

2012 Regional Transportation Plan

Chapter VI Project Evaluation



Chapter VI – Project Evaluation

A. EVALUATION MEASURES

Project evaluations help the MPO to determine which projects best implement the RTP's goals. The projects in the RTP should address the Berkshires' most critical needs according to the input received from the public, transportation stakeholders, and local officials during the RTP process. The MPO then develops the Transportation Improvement Program, a 4 year capital program that focuses on effective timing, regional equity, and the availability of Federal funding.

Vast needs and limited funding make project programming competitive. The RTP communicates the Berkshires' priorities to MassDOT, the Federal Highway Administration, and the Federal Transit Administration.

The RTP evaluates projects through their relationship with regional goals. It is often difficult to analyze specific benefits from particular projects when often they are part of a larger corridor or area. Typically, Federally funded projects in the Berkshires rehabilitate, reclaim, or reconstruct roads. Other funding opportunities provide resources for preventative maintenance. Occasionally, a project may add capacity to alleviate congestion or improve access to more intense land uses.

Just as the Berkshires' goals change over time, the criteria for evaluating project need changes because of dynamic needs and improvements to data that quantifies those needs. The flexibility to establish those goals, needs, and evaluation measures regionally is the key to metropolitan transportation planning, as opposed to a top-down Federal approach.

The Financial Analysis Chapter that follows this evaluation results in a list of projects that are fiscally constrained according to projected revenues and a group of illustrative projects that are needed but exceed the Region's available revenue. The constrained project list categorizes projects in 5-year increments from 2011 to 2031. Project sequencing may depend on the completion of constrained or other illustrative projects.

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B. EVALUATION MATRIX

The RTP goals direct the development of evaluation criteria for the projects submitted for the RTP. The BRPC developed these criteria to evaluate roadway and non-motorized transportation needs. Transit projects are also identified in the RTP's need assessment through ongoing transit service planning activities. The MPO supports BRTA's capital and service planning through participation in operation analysis, data reporting, and project programming.

ROADS

Each project submitted for RTP evaluation improves the health of our Region's infrastructure and mitigates negative impacts from our transportation network on the natural environment through components like drainage improvements, best management practices, and stabilization of steep slopes. We can best determine the benefits of each project following a thorough alternatives analysis because it is difficult to anticipate the individual design components that collectively improve or mitigate environmental impacts. Environmental Justice, as described in Chapter II, is also difficult to measure for individual projects. The cumulative effects of all the RTP projects on EJ populations are described in Chapter VIII as the benefits of the constrained investment plan are integrated with other regional recommendations.

If a proposed project substantially meets the following criteria, it receives one (1) point for a total of three (3) points maximum.

- **Regional Connectivity**– Roadway projects that receive Federal funds should maintain and improve regionally significant routes, whether they access a developed area or service rural areas of the Berkshires that have no alternative routes. Projects that meet this threshold address a transportation link where there is no alternative route of comparable length. There may be cases where a local street offers an equidistant route, but is not the appropriate context for carrying the diverted traffic. In general, these routes are classified within the National Functional Classification System as arterials.
- **Industrial and Commercial Access**– It is important that transportations investments facilitate freight movements. Projects that meet this threshold improve heavily traveled truck routes and access significant employment centers. Projects along NHS routes automatically meet this threshold
- **Safety**– The most hazardous five (5%) percent of intersections within the region, based on reported crashes converted to an equivalent property damage calculation (EPDO is a MassDOT scoring system that allocates points to fatal, debilitating, and property damage crashes), are eligible for Highway Safety Improvement Program (HSIP) funds. Projects that meet this threshold contain at least one (1) intersection that is HSIP eligible. Projects with the same score are not listed in a particular order of priority.

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Table VI-1 Road Project Evaluation

RTP #	Location	Road	Length	Start	End	Description	Estimate (\$1,000's)	RTP Score
R1	Pittsfield	South Street (US Routes 7/20)	1.1	Berkshire Life	Taconic	Resurfacing and signal upgrades	5,200	3
R3	Adams	Route 8 & Friend St	Area	N/A	N/A	Intersection improvements	745	3
R5	Pittsfield	North St. and Lower Wahconah St	N/A	N/A	N/A	Intersection improvements	1,000	3
R2	Great Barrington	Main Street	0.4	St. James Pl	Cottage St.	Reconstruct and signal improvements	3,800	3
R4	Pittsfield	BMC Area Improvements	N/A	N/A	N/A	Various Intersection Improvements	4,000	3
R6	Pittsfield	First Street	0.12	East St	Fenn St	Widen to 2 northbound travel lanes and improve intersections	3,045	3
R8	Pittsfield	East Street	0.35	Lyman St	Elm St	Reconstruction, intersection improvements, potential widening	\$3,000	3
R44	Great Barrington	State Rd	0.2	N/A	N/A	Realign and Widen State Rd. @ Main W/ bridge widening	3,628	3
R9	Pittsfield	Hubbard Ave	0.25	Dalton Ave	Second Berkshire Crossing Drive	Various widening for through and turn lanes	2,433	3
R7	Pittsfield	Westside Connector	2.5	West Housatonic	West	Install Connector Street Parallel to HRRC line	12,300	3
R19	Dalton	Housatonic St.	2	Mass Route 8/9	Mass Route 8	Reconstruction	5,550	2
R20	Sheffield, Great Barrington	US Route 7	9.38	MM 0.00	MM 9.38	Resurfacing	5,557	2
R13	Pittsfield	East St	0.57	Lyman St.	Merrill Rd	Reconstruction and widening	6,571	2
R14	Adams	Mass Route 8	3.4	Grove St.	Lime St	Resurfacing	775	2
R25	Adams	Mass Route 8 (Howland Ave)	N/A	Columbia	North Adams CL	Resurfacing and Pedestrian Improvements	500	2
R21	Pittsfield	Holmes Rd	3.73	Lenox TL	Elm St	Resurface and Improvements @ Williams and Elm	1,500	2

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RTP #	Location	Road	Length	Start	End	Description	Estimate (\$1,000's)	RTP Score
R18	Hancock	US Route 20	3.21	State Line	Pittsfield CL	Resurfacing	3,500	2
R16	Florida, North Adams	Mass Route 2	N/A	VARIOUS	VARIOUS	Reconstruction	4,500	2
R15	Lee, Becket	I 90	6	MM14	MM 20	Resurfacing	3,800	2
R17	Dalton	Mass Route 8/9	2.3	Pittsfield CL	East St	Resurfacing	2,100	2
R10	Pittsfield	Hubbard Ave	N/A			CSX Rail Overpass reconstruct to 5 lanes	20,000	2
R12	Adams	Park St	0.37	Myrtle	Hoosac	Downtown Streetscape	1,500	2
R24	Lenox	West Mountain Rd.	0.02	Route 7/20	West Mountain Rd.	Realign Intersection	4,860	2
R23	Lanesborough, Cheshire	Mass Route 8	4	Old State Rd.	Weigh Station	Construct passing lanes	8,876	2
R34	Lee	Tyringham Rd	1.93	Tyringham TL	Mass Route 102	Reconstruction	5,900	1
R28	Williamstown	Water St (Mass Route 43)	0.43	Heating Plant Dr	800' S Meachum St	Reconstruction	2,431	1
R27	Williamstown	Mass Route 43	2.8	Hancock TL	US Route 7	Resurfacing	1,500	1

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RTP #	Location	Road	Length	Start	End	Description	Estimate (\$1,000's)	RTP Score
R31	Peru	Mass Route 143 (West Main Rd.)	3.65	South Rd.	Hinsdale TL	Resurface	500	1
R33	Lenox	Walker St	2.95	Main	Lee TL	Rehabilitation and drainage improvements	4,200	1
R39	Mt. Washington Egremont	West St., Mount Washington Rd	4.66	Falls Rd	Egremont TL	Resurfacing	500	1
R37	Monterey	Mass Route 23	7.15	GB TL	Otis TL	Resurfacing	1,800	1
R43	Florida	River Rd–North	4.43	Whitcomb Rd	VT SL	Reconstruct	1,700	1
R30	Savoy	Mass Route 116	3	Mass Rte 8A	Plainfield TL	Resurfacing	1,800	1
R35	Lee	Stockbridge Rd	1.7	Stockbridge TL	Spring St	Reconstruct 1.7 Miles	3,125	1
R36	Hinsdale	Skyline Trail	1.8	Mass Route 8	Peru TL	Reconstruction	10,000	1
R42	Pittsfield	Hancock Rd.	0.7	North St	Highland Ave	Rehabilitate	1,400	1
R26	Becket	US Route 20	7.44	MM 25.73	MM 33.17	Resurface	4,471	1
R32	New Marlborough	Mass Route 57	7.82	Monterey TL	GB TL	Resurfacing and Capacity	3,240	1
R29	Dalton, Washington, Becket	Washington Mountain, Pittsfield, McNerney Rd	11.2	Williams St.	Mass Route 8	Rehabilitate	14,000	1
R38	Adams	Friend St. and West Rd.	1.7	Columbia	Fisk	Reconstruct	4,807	1
R40	West Stockbridge	Main St (Mass Route 41/102)	1.19	Swamp Rd	SB TL	Rehabilitation and widening	1,100	1
R41	Pittsfield	Williams St	1.8	Appleton Ave	Elm St.	Resurfacing, widening, and drainage improvements	3,800	1

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ILLUSTRATIVE PROJECT LIST

MassDOT, cities and towns submitted highway projects during 2012 RTP development. The following illustrative project list begins with the 2011–2014 TIP projects and then groups the projects into potential 5–year time brackets based on regional priorities, readiness likelihood, and funding availability according to RTP estimated projections. Project estimates are adjusted for inflation by 4% from 2010 estimates to the first year of the 5–year time bracket (e.g. project estimates listed in 2016–2020 are increased 22%, project estimates in 2021–2025 are increased 48%, etc.) This list is different from the TIP because the funding resources are long range planning amounts, not specific program targets that are adjusted annually. Projects in the current TIP are not listed in the illustrative list because obligation authority is programmed for implementation.

Table VI–2 Illustrative Road Project Scheduling with RTP Estimated Funding

2012–2015

RTP #	LOCATION	FACILITY	RTP SCORE	LENGTH	START	END	DESCRIPTION	STATUS	COST \$1,000's	SUM
R4	Pittsfield	BMC Area Improvements	3	Various	N/A	N/A	Various Intersection Improvements	Planning	\$4,000	\$20,295
R34	Lee	Tyringham Rd	1	1.93	TYR TL	Mass Route 102	Reconstruction	75% Design	\$5,028	\$25,323

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2016–2020

RTP #	LOCATION	FACILITY	RTP SCORE	LENGTH	START	END	DESCRIPTION	STATUS	COST \$1,000's	SUM
R34	Lee	Tyringham Rd	1	1.93	TTR TL	Mass Route 102	Reconstruction	75% Design	\$877	\$877
R8	Pittsfield	East Street	3	0.35	Lyman St.	Fourth	Reconstruction	EPE	\$3,650	\$4,527
R20	Sheffield, Great Barrington	US Route 7	2	9.38	MM 0.00	MM 9.38	Resurfacing	Planning	\$5,558	\$10,085
R13	Pittsfield	East St (Mass Route 9)	2	0.57	Lyman St.	Merrill Rd.	Reconstruction	25% Design	\$7,996	\$18,081
R6	Pittsfield	First St	3	0.12	East St	Fenn St	Widen to 2 northbound travel lanes and improve intersections	Planning	\$3,705	\$21,785
R14	Adams	Mass Route 8	2	3.4	Grove St.	Lime St	Resurfacing	Planning	\$906	\$22,692
R44	Great Barrington	State Rd	3	0.2	N/A	N/A	Realign and Widen State Rd. Intersection with Main	Planning	\$3,628	\$26,320
R25	Adams	Mass Route 8 (Howland Ave)	2	N/A	Columbia	North Adams CL	Resurfacing and Pedestrian Improvements	Planning	\$608	\$26,928
R21	Pittsfield	Holmes Rd	2	3.73	Lenox TL	Elm St	Resurface and Intersection Improvements @ Williams and Elm	Planning	\$2,433	\$29,361
R18	Hancock	US Route 20	2	3.21	State Line	Pittsfield TL	Resurfacing	Planning	\$4,258	\$33,620
R9	Pittsfield	Hubbard Ave	3	0.25	Dalton Ave	Second Berkshire Crossing Drive	Various widening for through and turn lanes	Planning	\$2,433	\$36,053
R28	Williamstown	Water St (Mass Route 43)	1	0.43	Heating Plant Dr	800' S Meachum St	Reconstruction	25% Design	\$2,958	\$39,011

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2021-2025

RTP #	LOCATION	FACILITY	RTP SCORE	LENGTH	START	END	DESCRIPTION	STATUS	COST \$1,000's	SUM
R27	Williamstown	Mass Route 43	1	2.8	Hancock TL	US Route 7	Resurfacing	Planning	\$2,220	\$2,220
R31	Peru	Mass Route 143 (West Main Rd.)	1	3.65	South Rd.	Hinsdale TL	Resurface	Planning	\$740	\$2,960
R33	Lenox	Walker St	1	2.95	Main	Lee TL	Rehabilitation and drainage improvements	Planning	\$6,216	\$9,176
R39	Mt. Washington Egermont	West St., Mount Washington Rd	1	4.66	Falls Rd	Egermont TL	Resurfacing	Planning	\$1,628	\$10,804
R37	Monterey	Mass Route 23	1	7.15	GB TL	Otis TL	Resurfacing	Planning	\$3,487	\$14,291
R43	Florida	River Rd-North	1	4.43	Whitcomb Rd.	VT SL	Reconstruct	Planning	\$2,516	\$16,807
R30	Savoy	Mass Route 116	1	6.7	Cheshire TL	Plainfield TL	Resurfacing	Planning	\$5,639	\$22,446
R35	Lee	Stockbridge Rd	1	1.7	SB TL	Spring St	Reconstruct 1.7 Miles	25% Design	\$4,625	\$27,071
R40	West Stockbridge	Main Street (Mass Route 41/102)	0	1.19	Swamp Rd		Rehabilitation and widening	Planning	\$1,628	\$28,699
R16	Florida, North Adams	Mass Route 2	2	VARIOUS	VARIOUS	VARIOUS	Reconstruction	Planning	\$6,660	\$35,359
R15	Lee, Becket	I 90	2	6	MM14	MM 20	Resurfacing	Planning	\$5,624	\$40,983
R36	Hinsdale	Skyline Trail	1	1.8	Mass Route 8	Peru TL	Reconstruction	Planning	\$14,800	\$55,783

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2026–2030

RTP #	LOCATION	FACILITY	RTP SCORE	LENGTH	START	END	DESCRIPTION	STATUS	COST \$1,000's	SUM
R41	Pittsfield	Williams St	0	1.8	Appleton Ave	Elm St.	Resurface, minor widening	Planning	\$6,840	\$6,840
R42	Pittsfield	Hancock Rd.	1	0.7	North St	Highland Ave	Rehabilitate	Planning	\$2,520	\$9,360
R17	Dalton	Mass Route 8/9 (Main Street)	2	2.3	Pittsfield CL	East St	Resurfacing	Planning	\$3,780	\$13,140
R10	Pittsfield	Hubbard Ave	2	N/A			CSX Rail Overpass reconstruct to 5 lanes	Planning	\$36,000	\$49,140
R26	Becket	US Route 20	1	7.44	MM 25.73	MM 33.17	Resurface	100% Design	\$8,048	\$57,188
R32	New Marlborough	Mass Route 57	1	7.82	Monterey TL	Sandisfield TL	Resurfacing and Capacity	Planning	\$3,240	\$60,428
R12	Adams	Park St	2	0.37	Myrtle	Hoosac	Downtown Streetscape	Planning	\$2,700	\$63,128
R24	Lee	West Mountain Road	2	0.02	Route 7	West Mountain Rd.	Realign Intersection	Planning	\$4,860	\$67,988

2031–2035

RTP #	LOCATION	FACILITY	RTP SCORE	LENGTH	START	END	DESCRIPTION	STATUS	COST \$1,000's	SUM
R23	Cheshire, Lanesborough	Mass Route 8	2	4	Old State Rd.	Weigh Station	Construct passing lanes	Planning	\$19,438	\$19,438
R29	Dalton, Washington, Becket	Washington Mountain, Pittsfield, Mc Nerney Road	1	11.2	Williams St.	Mass Route 8	Rehabilitate	Planning	\$23,367	\$42,806
R7	Pittsfield	Westside Connector	3	2.5	West Housatonic	West	Install Connector Street Parallel to HRRC line	Planning	\$26,937	\$69,743
R38	Adams	Friend St. and West Rd.	1	1.7	Columbia	Fisk	Reconstruct	Planning	\$10,527	\$80,270

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NON-MOTORIZED INFRASTRUCTURE

Non-motorized projects address many “quality of life” issues from the RTP goals and objectives. Non-motorized projects should be evaluated because when investments are delivered in a logical fashion they are more likely to be utilized, delivering a greater positive impact to the community and the Berkshires.

If a proposed project substantially meets the below criteria, it receives one (1) point with three (3) points maximum.

- Proximity to Schools– Benefits from non-motorized projects that are close to a school include reduced congestion at peak periods, promote physical activities, and increased children’s’ safety. Projects that meet this threshold are within one quarter (1 /4) mile of a school.
- Berkshire Bike Path– The Berkshire Bike Path is a conceptual north-south route from Williamstown to Sheffield. Projects that meet this threshold are a section of the Berkshire Bike Path.
- Public Transportation Access– Non-motorized transportation integrates with public transit. While transit is effective for moderate and long distance trips, walking and bicycling are effective for short trips with multiple stops. Public transportation combined with non-motorized improvements enhances mobility. Projects that meet this threshold intersect with a BRTA route.

The projects included in the RTP analysis were furnished in 2010 by the bike path committees of communities along the Berkshire Bike Path route.

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Non-Motorized RTP Projects

RTP#	LOCATION	LENGTH	BEGINNING	END
N1	Pittsfield	1.5	Southern Trailhead	Crane Ave.
N2	Adams	1.2	Hoosac St.	Lime St.
N3	Lenox	4	Housatonic	New Lenox Rd.
N4	Williamstown	0.93	Syndicate Rd.	Cole Ave.
N5	Williamstown	1.57	Cole Ave	Galvin Rd.
N6	North Adams	0.35	Galvin Rd.	Ashton St.
N7	North Adams	1.22	Ashton St.	Protection Ave.
N8	North Adams	1.26	Protection Ave.	Barbour St.
N9	North Adams	0.97	Barbour St.	Brown St.
N10	North Adams	0.85	Brown St.	State St. Overpass
N11	North Adams, Adams	1.8	Lime St	Hodges Cross Rd.
N12	Pittsfield	1.5	Crane Ave	Elm St.
N13	Lee	1	Tyningham Rd.	Park St.

Legend

Planned Bikepath

 Class I

 Class II

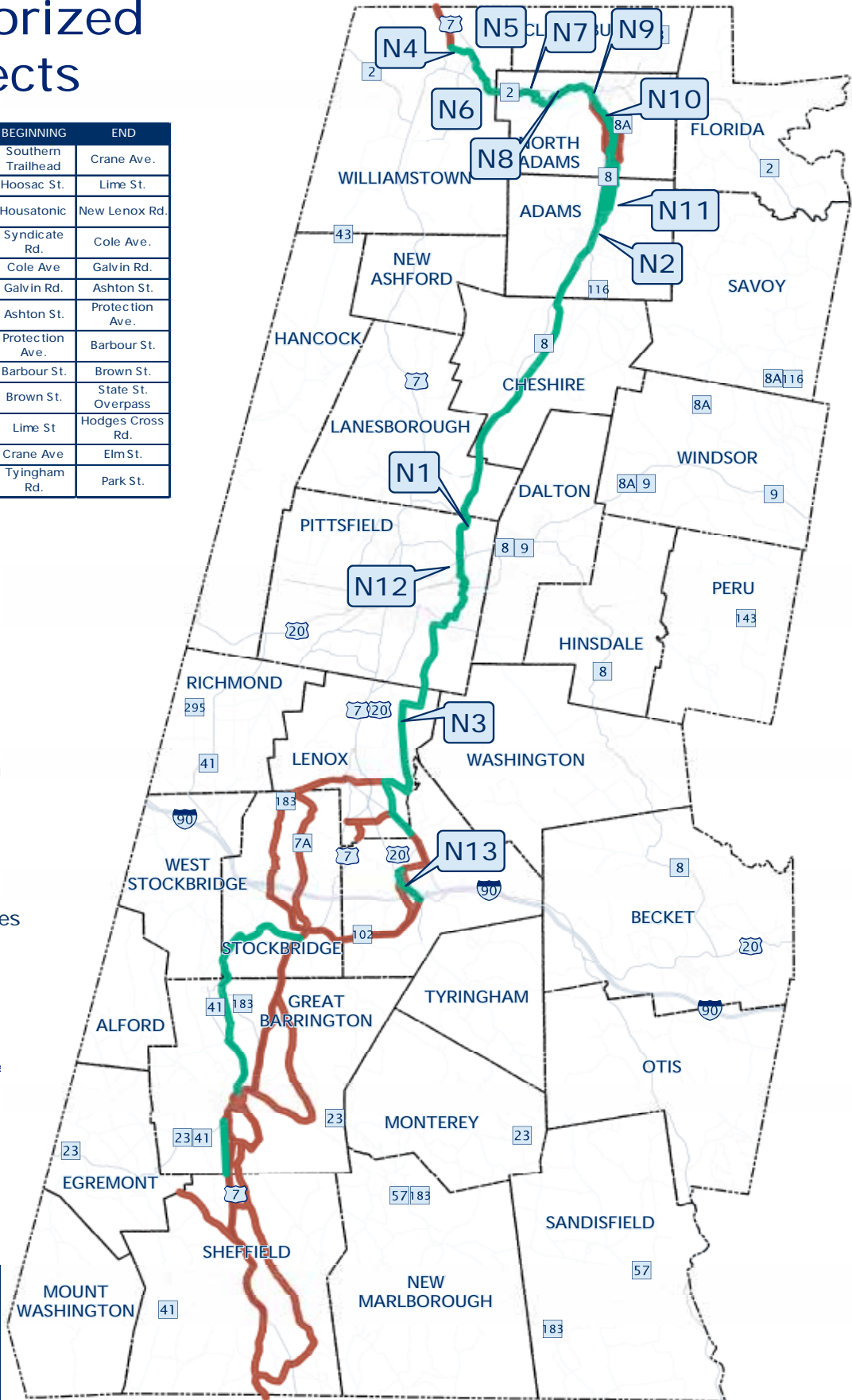
 Class III

 Local Boundaries



0 1.5 3 6 Miles

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Bike Path Evaluation








Class I (Separate Facility) - A physically separated facility from vehicular traffic with open space or a barrier.

Class II (Bike Lane) - A roadway designated by striping, signing and pavement markings for the exclusive use of bicyclists.

Class III (Bike Route) - A road with appropriate directional and informational markers,

Legend

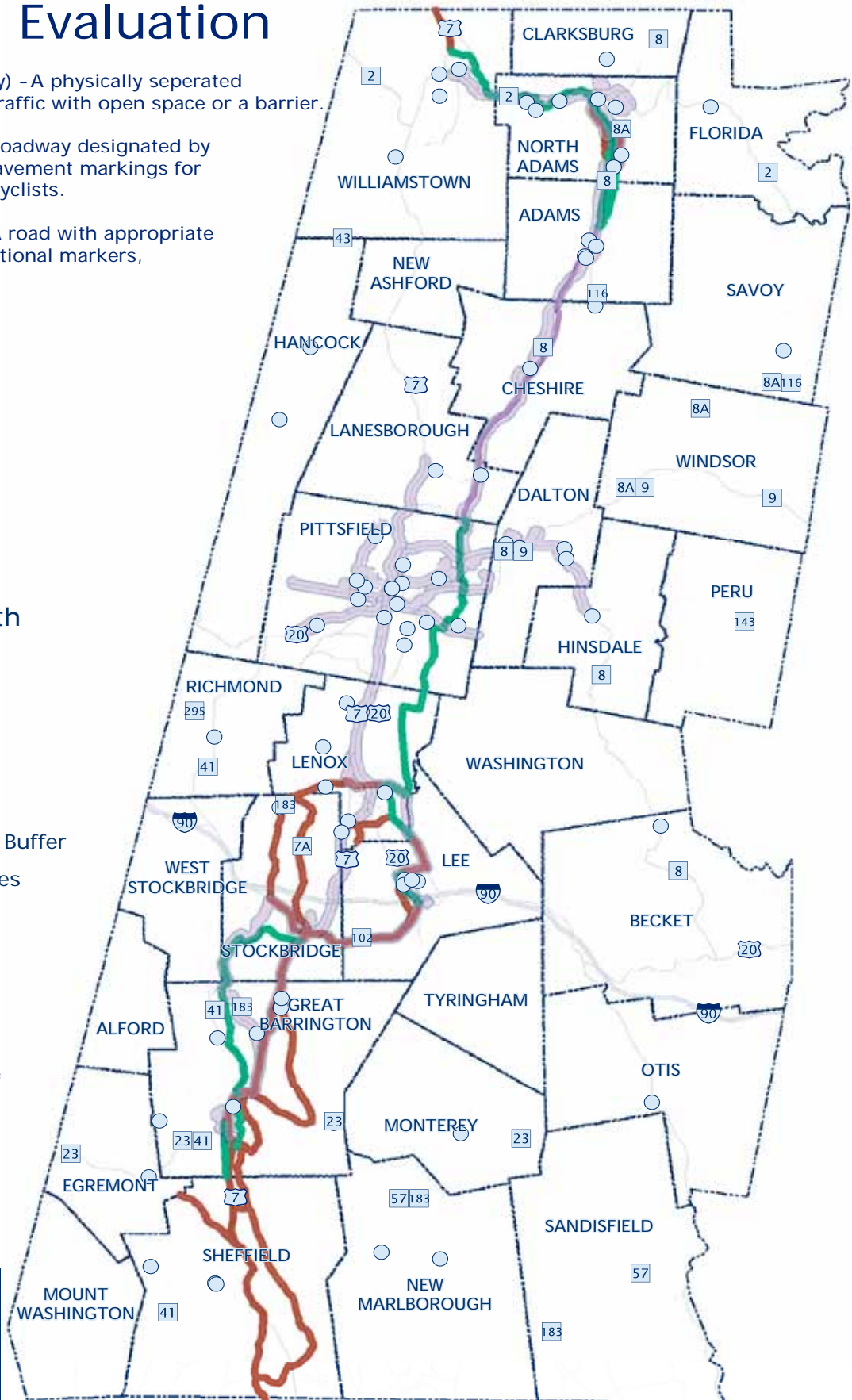
Berkshire Bikepath

-  Ashuwillticook
-  Class I
-  Class II
-  Class III
-  BRTA Routes
-  1/4 mi. School Buffer
-  Local Boundaries



0 1.25 2.5 5 Mile

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Table VI-3 Bike Path Project Evaluation

Location	Status	Facility	Length	Start	End	Cost in \$1,000's	Type of Work	School Access	Transit Access	Adjacent to BBP
Pittsfield	EPE	Ashuwillticook Rail Trail	1.5	Southern Trailhead	Crane Ave.	\$2,000	CON		1	1
Adams	2011 CON	Ashuwillticook Rail Trail	1.2	Hoosac St.	Lime St.	\$2,600	CON		1	1
Lenox	EPE	Lenox 'Trolley' Non-Motorized Trail	4	Housatonic	New Lenox Rd.	\$4,000	CON		1	
Williamstown and North Adams	Scenic Byways Grant Award	Mohawk Non-Motorized Trail	6.1	Syndicate Rd.	State Street Overpass	\$700	Design	1	1	
Williamstown	EPE	Mohawk Non-Motorized Trail	0.93	Syndicate Rd.	Cole Ave.	\$950	CON	1		
Williamstown	EPE	Mohawk Non-Motorized Trail	1.57	Cole Ave	Galvin Rd.	\$2,002	CON		1	
North Adams	EPE	Mohawk Non-Motorized Trail	0.35	Galvin Rd.	Ashton St.	\$670	CON	1	1	
North Adams	EPE	Mohawk Non-Motorized Trail	1.22	Ashton St.	Protection Ave.	\$1,985	CON	1	1	
North Adams	EPE	Mohawk Non-Motorized Trail	1.26	Protection Ave.	Barbour St.	\$2,177	CON	1	1	
North Adams	EPE	Mohawk Non-Motorized Trail	0.97	Barbour St.	Brown St.	\$816	CON		1	
North Adams	EPE	Mohawk Non-Motorized Trail	0.85	Brown St.	State Street Overpass	\$2,339	CON	1	1	
North Adams, Adams	EPE	Ashuwillticook Rail Trail	1.8	Lime St	Hodges Cross Roads	\$1,800	CON	1	1	1
Pittsfield	EPE	Ashuwillticook Rail Trail	1.5	Crane Ave	Elm St.	\$4,400	CON		1	1

Local communities submitted additional projects in 2011 as part of a call for proposals to expend an Federal earmark, indicated in Chapter 5. Sponsoring communities submitted Project Need Forms to MassDOT District I.

MASSDOT PROJECT DEVELOPMENT

The MassDOT Project Development and Design Guide provides a process for developing project concepts from thought to delivery. Context sensitive project planning and design incorporates community character and all modes of transportation into alternatives. The document contains chapters on project development, basic design, and special design elements (i.e. 'Access Management', 'Traffic Calming and Traffic Management', 'Work Zone Management', and 'Plans, Specifications, and Estimates').

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Each project begins when a proponent submits a Project Need Form (PNF) to the project review committee (PRC). MassDOT stresses that the project need form is not a project description where the outcome is decided, rather, the PNF should document the problems and explain why action is needed. The PNF should clearly define the problem, need, or opportunity based on objective criteria, establish preliminary project goals and objectives, and define the scope of planning and public outreach needed. The second step in project development is to verify the need, problem, or opportunity to enable it to move into design, determine if additional project planning is warranted based on potential impacts, or dismiss the project from further consideration.

Prior to design, the proponent should identify interested parties, document any existing public outreach, and outline future public involvement activity. Primarily, the Berkshire MPO's projects are reconstruction or minor expansion projects and require low to moderate levels of enhanced planning beyond the RTP or special studies.

Once the project's PNF is approved by the PRC, the MPO applies transportation evaluation criteria, e.g. the TIP project evaluation criteria, to determine how projects compare to each other. The project is then moves into design.

A project at 25% design should file all appropriate environmental documentation (MEPA/NEPA), preliminary right-of-way plans, and functional design report (necessary surveys, base plans, appropriate traffic data, horizontal and vertical geometrics, typical cross-sections, landscaping, preliminary pavement design, cost estimates, affected utilities, potential design exceptions, and operational plans.) MassDOT requires a location/design public hearing at the 25% design stage.

A project at 75% design should submit resource area permit applications, revised right-of-way plans, and complete internal design review (refined horizontal and vertical geometry, construction cross-sections, construction traffic management, sub-surface exploration if necessary, pavement and drainage design, utility coordination, any special provisions, and an updated cost estimate.)

A project at 100% design has all necessary permits, acquires of necessary temporary and permanent right-of-way, and completes design and construction details (any required traffic control agreements with municipalities, final plans, final estimates, coordination with utilities, and all specifications and details.)

MassDOT notifies the affected communities and the MPO in writing once 100% design is finished. Typically, the Berkshire MPO has already programmed the project in the TIP prior to 100% design because there is a limited pool of projects to select from due to small annual targets. Locally funded projects are not required not proceed through the entire MassDOT design/delivery process and municipalities do not typically use that process with State or Federal funding because of additional design and permitting costs inherent to that process.

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PUBLIC TRANSPORTATION PROJECTS

BRPC’s analysis of BRTA’s fixed routes generated the following list of projects. The projects are not evaluated or prioritized, but may be implemented over time in a fashion that compliments them or makes best use of available funding resources. The projects are a combination of operational enhancements and capital investments.

Table VI-4 Public Transportation Projects

RTP #	FACILITY	ESTIMATE (in\$1,000's)	TYPE OF WORK	LOCATION
PT2	BRTA	\$2,475	AVL/GPS Dispatch System	BRTA service area
PT3	BRTA	\$4,208	Satellite Maintenance and Garage Facilities	North Adams
PT3	BRTA	\$4,532	Satellite Maintenance and Garage Facilities	Great Barrington
PT4	BRTA	\$6,523	Maintenance and Garage improvements for alternative fuel vehicles	Pittsfield
PT5	BRTA	\$5,200	Vehicle Replacement	BRTA service area
PT6	BRTA	\$1,729	Provide Evening service on weekdays and Saturdays	BRTA service area
PT7	BRTA	\$580	Provide Sunday service	BRTA service area
PT8	BRTA	\$3,163	Increase service frequency on selected routes, prioritizing service during peak hours	BRTA service area
PT9	BRTA	\$319	Implement limited stop or express service along Route 2 and US 7	BRTA service area

