



2023-2027 Transportation Improvement Program Program Guide

GENESSEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region



**Department of
Transportation**

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Disclaimer

Financial assistance for the management of the GTC Transportation Improvement Program is provided by the Federal Highway Administration and the Federal Transit Administration. The Genesee Transportation Council (GTC) is solely responsible for the contents of the Program Guide and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Introduction

Preface

Federal regulations require that the metropolitan transportation planning process include the cooperative development of the Transportation Improvement Program (TIP), a staged multi-year program of projects consistent with the Long Range Transportation Plan (LRTP). This region's TIP is developed cooperatively by a team led by the Genesee Transportation Council (GTC) staff and New York State Department of Transportation-Region 4 (NYSDOT-4) staff.

This Guidebook describes the development process for this region's 2023-2027 TIP, encompassing the federal fiscal years beginning October 1, 2022 and concluding September 30, 2027.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law and is the transportation programs are being referred to as the Bipartisan Infrastructure Law (BIL). The BIL authorizes federal surface transportation programs through September 30, 2026. The final rules and guidance for new surface transportation programs are being written by the US Department of Transportation (USDOT) and are subject to change; however, given the time needed to develop the TIP, it is prudent to begin the process and make necessary adjustments along the way. The programs that are continuing from the previous surface transportation authorization are expected to follow the same rules and guidance as before.

The primary Federal formula programs for highways and transit included in the currently adopted *2020-2024 TIP* are maintained from the previous FAST Act. Based upon these programs' continuing parameters, previous NYSDOT TIP/STIP Policy Guidance, there will continue to be mandated emphasis on preservation of existing pavement, bridge, and transit assets.

What is the TIP?

The TIP identifies the timing and funding of all highway, bridge, transit, bicycle, pedestrian, and other surface transportation projects scheduled for implementation over a minimum of four years that use federal transportation funds.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. The TIP and the projects it contains must be consistent with the Goals and objectives identified in the current LRTP for the region ([Exhibit 1](#)).

The TIP is part of this region's planning process as required by the federal government for the receipt of federal transportation funding. The federal government requires that the TIP be updated at least every four years and adopted by the Metropolitan Planning Organization (MPO) – in this region, the Genesee Transportation Council.

The TIP development process involves only projects eligible for federal aid. However, the TIP document may include, for informational purposes, non-federally funded transportation projects occurring in the TIP Area.

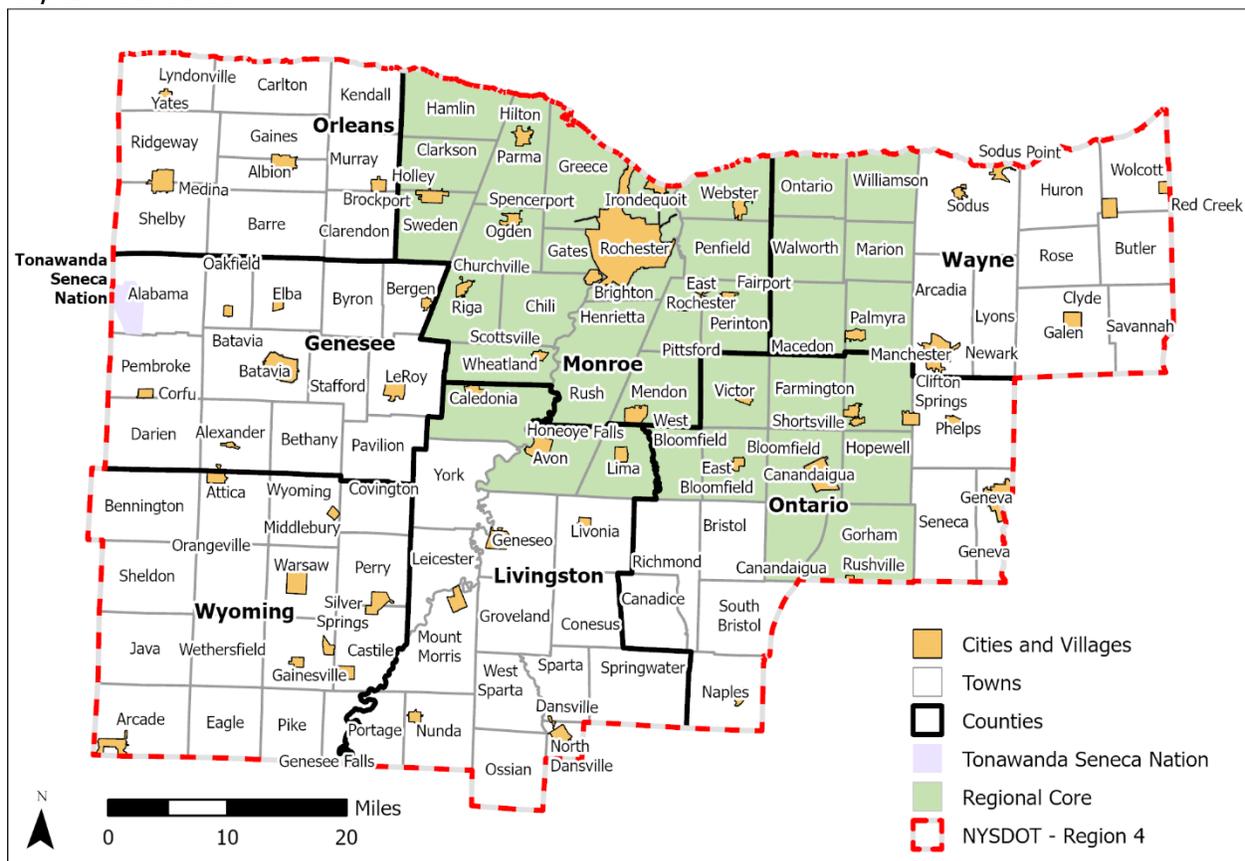
What Geographic Area Does the TIP Cover?

The TIP covers the seven-county area that includes Genesee, Livingston, Monroe, Ontario, Orleans, Wayne, and Wyoming counties (i.e., the TIP Area).

Within the seven-county TIP area, GTC is responsible for programming projects in the Rochester Metropolitan Planning Area (MPA) and NYSDOT-4 is responsible for programming projects outside the MPA. The MPA includes all of Monroe County, plus the adjacent densely settled areas of Ontario, Livingston, and Wayne Counties ([Map 1](#)).

GTC and NYSDOT-4 work together to coordinate the programming of all projects in the seven-county TIP area.

Map 1 – TIP Area



Federal regulations require that any transportation project within an MPO area that is to be funded with U.S. Department of Transportation funds (Federal transportation funding) must be included in the TIP. All projects must be eligible for federal aid funding programs under the IIJA including the National Highway Performance Program (NHPP), the Surface Transportation Block Grant Program (STBG) and the Highway Safety Improvement Program (HSIP).

The types of projects listed below are eligible for Federal transportation funding. Any municipality or agency desiring Federal transportation funding to advance any of the project

types listed below must submit a project proposal to be considered for inclusion in the TIP. A more detailed listing of eligible projects is presented in [Appendix A](#).

- Pavement and bridge projects on the Federal aid system (e.g., road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, preventive maintenance, etc.)
 - (See [NYSDOT Transportation Asset Management Plan, Table 5.1](#) for crosswalk of treatment categories and activities)
- Public transportation projects (e.g., vehicle maintenance and operations, capital improvement projects, mass transit system construction, etc.)
- Safety projects that address [New York State Strategic Highway Safety Plan](#) (SHSP) Emphasis Areas, either:
 - Targeted Locations – A Total Project Benefit-Cost Ratio should be greater than 1 using NYSDOT’s Highway Safety Investigation methodology ([Accident Analysis Toolbox](#)). Sponsors are required to provide the Safety Benefits Evaluation (TE-164) and the Project Benefit and Cost Summary (TE-204) forms.
 - Systemic Treatments – These specific countermeasures were approved by the FHWA Division Office as systemic improvements because of their proven effectiveness and the direct connection to emphasis areas in the SHSP. They do not require an engineering analysis for TIP consideration:
 - Centerline Rumble Strips (CARDS);
 - Secondary Highway Audible Roadway Delineators (SHARDS) (per [EI 16-014](#));
 - Pedestrian Countdown Timers; or
 - Pedestrian improvements at uncontrolled crosswalks ([Appendix A](#)) or signalized intersections ([Appendix B](#)) per [NYS Pedestrian Safety Action Plan](#).
- Intelligent Transportation Systems and Transportation Systems Management and Operations
- Bicycle and pedestrian projects (e.g. sidewalks, shared use paths, etc.)

Who Can Submit Project Proposals?

Any county, city, town, or village in the seven-county TIP area (Genesee, Livingston, Monroe, Ontario, Orleans, Wayne, and Wyoming counties) as well as NYSDOT, the New York State Thruway Authority, and the Rochester Genesee Regional Transportation Authority (RGRTA) can submit project proposals for the TIP. Private and not-for-profit organizations can submit proposals if the project is sponsored by the local government in which the project will be located.

Bundled Projects

Multiple locations (bridges, pavements, other) can be bundled in a single project and submitted as one TIP application. Project sponsors are encouraged to factor delivery considerations when selecting locations to be bundled.

Multi-Year Programs

Multi-year programs (e.g., RTOC, HELP) can be submitted as one TIP application. Project sponsors are requested to attach additional budget documentation to indicate the respective amount of funding per each year of the programs.

Are There Guidelines for Developing Project Cost Estimates?

There is not a specific set of guidelines for developing cost estimates for projects and programs. Sponsors are encouraged to include documentation of their internal estimates or other references used to generate phase costs with their TIP applications.

Sponsors are requested to submit all phase costs using 2022 dollar figures. GTC staff will apply a uniform compound inflation rate (2%) for phase costs, based upon the respective year, if programmed in the draft TIP.

The non-Federal matching share for most projects is 20%, with notable exceptions for safety improvements and projects on the Interstate system. This share is the default setting on the application but sponsors can modify it to indicate respective program rules or a local overmatch.

Marchiselli Program

The Municipal Streets and Highway Program (Chapter 330 of the Laws of New York of 1991), commonly referred to as the Marchiselli Program, was created as a means of assisting municipalities in financing the non-Federal share of federally aided transportation projects. Under the program, Municipal Sponsors progressing projects on local highway systems through a Federal aid highway program *may be eligible* for State reimbursement of up to 75% of the non-Federal share.

Regardless of the decisions related to the Marchiselli Program, which is *subject to annual appropriation in the State budget*, project sponsors are expected to deliver their projects on schedule. Failure to do so directly impacts the Region's ability to fully utilize available Federal funds and amounts to lost opportunities for all communities.

More information about the Marchiselli Program, including eligible project types, can be found in the NYSDOT *Local Projects Manual*, [Chapter 3 – Project Initiation, Management and Funding](#), Section 3.11.2.

How Soon Can a Project be Funded?

The 2023-2027 TIP is an update to the current 2020-2024 TIP. Accordingly, projects added as part of this update will likely be programmed for implementation in the last four years of the four-year program (i.e., between October 1, 2023 and September 30, 2027).

What Agencies are Involved in TIP Development?

The BIL maintains the requirement that the MPO of an area work with the State Department of Transportation and other transportation agencies to develop the TIP. Consistent with the BIL, GTC and NYSDOT work as a cooperative team with other interested parties to develop and manage this region's TIP.

GTC has established a TIP Development Committee (TDC) to guide the TIP development process. The TDC is comprised of representatives from the Regional Core Counties (Livingston, Monroe, Ontario, and Wayne), the City of Rochester, RGRTA, and NYSDOT. The TDC also meets regularly to assist GTC and NYSDOT in maintaining the TIP between updates, including the review of substantive changes in projects that may require amending or modifying the adopted TIP.

How are Projects Selected for the TIP?

The GTC/NYSDOT team scores all project proposals pursuant to the performance-based Project Evaluation Criteria included in [Appendix B](#). The resulting scores provide a basis for the preliminary ranking of project proposals. These preliminary rankings are reviewed and discussed by the TDC and adjustments to rankings are made as necessary to reflect overall funding considerations, geographic balance, and other factors not specifically captured by the Project Evaluation Criteria. Based on estimates of available revenue, funding is then assigned to the ranked projects in accordance with funding availability and eligibility restrictions.

A draft TIP document is developed and made available for public review and comment (including at least two public meetings) in order to solicit input on the proposed program of projects. The draft TIP, public comments, and suggested revisions (incorporating the consideration of public comments) are presented to and considered by the GTC Planning Committee. The GTC Planning Committee then sends its recommended draft TIP to the GTC Board for its consideration. The 2023-2027 TIP Development Schedule is presented in [Appendix C](#) and provides details on timing.

How are Project Proposals Submitted for the TIP?

Applicants must submit a complete application package consisting of the following:

1. **Online Application** – The online application is available through a dedicated TIP online portal. **Interested sponsors must email TIP@gtcmpo.org for access.** A separate TIP Project Application Form must be completed for each new project and each existing TIP project for which additional federal funds are requested.

- **Due: February 16, 2022**

The online *Application Form* includes an attachments option for attachments including:

- a) **Accomplishments Table** (Required) – Separate Excel file with selections for work type accomplishments included in the project, based upon the NYSDOT Initial Project Proposal. A template is provided on the intranet site.
- b) **Cover Letter** (Required) by an authorized representative of the applying jurisdiction or agency. A template is provided on the intranet site.
- c) **Maps** (*Optional*)
- d) **Cost Estimates** (*Optional*)
- e) **Safety Benefits Evaluation** (TE-164) and the **Project Benefit and Cost Summary** (TE-204) forms (*Required for Safety projects*)

- f) Excerpts of **Plans and Studies** (*Optional*)
- g) **Other supporting documentation** (*Optional*)

All applications must be **submitted online**. This form can be saved for each project and the responses edited. Applicants will be emailed a copy of the final application submission as of February 16, 2022.

Use of Consultants in Applications

Consultants may prepare all or part of TIP applications on behalf of municipalities but they are only eligible to work on the phases (application, design, and/or construction) that are named in the municipality's request for proposals/solicitation. They may not participate in a competitive solicitation for consultant services for the same project, unless the consultant has been procured competitive, qualifications-based selection (QBS) process within the last 3 years.

If you are unsure if your consultant selection process meets federal and state requirements, please contact the NYSDOT-Region 4 Local Projects Manager, Craig Ekstrom at craig.ekstrom@dot.ny.gov.

More information about consultant selection, can be found in the NYSDOT *Local Projects Manual*, [Chapter 6 – Consultant Procurement and Administration](#), Section 6.8.1.

Use of Consultants as Project Managers

[23 USC 635.105\(c\)\(4\)](#) requires that project sponsors provide a full-time employee to be in charge of the project even when using consultants to provide engineering and construction inspection services or project management. The Project Manager (PM) will report to the Sponsor's Responsible Local Official (RLO) who will have ultimate oversight and responsibility for the project. The PM and the RLO may be the same individual, if the Responsible Local Official has project management experience.

TIP Development Process

The TIP development process consists of the steps listed below and shown in [Table 2](#). The Development Schedule for the 2023-2027 TIP is included in [Appendix C](#).

Solicit Project Proposals

The GTC/NYS DOT-4 team sends a joint “Call for Projects” email to GTC member agencies and the appropriate officials of eligible counties, municipalities, and authorities to notify these officials of the opportunity to submit project proposals. The TIP Guidebook, application, and other relevant materials are made available for download via the GTC website.

The announcement is also sent to private and not-for-profit organizations that have requested TIP notification. *These groups may submit project proposals only if a local government has formally agreed to sponsor the proposed project.*

Prepare and Submit Project Proposals

- a. Request access to the dedicated TIP online portal by sending an email to tip@gtcmpo.org.
- b. **TIP Applicant Workshop** (Optional) – **January 4, 2022 at 2:00 p.m.**
 - Location: WebEx

The workshop will include a brief presentation, after which GTC and NYSDOT-4 staff will answer questions from prospective applicants on the TIP application process and provide any clarification regarding the information requested on the proposal forms. All interested individuals are welcome to attend this workshop. The workshop will be recorded and made available for later viewing for those who cannot attend live or need a refresher.

- c. **Final Application – February 16, 2022, 4:00 p.m.**

If additional assistance is needed to complete the Project Application Form(s), applicants may also contact Alex Kone at akone@gtcmpo.org.

Eligibility Review

Each project must meet certain minimum requirements. The following questions will be asked of each application:

- Is the proposed project eligible for federal transportation funding?
- Is the proposed project consistent with the goals and objectives of the LRTP?

The GTC/NYS DOT-4 team will use the information provided in the project applications to complete eligibility review. Once it is determined that a project meets the minimum requirements, the project will undergo detailed Project Evaluation.

Project Evaluation

The TIP Development Process provides objective evaluation of each project application. However, the TIP **must** be limited to available funding resources, as well as balanced by project type and geographic area. Therefore, it is all but certain that not all submitted applications can or will be included in the final TIP.

The GTC/NYSDOT-4 team will assess each eligible project relative to the overall and mode-specific Project Evaluation Criteria (summarized in [Appendix B](#)). Table 1 highlights the Common Criteria and Mode Specific point allocation. Projects that are primarily safety focused are not evaluated on Mode Specific criteria and additional points are provided to the Safety criterion under the Common Criteria.

The scores that result from this assessment provide a preliminary basis for ranking project proposals within each mode (Highway, Bridge, Public Transportation, Bicycle & Pedestrian Transportation, and System Management and Operations). In addition, the GTC/NYSDOT-4 team determines if the applicant has reasonable cost estimates and the capacity to complete the project within the proposed schedule.

Table 1 - Project Evaluation Criteria

| Criteria | | All Projects (except Safety) | Safety |
|-----------------|----------------------------------|---|---------------|
| Common | Safety | 20 | 50 |
| | Mobility | 10 | 10 |
| | Accessibility | 15 | 15 |
| | Community & Economic Development | 15 | 15 |
| | System Continuity & Operations | 15 | 15 |
| | Environment | 10 | 10 |
| | Fiscal Responsibility | 15 | 15 |
| | <i>Sub-Total</i> | 100 | 130 |
| Mode Specific | (Various) | 30 | 0 |
| Total | | 130 | 130 |

Program Development

The preliminary rankings are reviewed and discussed with the TDC, and adjustments to the rankings are made as necessary to reflect overall funding considerations, mobility impacts, geographic balance, environmental justice, and other system-level issues or factors not specifically captured by the Project Evaluation Criteria.

Based on available revenue estimates, funding is assigned to the ranked projects in accordance with funding availability, eligibility restrictions (as outlined in Appendix A), and timing considerations. This is a delicate optimization process in which the GTC/NYSDOT-4 team

attempts to fund as many of the highest-rated project proposals as possible within the amount of available funding.

Note that the TIP must be *financially constrained*. That is, the total amount of funds programmed for projects in the TIP must not exceed the projected total amount of funds available to the TIP Area for that period. The GTC/NYS DOT-4 team must ensure that the test of financial constraint is met for each of the federal transportation funding categories programmed in the TIP and by each Federal Fiscal Year (Oct. 1 to Sept. 30).

Program Review

The preliminary list of TIP projects and funding assignments that emerge from the previous step constitutes the basis of the Draft TIP. The Draft TIP is presented to the TDC for their consideration and recommendation to the GTC Planning Committee. Based on TDC and GTC Planning Committee consideration and recommendations, a Draft TIP document is prepared for public review.

Public Review

The program of projects (i.e., list of projects) proposed to be included in the 2023-2027 TIP is made available for public review and comment. The Draft TIP, public comments, and suggested revisions based on public comments are reviewed by the GTC Planning Committee prior to recommendation to the GTC Board.

Note that the principal public review concerns at this stage are related to assuring that projects are consistent with the LRTP and address the most pressing regional needs (e.g., safety, access, mobility, etc.). Public involvement to address issues related to individual projects is most appropriately conducted by the project sponsor as the project is developed.

New projects that were not submitted by the application due date cannot be introduced or considered at this time.

State/Federal Agency Review of Draft TIP

Concurrent with the public review period and subsequent TDC and GTC Planning Committee consideration and recommendations, the GTC/NYS DOT-4 team will prepare and forward the recommended program of TIP projects for review by the appropriate State and Federal agencies, including but not limited to NYSDOT-Main Office (Albany), the Federal Highway Administration, and the Federal Transit Administration.

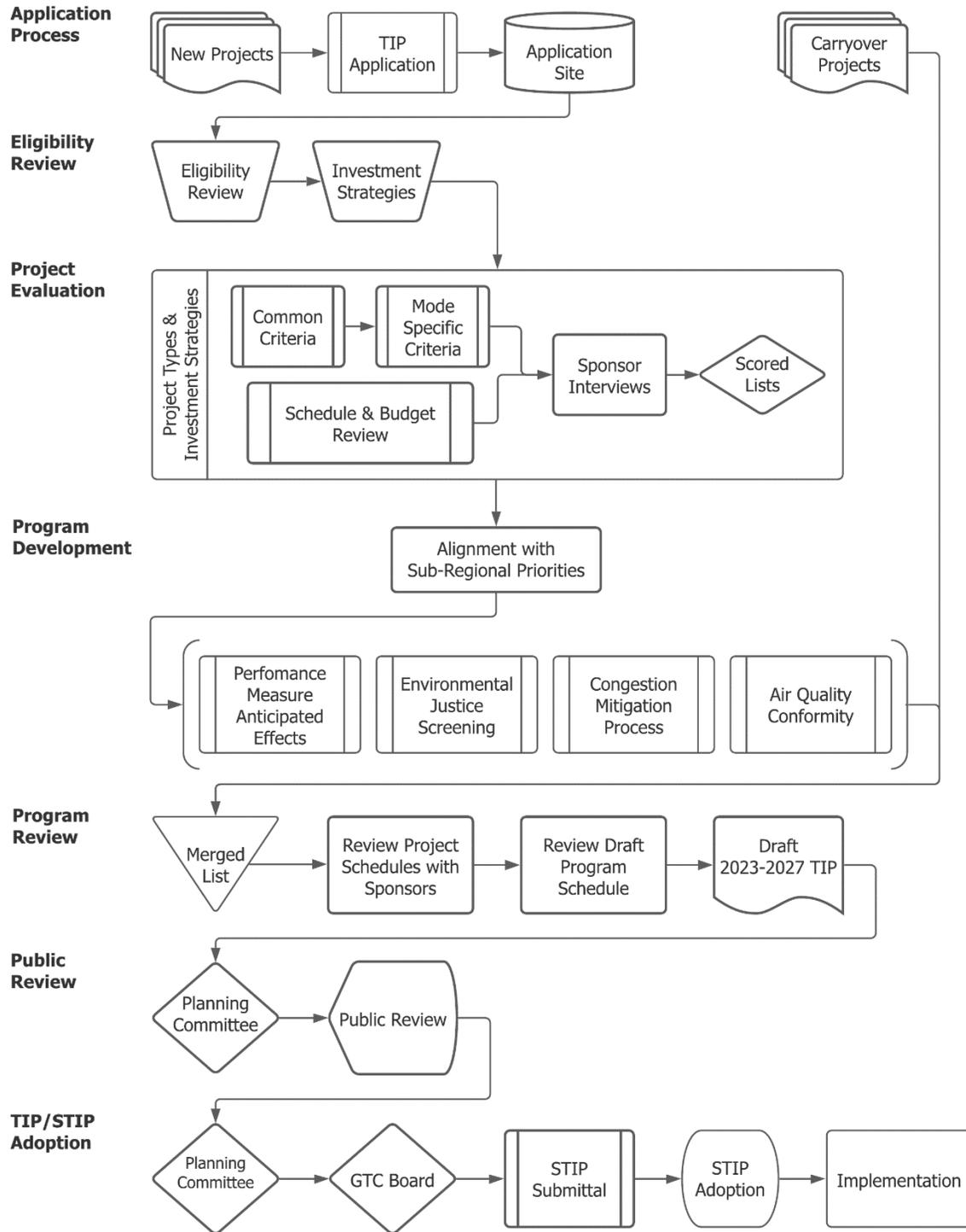
TIP Adoption

Following review by state and federal agencies, the final TIP document will be presented to the GTC Planning Committee for recommendation to the GTC Board. The GTC Board is responsible for adopting the final TIP.

Publish Final TIP Document

Following adoption by the GTC Board, GTC staff will publish the TIP electronically via the GTC website. Effective October 1, 2022, this document becomes the basis for continuous management of transportation investments in the region.

Table 2 – TIP Development Process



Appendix A – Eligible Project Types by Funding Program

Applicants are not expected to identify potential funding sources for projects. This information is included only to illustrate the various types of projects that are eligible for specific funding programs.

The BIL included revised and new eligible activities under the National Highway Performance Program, Surface Transportation Block Grant program, and the Highway Safety Improvement Program. These revisions have not yet been published in the Code of Federal Regulations. GTC staff will update this appendix when such information is made available.

These programs and their respective eligible activities have mostly remained constant between the FAST Act and the BIL. Project sponsors are encouraged to pursue projects using the current program eligibility with the expectation of similar eligibility requirements under the new surface transportation legislation.

National Highway Performance Program

The National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Under the FAST Act, the enhanced NHS is composed of approximately 220,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- All Principal Arterials (including the Interstate System) and border crossings on those routes;
- Intermodal connectors -- highways that provide motor vehicle access between the NHS and major intermodal transportation facilities;
- STRAHNET -- the network of highways important to U.S. strategic defense; and
- STRAHNET connectors to major military installations.

The following types of projects* are eligible for NHPP funds per 23 USC 119(d):

- a) Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the NHS. The terms "Construction" and "Operational improvement" are defined in 23 U.S.C. 101(a).
- b) Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of bridges on the NHS.
- c) Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including impact protection measures, security countermeasures, and protection against extreme events) of tunnels on the NHS.
- d) Inspection and evaluation, as described in 23 U.S.C. 144, of bridges and tunnels on the NHS, and inspection and evaluation of other highway infrastructure assets on the NHS. This includes, but is not limited to, signs, retaining walls, and drainage structures.
- e) Training of bridge and tunnel inspectors, as described in 23 U.S.C. 144.
- f) Construction, rehabilitation, or replacement of existing ferry boats and ferry boat facilities, including approaches that connect road segments of the NHS. Eligible ferry approaches are described in 23 U.S.C. 129(b). Eligible ferry boats and facilities are described in 23 U.S.C. 129(c).
- g) Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, U.S.C., if-
 - i. the highway project or transit project is in the same corridor as, and in proximity to, a fully access-controlled highway on the NHS;
 - ii. the construction or improvements will reduce delays or produce travel time savings on the fully access-controlled highway described in clause (i) and improve regional traffic flow; and

- iii. the construction or improvements are more cost-effective, as determined by benefit-cost analysis, than an improvement to the fully access-controlled highway on the NHS.
- h) Bicycle transportation and pedestrian walkways in accordance with 23 U.S.C. 217. The project or activity must be associated with an NHS facility.
- i) Highway safety improvements on the NHS. The term "Safety improvement project" is defined in 23 U.S.C. 101(a).
- j) Capital and operating costs for traffic and traveler information monitoring, management, and control facilities and programs. The project or activity must be associated with an NHS facility.
- k) Development and implementation of a State asset management plan for the NHS, including data collection, maintenance, and integration and the cost associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance-based management.
- l) Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment. The project or activity must be associated with an NHS facility.
- m) Environmental restoration and pollution abatement in accordance with 23 U.S.C. 328. The project must be associated with an NHS facility.
- n) Control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance with 23 U.S.C. 329. The project or activity must be associated with an NHS facility.
- o) Environmental mitigation efforts related to projects funded under this section, as described in 23 U.S.C. 119(g). The project or activity must be associated with an NHS facility.
- p) Construction of publicly owned intracity or intercity bus terminals servicing the NHS.
- q) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an NHPP-eligible project, then the State may use NHPP funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the project. (23 U.S.C. 119(h)).
- r) Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a Federal-aid highway that is not on the NHS. To use this provision, States must ensure any obligations required under 119(f), NHS Bridge Condition requirements, are satisfied. The obligation requirements are discussed in Section F of this memorandum. (23 U.S.C. 119(i))
- s) A State may use funds apportioned under this section for projects intended to reduce the risk of failure of critical infrastructure in the State. In this subsection, the term "critical infrastructure" means, those facilities the incapacity or failure of which would have a debilitating impact on national or regional economic security, national or regional energy security, national or regional public health or safety, or any combination of those matters. This eligibility is limited to facilities that are eligible under 23 U.S.C. 119(j).
- t) Workforce development, training, and education activities under 23 U.S.C. 504(e).
- u) Preferential parking for carpools associated with an NHS facility, including the addition of electric vehicle charging stations or natural gas vehicle refueling stations, as provided for in 23 U.S.C. 137(f).

Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

The following types of projects are eligible for STBG funds per 23 USC 133(b):

- a) Construction, as defined in 23 U.S.C. 101(a)(4), of the following:
 - i. highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;
 - ii. ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);
 - iii. transit capital projects eligible under chapter 53 of title 49, United States Code;
 - iv. infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - v. truck parking facilities eligible under section 1401 of MAP-21 (23 U.S.C. 137 note); and
 - vi. border infrastructure projects eligible under section 1303 of SAFETEA-LU (23 U.S.C. 101 note).
- b) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).
- c) Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- d) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- e) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).
- f) Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
- g) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- h) Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.
- i) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.

- j) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.
- k) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- l) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
- m) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects. The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under title 23 and chapter 3 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
- n) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:
 - i. Replacement of bridges with fill material;
 - ii. Training of bridge and tunnel inspectors;
 - iii. Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;
 - iv. Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;
 - v. Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
 - vi. Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;
 - vii. Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213;
 - viii. Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid Highway
 - ix. Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;
 - x. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);

- xi. Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(32);
- xii. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;
- xiii. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;
- xiv. Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads;
- xv. Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and
- xvi. Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. A highway safety improvement project is any strategy, activity or project on a public road that address [New York State Strategic Highway Safety Plan](#) (SHSP) Emphasis Areas, either:

- Targeted Locations – A Total Project Benefit-Cost Ratio should be greater than 1 using NYSDOT’s Highway Safety Investigation methodology ([Accident Analysis Toolbox](#)). Sponsors are required to provide the Safety Benefits Evaluation (TE-164) and the Project Benefit and Cost Summary (TE-204) forms.
- Systemic Treatments – These specific countermeasures were approved by the FHWA Division Office as systemic improvements because of their proven effectiveness and the direct connection to emphasis areas in the SHSP. They do not require an engineering analysis for TIP consideration:
 - Centerline Rumble Strips (CARDS);
 - Secondary Highway Audible Roadway Delineators (SHARDS) (per [EI 16-014](#));
 - Pedestrian Countdown Timers; or
 - Pedestrian improvements at uncontrolled crosswalks ([Appendix A](#)) or signalized intersections ([Appendix B](#)) per [NYS Pedestrian Safety Action Plan](#).

Appendix B - Project Evaluation Criteria

Common Criteria

All projects will be evaluated using the Common Criteria:

Table B1 – Common Criteria

| Area | Criteria | Scale | Data | Points |
|----------------------------------|--|--|--|---------------|
| Safety | Improve the safety of the existing transportation system | Safety Projects: | ALIS/ CLEAR | 0-20 |
| | | Estimated Annual Safety Benefits (NYSDOT TE-164) | | |
| | | All Other Projects: | | |
| | | Low: Nominal/ancillary safety improvements | | |
| | | Medium: Systemic countermeasures for SHSP Emphasis Areas | | |
| | | High: Estimated Annual Safety Benefits (NYSDOT TE-164) | | |
| Mobility | Improve the efficiency and reliability of the existing transportation system | All Projects, except Regional and Local (NHS) Bridges | INRIX, TSMO Strategic Plan, BRIDGE NY Priority Index | 0-10 |
| | | Reduction of travel time on congested segments and/or improvement of transit on-time performance and/or incorporates TSMO Strategic Plan recommendations | | |
| | | Regional and Local (Non-NHS) Bridges | | |
| | | Bridge Priority Index (tranching ranking of projects) | | |
| Accessibility | Promote travel alternatives that are available to all persons regardless of age, physical or mental ability, and/or income | Maintenance and increase of travel options for one or more Environmental Justice populations | Sponsor-provided, American Community Survey | 0-15 |
| Community & Economic Development | Enhance the region's attractiveness to new and existing businesses | Access and mobility needs to FLREDC Strategic Industry Pillars | Sponsor-provided, FLREDC Annual Report | 0-5 |
| | Has support from specific local, regional, or state land use, economic, housing, | Priority recommendation of one or more plans | Sponsor-provided | 0-5 |

| | | | | |
|----------------------------------|--|--|--|------|
| | or other (non-transportation) policies | | | |
| | Enhances a designated freight corridor or project | Low: Local freight plan | NYSDOT Freight Plan, GTC Freight Plan, RIS | 0-5 |
| | | Medium: Truck ADT > 15% | | |
| | | High: National Highway Freight or Critical Urban Freight Corridor; GTC Freight Plan recommendation; and/or Truck ADT > 20% | | |
| System Continuity and Operations | Advance the recommendation(s) of a UPWP study or other transportation plan consistent with LRTP 2045 | Priority recommendation of one or more GTC UPWP study or LRTP | LRTP 2045 | 0-5 |
| | Improve the resiliency of the system to natural and/or man-made disruptions | Scope includes features to improve resiliency to floods or other hazards. | FEMA, GTC Vulnerability Assessment | 0-10 |
| Environment | Reduce emissions of greenhouse gases and/or criteria pollutants | Reduction in delay, or promotion of travel alternatives, or implementation of alternative fuel for potential reduction in GHG, including bridges with imminent risk of detour. | - | 0-10 |
| Fiscal Responsibility | Minimize lifetime maintenance | Appropriateness of treatment to minimize capital and operating costs | Sponsor-provided | 0-5 |
| | Provide non-federal funds beyond the required amount | Inclusion of non-Federal funds from 21-50+% (including pre-Construction phases. | Sponsor-provided | 0-5 |
| | Employ innovative funding/ financing/ partnerships that reflect the scope of interests served | Inclusion of non-transportation sources of non-Federal match | Sponsor-provided | 0-5 |

Mode-Specific Criteria

All projects (except Safety) will be also evaluated using these criteria, under their respective modes:

Table B2 – Mode Specific Criteria

| Mode | Criteria | Points |
|-----------------------------------|---|--|
| Highway and Bridge | Facility Condition Score - calculated through <ul style="list-style-type: none"> • Preventive maintenance Formulas (Table B3) • Replacement/Reconstruction/Rehabilitation Matrices (Tables B4-B5) | 10 |
| | Incorporate transit-supportive design elements | 5 |
| | Incorporate bicycle-supportive design elements | 5 |
| | Incorporate pedestrian-supportive design elements | 5 |
| | Incorporate goods movement-supportive design elements | 5 |
| | Public Transit | Contribute to operating cost efficiencies |
| Public Transit | Improve on-time performance | 5 |
| | Optimize transit load factors | 5 |
| | Contribute to cost-effective maintenance of existing capital assets | 5 |
| | Improve access to/from employment, education, services, and/or community facilities | 5 |
| | Bicycle and Pedestrian | Decrease gaps in the core multi-use trails network or increase the amount of federal-aid roads with complete sidewalks |
| Bicycle and Pedestrian | Improve access to/from employment, education, services, and/or community facilities | 5 |
| | Employ required/accepted design guidance and standards | 5 |
| | Contribute to cost-effective maintenance of existing bicycle/pedestrian facilities | 5 |
| | Effectively connect with existing bicycle/pedestrian facilities | 5 |
| | Systems Management and Operations | Reduce travel times on major roadways |
| Systems Management and Operations | Reduce incident clearance times | 10 |
| | Increase the productivity of regional transportation agencies/providers (e.g., cost savings, time savings, etc.) | 5 |
| | Support or advance existing and/or proposed ITS elements | 5 |

Table B3 – Preventive Maintenance Formulas

Pavements

$$\frac{\text{Total Project Cost}}{(8 - \text{Pavement Condition}) \times \text{VMT} \times \text{Treatment Life}} = \text{Cost Effectiveness}^*$$

Bridges

$$\frac{\text{Total Project Cost}}{(7 - \text{Bridge Element Rating}) \times \text{ADT} \times \text{Treatment Life}} = \text{Cost Effectiveness}^*$$

*The resulting Cost Effectiveness scores will be sorted in ascending order by NHS and non-NHS facilities. The difference between the highest and lowest scores will be divided by 10 to establish an increment for the Facility Condition Score. Projects in the highest increment will receive a score of 10, projects in the next highest increment will receive a score of 9, and so on with projects in the lowest increment receiving a score of 1.

Table B4 – Replacement/Reconstruction/Rehabilitation Matrices

| Rehabilitation/Reconstruction Facility Condition Score (Urban) | | | | |
|---|-----------------------|---------------|---------------|---------|
| | Average Daily Traffic | | | |
| | < 1,300 | 1,300 – 4,200 | 4,201 – 9,500 | > 9,500 |
| Pavement Rating | | | | |
| PVT < 4 | 7 | 8 | 9 | 10 |
| PVT < 5 | 6 | 7 | 8 | 9 |
| PVT < 6 | 4 | 5 | 6 | 7 |
| PVT < 7 | 2 | 3 | 4 | 5 |
| Bridge Rating | | | | |
| < 3.0 | 7 | 8 | 9 | 10 |
| 3.0 – 3.49 | 6 | 7 | 8 | 9 |
| 3.5 – 4.49 | 4 | 5 | 6 | 7 |
| 4.5 – 4.99 | 2 | 3 | 4 | 5 |

Table B5 – Replacement/Reconstruction/Rehabilitation Matrices

| Rehabilitation/Reconstruction Facility Condition Score (Rural) | | | | |
|---|-----------------------|-------------|---------------|---------|
| | Average Daily Traffic | | | |
| | < 400 | 400 – 1,000 | 1,000 – 2,000 | > 2,000 |
| Pavement Rating | | | | |
| PVT < 4 | 7 | 8 | 9 | 10 |
| PVT < 5 | 6 | 7 | 8 | 9 |
| PVT < 6 | 4 | 5 | 6 | 7 |
| PVT < 7 | 2 | 3 | 4 | 5 |
| Bridge Rating | | | | |
| < 3.0 | 7 | 8 | 9 | 10 |
| 3.0 – 3.49 | 6 | 7 | 8 | 9 |
| 3.5 – 4.49 | 4 | 5 | 6 | 7 |
| 4.5 – 4.99 | 2 | 3 | 4 | 5 |

Appendix C – TIP Development Schedule

| Activity | Date |
|---|--|
| Issue TIP Call for Projects | December 17, 2021 |
| TIP Applicant Workshop | January 4, 2022 |
| Applications Due | February 16, 2022 |
| Sponsor Application Review Meetings | February 21, 2022 - February 25, 2022 |
| Staff Processing of TIP Applications (Scoring, Preliminary Ranking, etc.) | February 17, 2022 - March 3, 2022 |
| TDC Meeting(s) to Review Project Proposals, Develop Initial Project List, and Refine Initial Project List | March 10, 2022 – March 31, 2022 |
| Send TDC Recommended Project List to Planning Committee | March 31, 2022 |
| Planning Committee Meeting to Approve Project List for Public Review | April 7, 2022 |
| 30-Day Public Review | April 8, 2022 – May 9, 2022 |
| TDC Consideration of TIP (including schedule) and Recommendation to the Planning Committee | April 21, 2022 |
| TIP Public Meetings (two in Rochester MPA) | April 26, 2022 – April 27, 2022 |
| Planning Committee Meeting to Recommendation to the GTC Board | May 12, 2022 |
| GTC Board Meeting to Adopt TIP | June 9, 2022 |

Exhibit 1 - LRTP 2045 Goals and Objectives

The *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* (adopted June 10, 2021) identifies the following goals and objectives:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

- A. The transportation system should support balanced community and economic development of the metropolitan area
- B. The transportation system should be a distinguishing competitive feature of the metropolitan area relative to other areas, serving the needs of existing businesses and enhancing the region's attractiveness to new business

2. Increase the safety of the transportation system for motorized and non-motorized users

- A. Transportation designs, services, and education programs should enhance and protect life, health, and property

3. Facilitate partnerships in planning, financing, and the execution of transportation initiatives

- A. The transportation planning and decision making process should be multi-jurisdictional, fostering coordination and cooperation among local, county, state, and federal governments, concerned agencies, and the private sector
- B. The transportation planning process should be conducted in as open and visible a manner as possible, encouraging community participation and interaction between and among citizens, professional staff, and elected officials
- C. Financial and non-financial support for transportation initiatives should be provided by all levels of government and the private sector in a fashion which reflects their relative responsibilities for, and/or benefits from, the initiatives and related economic and social impacts
- D. Innovative financing/partnerships for transportation initiatives that reflect the full scope of interests impacted or served should be explored
- E. Transportation and transportation-related information resources should be developed and shared in a fashion that promotes informed public and private sector decision making
- F. Awareness should be promoted regarding the impact of individual, public, and private sector decisions on the quality of mobility and the potential impact of these decisions on others

4. Increase the accessibility and mobility options available to people and freight

- A. The transportation system should provide the capacity, coverage, and coordination necessary to provide mobility to the region's population and commercial activities in a fashion consistent with the overall intent of Goal 1
- B. Reasonable travel alternatives should be available to all persons in the area regardless of age, physical or mental ability, and/or income

5. Promote efficient system management and operations

- A. The transportation system should be designed and managed in a fashion that minimizes lifetime maintenance and user costs
- B. Transportation investments should advance the Long Range Transportation Plan's goals and objectives in a fashion which maximizes benefits relative to costs
- C. Transportation and land use planning should be integrated in a fashion that optimizes the use of existing transportation and other municipal infrastructure
- D. Transportation investments should be guided by cooperative planning, design, and maintenance standards to promote system continuity and uniformity across jurisdictional boundaries

6. Protect and enhance the natural environment, cultural heritage and community appearance, and promote energy conservation

- A. Transportation planning and decision making should support and reinforce local land use and development objectives
- B. Transportation planning and decision making should recognize local priorities balanced with broader community goals
- C. Transportation planning and decision making should strive to address issues on a corridor level, recognizing both the multi-jurisdictional component of travel and the interrelationship between transportation and non-transportation policies and investments
- D. The transportation system should encourage the efficient use of non-renewable energy resources and the exploration of renewable alternatives
- E. Transportation planning and decision making should strive to embrace designs and processes that respect the natural environment and enhance the overall contribution of the transportation system to community livability

Exhibit 2 – L RTP 2045 Investment Strategies

The *L RTP 2045* Financial Plan divides the projected Federal, State, and Local funds through 2045 into 18 Investment Strategies that implement the Recommendations for Health and Safety, Access and Equity, System Management and Maintenance, Sustainability and Resilience, and Economic Development. The amounts of each category are a balance between the need and reasonably available funds. Descriptions of each of the Strategies and the planning assumptions used for them can be found in [L RTP 2045 Appendix B](#).

[Exhibit 2a](#) highlights each of the Strategies and the specific fund sources that are eligible for implementation. “Programmatic” funds are those funding categories that have specific eligible activities (i.e., National Highway System, Safety, or Urban Transit) that are directly tied to National Performance Goals included in the GTC [National Performance Measures Report for the Genesee-Finger Lakes Region](#). “Flexible” funds have a broader range of eligible activities and facility locations. These funds can be programmed to achieve both the National Performance Goals and other Goals of the *L RTP 2045*.

Programmatic fund sources are denoted by whether they are primarily included in TIP Planning Targets (“PT”) or are programmed on a Statewide basis by NYSDOT Main Office (“MO”).

Sub-Strategies are added for TIP to provide additional refinement in Tiered Lists. The TIP Development Committee has agreed to include the following four Sub-Strategies:

1. **Rural Connectivity** – Regional bridge and pavement projects located between Cities/Villages/Hamlets or connecting FLREDC Strategic Industry Pillars (Optics, Photonics & Imaging; Agriculture and Food Production; Next Generation Manufacturing; Healthcare & Life Sciences; Software & IT) (see [2021 Annual Report](#) for more information)
2. **Community Connectivity** – Regional bridge and pavement projects within Cities/Villages/Hamlets providing accessibility for all system users
3. **Vulnerable Road Users** – Spot location and approved systemic safety improvements for pedestrians, bicyclists, wheelchair, and buggy users.
4. **Off-System Bridge** – (Existing STBG set-aside)

Exhibit 2a – Investment Strategies and Fund Sources

| Investment Strategy | | Programmatic Fund | | Flexible Fund | | TIP Call** |
|-----------------------------------|------------------------|--------------------|------------|---------------|--------|------------|
| | Sub-Strategies | | PT/ MO* | (STBG) | | |
| NHS Assets - Pavements | | NHPP | PT | Flex | Lg Urb | Yes |
| NHS Assets - Bridges | | NHPP | PT | Flex | Lg Urb | Yes |
| Regional Pavements | Rural Connectivity | - | PT | Flex | - | Yes |
| | Community Connectivity | - | PT | Flex | Lg Urb | |
| | All | - | PT | Flex | Lg Urb | |
| Regional Bridges | Rural Connectivity | - | PT | Flex | - | Yes |
| | Community Connectivity | - | PT | Flex | Lg Urb | |
| | All | - | PT | Flex | Lg Urb | |
| Local Roads and Bridges | Off-System Bridges | STBG OSB | PT | Flex | Lg Urb | Yes |
| | Local Roads | - | - | - | - | No |
| Safety Enhancements | Vulnerable Road Users | HSIP | PT | Flex | Lg Urb | Yes |
| | All | HSIP | PT | Flex | Lg Urb | Yes |
| Safety Emphasis Areas | | HSIP | PT | Flex | Lg Urb | Yes |
| Systems Management and Operations | | NHPP (NHS-only) | PT | Flex | Lg Urb | Yes |
| Critical Asset Resiliency | | PROTECT | MO | Flex | Lg Urb | Yes |
| Active Transportation Expansion | | TAP | MO | Flex | Lg Urb | Yes |
| Regional Trails Initiative | | TAP | MO | Flex | Lg Urb | Yes |
| Shared Mobility | | - | MO | Flex | Lg Urb | Yes |
| Transit Rolling Stock | | FTA 5307 / 5339 | PT | Flex | Lg Urb | Yes |
| Transit Facilities | | FTA 5307 / 5339 | PT | Flex | Lg Urb | Yes |
| Transit Electrification | | FTA 5307 / 5339 | PT | Flex | Lg Urb | Yes |
| Transit Services and Operations | | State / Local | - | - | - | No |
| Thruway Capital | | Thruway Capital | - | - | - | No |
| Freight Mobility | | NHFP | MO | - | - | No |

Reference - Transportation Acronyms

| | |
|----------|---|
| ADT | Annual Daily Traffic |
| ADA | The Americans with Disabilities Act of 1990 |
| BIL | Bipartisan Infrastructure Law |
| GTC | Genesee Transportation Council |
| FAST | Fixing America's Surface Transportation Act |
| HSIP | Highway Safety Improvement Program |
| IIJA | Infrastructure and Investment Jobs Act |
| ITS | Intelligent Transportation Systems |
| LRTP | Long Range Transportation Plan |
| MAP-21 | Moving Ahead for Progress in the 21 st Century |
| MPA | Metropolitan Planning Area |
| MPO | Metropolitan Planning Organization |
| NHPP | National Highway Performance Program |
| NHS | National Highway System |
| NYSDOT | New York State Department of Transportation |
| NYSDOT-4 | New York State Department of Transportation - Region 4 |
| NYSSHSP | New York State Strategic Highway Safety Plan |
| PDF | Portable Document Format |
| RGRTA | Rochester Genesee Regional Transportation Authority |
| STBG | Surface Transportation Block Grant Program |
| STIP | Statewide Transportation Improvement Program |
| TDC | TIP Development Committee |
| TIP | Transportation Improvement Program |
| VMT | Vehicle Miles Traveled |