larger corridor project, and how the Great Barrington Selectboard votes at its meeting later this month.

In response to a question from an MPO member, Mr. Moore briefly described the current design status of the Skyline Trail improvement projects in Peru and Hinsdale and the Housatonic Street improvement project in Dalton.

The Skyline Trail project in Hinsdale and Peru has been split into two separate projects. The Peru section of this project is under active design by MassHighway and is at the 75% design phase. MassHighway District 1 has already acquired all the necessary environmental permits. The District is trying to position the Peru section of the project for the second round of ARRA funding. The Hinsdale section of the project has significant right-of-way and environmental issues that need to be addressed. The Hinsdale section of the project is at 25% design, but is not under active design.

The Housatonic Street project in Dalton is under active design by the municipality. The project is currently at the 75% design phase. 75% design plans were submitted and MassHighway has provided comments. This project will require a Chapter 91 license for environmental impacts. This is typically a very lengthy process. MassHighway has been working with the consultant to address the environmental impacts and position the project for the second round of ARRA funding.

Mr. Karns provided a hand out of federal aid eligible projects that were submitted to the Lieutenant Governor by Berkshire County municipalities for consideration of ARRA funding. Mr. Karns noted that projects seeking ARRA funding must be fully designed and ready to be advertised by February 2010.

The following projects are eligible for the second round of ARRA funding:

- Field Park Rotary improvement project in Williamstown (\$750,000)
- Water Street Road project including widening and sidewalk improvements in Williamstown (\$1,495,396)
- Downtown Enhancement project including sidewalks and curbing in West Stockbridge (\$1,000,000)
- Wahconah Street traffic signalization project in Pittsfield (\$1,600,000)

- Route 23 repaving project in Monterey (\$1,590,192)
- Tyringham Road resurfacing project in Lee (\$4,000,000)
- Bridge repairs on fifteen bridges in Lee (\$5,000,000)

Mr. Shepard reviewed the transit component of the Draft FFY2010-2013 TIP. The BRTA Needs Assessment and Analysis of the Fixed Route Bus System is now complete. The transit projects on the draft FFY2010-2013 TIP will implement some of the study's recommendations. The BRTA will be adding more mini-buses to its fleet. Currently, the BRTA has 23 buses, only four of which are mini-buses. Over the next five years, the BRTA may increase its fleet to 28 buses, which would include approximately 19 mini-buses.

The BRTA will also develop "local, regionalized routes" with half hour headways, rather than the current one hour headways. There would be three regional routes – in the north, central and south county areas. Mini-buses would circulate through each region and larger express buses would connect the northern and southern regions to the Intermodal Center in Pittsfield. The BRTA also plans to develop Intelligent Transportation System programs (ITS) to help with scheduling and dispatching. Lastly, the BRTA would like to establish deviated routes and designate bus stops. The bus stops would make the deviated route system more efficient by providing clocks at the bus stops showing when buses will arrive. The deviated route system will help provide transportation to the elderly population. In the long term, BRTA would like to use ARRA funds to establish satellite facilities in North Adams and Great Barrington in order to eliminate some of the bus delays. The BRTA is also looking to make capital improvements to the Intermodal Center, possibly including solar panels or a wind tower.

Mr. Shepard moved to release the transit component of the draft FFY2010-2013 TIP for a 30 day public comment period. Mr. Szczepaniak seconded. The motion passed unanimously. The public comment period will begin on Monday, July 20<sup>th</sup> with the publication of a public notice in the Berkshire Eagle.

## **7. Vote to Approve for Public Release Draft FFY2010 Unified Planning Work Program (UPWP)**

Mr. Karns briefly summarized the Draft UPWP and reviewed the budget, located on page 32 of the document. The total UPWP budget is \$487,413. The budget on page 32 shows the breakdown of the federal and state allocations for each task. Additional funding is provided through the National Scenic Byways program (\$279,087), the Transportation Community System Preservation (TCSP) which funds corridor access management projects (\$204,559), S. 117 earmark funds for scenic byway projects (\$45,000) and EOT04 which is used for transit projects (\$30,000). There is also a local in-kind match from BRTA for transit planning (\$7,500).

Task 1 includes activities associated with the management and administration of the 3C processes. BRPC keeps work on these activities under 30% of the total budget. \$148,800 has been allocated to Task 1. Task 2 involves activities associated with data collection and technical support which BRPC performs every year. Of particular note under this task is BRPC's outreach work and preparation for Census 2010. \$101,500 has been allocated to Task 2. Task 3 involves regional planning studies. At least one third of the planning funds are spent under this task. \$170,113 has been allocated to Task 3. During the next year, Mr. Karns noted that BRPC transportation staff will be focused on performing a major update to the Regional Transportation Plan (RTP). Task 4 involves all other work activities that are performed each year in support of the land use-transportation relationship, such as MEPA reviews of roadway projects. \$67,000 has been allocated to Task 4.

Mr. Lovejoy moved to release the draft FFY2010 UPWP for a 30 day public comment period. Mr. Turbin seconded. The motion passed unanimously. The public comment period will begin on Monday, July 20<sup>th</sup> with the publication of a public notice in the Berkshire Eagle.

## **8. Status Reports on Planning and Design Projects of Member Agencies and Others**

Mr. Frieri provided a handout regarding the status of highway TIP projects for 2009-2012.

### 2009

Seven of the nine 2009 TIP highway projects have been advertised. Contracts for these seven projects have also been awarded. The two remaining projects yet to be advertised are the Route 7/Route 8 Connector Road reconstruction project in Lanesborough and the Downtown Streetscape and traffic signal improvement project in North Adams.

The final PS&E design plans were submitted in June, 2009 for the Route 7/Route 8 Connector Road reconstruction project in Lanesborough. The project has cleared the environmental section. It needs to receive its Right-of-Way clearance.

The Downtown Streetscape and traffic signal improvement project in North Adams is being designed by Tighe & Bond, Inc. The consultant is currently preparing 75% design plans. Mr. Green added that the 75% design plans will be submitted within the next few weeks. A public hearing was held in March, 2009. This project is eligible for CMAQ funding. This project needs a federal Right-of-Way certificate and environmental clearance. The final designs for the Old Pleasant Street bridge project in Lee are pending approval by MHD. A Right-of-Way certificate is anticipated by the end of the month. Environmental permits are also under review for this project.

#### 2010

The Route 2 retaining wall replacement project in Williamstown is being designed by MHD. The 25% design plans were submitted in July of 2008. The environmental section has reviewed the 25% design plans. No Right-of-Way certificate is currently required. MHD is currently exploring options for additional slope stabilization areas and coordinating with the Geotech section in Boston.

The Route 183 reconstruction project in Lenox is being designed by Foresight Land Services. The 25% design plans have been approved by MHD. A public hearing was held on June 22, 2009. The project was well received. The Right-of-Way process and environmental permits are advancing for this project.

Phase II of the Downtown Streetscape project in Pittsfield is being designed by Fuss & O'Neill. MHD is currently awaiting the 25% design submission.

The extension of the Ashuwillticook Rail Trail in Adams is being designed by MHD. The District anticipates completing 25% design plans by the end of this summer. This project needs a public hearing, environmental permits and Right-of-Way certificate.

The bike path project in Lenox from the High School to Woods Pond along Housatonic Street is being designed by Foresight Land Services. The 25% design plans were received in April 2009. MHD District 1 submitted 25% review comments in May. This project needs a public hearing, environmental permits and Right-of-Way certificate.

#### 2011

Because the cost of the Route 183 reconstruction project in Lenox is greater than the amount of federal funds available for one year, the MPO decided to program this project over two years.

#### 2012

The Route 7 resurfacing and traffic signal improvement project in Pittsfield is currently slated for 2012. This project will implement recommendations from the South Street Alternatives Study, which was approved by the MPO last year. This project is eligible for CMAQ funding. The City recently revised its preliminary cost estimate for this project. MHD is currently awaiting the 25% design submission.

There are no CMAQ projects currently identified for FFY2010 or 2011. There are no Highway Safety Improvement Program (HSIP) projects currently identified for FFY2010, 2011 or 2012. The complete TIP Project Status handout provided by MHD is available on the BRPC website at: <http://berkshireplanning.org/3/5/1/>

It should be noted that five ARRA projects were amended to 2009 element of the 2007-2010 TIP. These are:

- Route 116 resurfacing project in Adams
- Route 7 resurfacing project in Lanesborough/New Ashford
- Route 8 resurfacing project in Cheshire
- Route 7A (Kemble Street) reconstruction project in Lenox
- Route 7/Route 8 Connector Road reconstruction project in Lanesborough

The Route 7/Route 8 Connector Road project is the only one of the five ARRA projects that has yet to be advertised. Mr. Karns noted that the Route 7 resurfacing project in Lanesborough/New Ashford is very near completion.

Mr. Karns provided an update on BRPC planning activities. Ms. Church, transportation program manager, recently resigned. BRPC has interviewed potential candidates and expects to have the position filled shortly.

The South Berkshire Community Transit Study has been completed. The Lee Area Traffic Study and the BRTA Needs Assessment and Analysis of the Fixed Route Bus System have also been completed. The Berkshire Bike Path Implementation Plan was completed with the assistance of the National Park Service and was presented to

Congressman John Olver earlier this month. BRPC will provide short presentations to the MPO sometime in the fall. Mr. Karns also noted that the summer traffic count program is well underway and will be complete by the end of the summer.

### **9. Other Business**

Mr. Karns explained that the Nature Conservancy has requested TAC membership. The Nature Conservancy is interested in the transportation-environment relationship, especially regarding wildlife connectivity and habitat fragmentation. The Nature Conservancy has an active presence in south county. Non-municipal TAC representatives require MPO approval. Mr. Lovejoy moved to approve Jason Miner as the TAC representative from the Nature Conservancy. Mr. Turbin seconded. The motion passed unanimously. The Town of Lenox has appointed John McNinch, Lenox Selectboard member, as the new TAC representative for Lenox. Municipal representatives do not require MPO approval.

### **10. Next Meeting Date and Agenda**

The next meeting of the Berkshire MPO will be held on Wednesday, August 26<sup>th</sup> at 4:30 p.m. The MPO will review public comments received and vote to approve the highway and transit amendments to the FFY2009 element of the FFY2007-2010 TIP, as well as the FFY2010-2013 TIP, and the FFY2010 UPWP.

Mr. Lovejoy moved to adjourn the meeting at 6:00 p.m. Mr. Turbin seconded. The motion carried unanimously.