

## APPENDIX A

# Project Evaluation Criteria



The GTC/NYS DOT Evaluation Team scored all project proposals pursuant to the Project Evaluation Criteria listed below.

The following criteria were used to assess All Projects:

Does the proposed project:

1. Improve the safety of the existing transportation system?
2. Improve the efficiency and reliability of the existing transportation system?
3. Promote travel alternatives that are available to all persons regardless of age, physical or mental ability, and/or income?
4. Enhance the region's attractiveness to new and existing businesses?
5. Have support from specific local land use policy? (Are there local policies/regulations in place/pending that support success of project?)
6. Support corridor-level transportation solutions?
7. Promote system continuity and uniformity, especially across jurisdictional boundaries?
8. Address transportation needs associated with new/existing regional initiatives?
9. Advance the recommendations of a specific plan(s) or study(ies)? (e.g., UPWP Study, Capital Improvement Program, Comprehensive Plans/Master Plans, etc.)
10. Encourage the efficient use of non-renewable energy resources and/or promote renewable alternatives?
11. Contribute to maintaining or improving regional air quality?
12. Minimize lifetime maintenance and user costs?
13. Employ innovative financing/partnerships that reflect the scope of interests impacted or served?

The following criteria were used to assess Highway and Bridge Projects:

Does the proposed project:

1. Address a key transportation system safety deficiency (e.g., a PIL, HAL, SDL or other accepted safety priority ranking system)?
2. Contribute to cost-effective maintenance/rehabilitation of existing investments?
3. Improve transportation system safety and efficiency through the use of cost-effective alternatives to construction of new traffic lanes (e.g., TSM, ITS, access management, etc.)?
4. Incorporate transit-supportive design features?
5. Incorporate goods movement-supportive design features?
6. Incorporate bicycle and/or pedestrian-supportive design features?

7. Appear in the RTI On-Street Trail Connection Recommendations?
8. Facility Condition Score. The Facility Condition Score for various types of highway and bridge projects is determined by GTC and NYSDOT staff using the following matrices:

The Facility Condition Score for highway and bridge *rehabilitation and reconstruction* projects is determined by GTC and NYSDOT staff using the following matrix:

REHABILITATION/RECONSTRUCTION FACILITY CONDITION SCORE MATRIX				
Road Pavement Condition Score	Traffic Volume (Average Daily Traffic)			
	< 3,000	3,000 – 8,199	8,200 – 20,000	> 20,000
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

The Facility Condition Score for highway and bridge *preventive maintenance* projects is determined by GTC and NYSDOT staff using the following matrix:

PREVENTIVE MAINTENANCE FACILITY CONDITION SCORE MATRIX				
Road Pavement Condition Score	Traffic Volume (Average Daily Traffic)			
	< 3,000	3,000 – 8,199	8,200 – 20,000	> 20,000
PVT ≤ 5	7	8	9	10
PVT ≤ 6	5	6	7	8
PVT ≤ 7	3	4	5	6
Rating of Bridge Element to be Addressed	(The overall Superstructure rating and the overall Substructure rating must be 5 or more)			
< 4.0	7	8	9	10
4.0 – 4.99	6	7	8	9
5.0 – 5.49	5	6	7	8
5.5 – 5.99	4	5	6	7
≥ 6.0	2	3	4	5

The Preventive Maintenance (PM) Score for highway and bridge projects is determined by GTC and NYSDOT staff using the following formula:

$$\text{Facility Condition Score} \times \left( \frac{\text{Treatment Life}}{\text{Cost/Lane Mile}} \right) = \text{PM Score}$$

The following criteria were used to assess Public Transportation Projects:

Does the proposed project:

1. Improve the convenience and attractiveness of the existing public transportation system?
2. Contribute to operating cost efficiencies?
3. Expand mobility options for seniors, people with disabilities, and others traditionally not well-served by the transportation system?
4. Improve access to employment, education, services, and/or community facilities (e.g., community centers, parks) for those with limited transportation options?
5. Support efforts to address emerging trip-making patterns (e.g., intra-suburban, suburb-to-suburb, and "reverse commute" trips)?
6. Contribute to cost effective maintenance/rehabilitation of existing investments (e.g., shelters, transfer facilities, etc.)?

The following criteria were used to assess Bicycle and Pedestrian Transportation Projects:

Does the proposed project:

1. Improve the convenience and attractiveness of the bicycle and/or pedestrian network?
2. Provide for/improve the accessibility of the bicycle and/or pedestrian network (through both design and maintenance)?
3. Improve connections with the existing transportation system (on-street, off-street, and public transportation)?
4. Improve access to employment, education, services, and/or community facilities (e.g., community centers, parks)?
5. Address stated need(s) appropriately?
6. Employ accepted design standards and/or guidance?
7. Contribute to cost effective maintenance/rehabilitation of existing investments?
8. Appear in the Regional Trails Initiative Project Recommendations?

The following criteria were used to assess Intelligent Transportation Systems (ITS) Projects:

Does the proposed project:

1. Improve traveler safety?
2. Improve traveler mobility?
3. Improve system efficiency?
4. Increase productivity?

5. Contribute to energy conservation and/or environmental protection?
6. Involve one or more congested locations?
7. Identified in IMAGE or RITSA?

The following criteria were used to assess Goods Movement Projects:

Does the proposed project:

1. Promote efficient intermodal connections?
2. Improve the efficiency of truck or rail freight transportation?
3. Remove physical barriers to truck or rail goods movement?
4. Contribute to cost effective maintenance/rehabilitation of existing investments?

Upon request by the applicant, a proposed project's effects on air quality were assessed to determine if the project would result in reduced emissions. This would allow a project to be considered for Congestion Mitigation and Air Quality (CMAQ) Program funding.

In addition, specific air quality-related, CMAQ-eligible projects were also solicited and assessed. These project types included:

- Traffic Flow
- Ride-Share
- Vehicle Technology
- Demand Management

**APPENDIX B**

**Summary of Public Comments**



**Genesee Transportation Council  
DRAFT 2007-2012 Transportation Improvement Program (TIP) Update**

**Summary of Public Comments**

**45-Day Public Review Period  
February 21, 2007 – April 6, 2007**

The Genesee Transportation Council (GTC) provided the DRAFT *2007-2012 TIP* Update for a 45-day public review from Wednesday, February 21, 2007 through Friday, April 6, 2007. Comments on the *DRAFT 2007-2012 TIP* Update were accepted via mail, fax, and email. Additionally, four public meetings were held during the public review period to seek further community input.

The following represents a summary of the comments received during the public review period. The comments are presented in order of quantity received (number in parentheses) with proposal number bracketed (e.g., [06-1]). No priority has been assigned to any individual project or comment.

**Project-Specific Comments**

1. Expressed support for funding the Route 414 & Route 31 Improvements [06-100] project in the Village of Clyde (20 comments)  
The following reasons were cited:
  - Current condition of road is deplorable
  - Poor drainage causes flooding regularly
  - Economic development/truck traffic
  - Project needed sooner than three to five years
  - Flooding has forced summer programs to close
  - Water main break has forced the school to be closed
  - Improving the intersection, sidewalks, and crosswalks will improve student safety
2. Expressed support for the CSX Ultra-Clean Switcher Locomotives [06-9] project (12 comments)
3. Encouraged NYSDOT to expand the scope of the Route 414 & Route 31 Improvements [06-100] project in the Village of Clyde to include remainder of Route 414 in the Village (9 comments)
4. Expressed support for the CR #2 East Lake Road [06-188] project (3 comments)
5. Expressed support for the Erie-Attica Trail to Avon [06-1] project (2 comments)
6. Expressed the need for a reconstructed Rochester Amtrak Station (2 comments)
7. Expressed support for the Dewey Avenue Preventive Maintenance [06-193] project (2 comments)

8. Expressed support for the Highland Avenue Reconstruction [06-8] project (2 comments)
9. Expressed support for the Route 88 Reconstruction [06-67] project in the Village of Newark (2 comments)
10. Opposed to funding for the CSX Ultra-Clean Switcher Locomotives [06-9] project (1 comment)
11. Expressed concern regarding unsafe conditions on the Erie Canalway Trail between Long Pond Road and the Greater Rochester International Airport (1 comment)
12. Expressed support for the Corwin Road Bridge Preventive Maintenance [06-7] project (1 comment)
13. Opposed to funding renovations to the Inner Loop (1 comment)
14. Opposed to funding for the RGRTA Facilities Upgrades [06-165] project (1 comment)
15. Suggested development of light rail transit system using abandoned railroad rights-of-way in region (1 comment)
16. Expressed need for construction of Amtrak Station in Lyons (1 comment)
17. Suggested removal of the abandoned Hojack Railroad Swing Bridge at the Port of Rochester (1 comment)
18. Suggested development of an intermodal freight facility in Rochester (1 comment)
19. Suggested additional funding be allocated to the Renaissance Square project (1 comment)
20. Encouraged RGRTA to use funding to purchase alternative fuel buses rather than diesel (1 comment)
21. Suggested that funding be given to electrify truck stops to improve air quality (1 comment)
22. Expressed concern regarding accessibility at interregional travel facilities (1 comment)
23. Expressed concern regarding stoppage of Lift Line service in western suburbs (1 comment)
24. Suggested reconstruction of the Irondequoit Bay Outlet Swing Bridge for year-round vehicular use (1 comment)
25. Expressed support for a planning study on Route 104 in the Town of Ontario (1 comment)
26. Suggested removal of the abandoned Hojack Railroad bridge over Lake Road in the Town of Webster (1 comment)
27. Suggested that additional incentives be developed to encourage carpooling in the area (1 comment)
28. Encouraged RGRTA to work with employers to provide incentives for employees to use transit (1 comment)

29. Requested the addition of an annual block program for the High Risk Rural Program with specific project locations to be determined (1 comment)
30. Requested the addition of an annual block program for STP Rail Safety Projects with specific project locations to be determined (1 comment)
31. Requested the addition of three specific railroad crossing safety projects selected through a statewide process (1 comment)
32. Expressed support for the Areawide Rideshare Program [06-174, 176, 178, 180, and 182] (1 comment)
33. Expressed support for the Rochester Plug-in Hybrid Vehicle Charging Stations/ Vehicle Expansion Project [06-160] (1 comment)
34. Expressed support for the Transit Enhancements [06-166, 172] project (1 comment)
35. Expressed support for the Rochester Bicycle Enhancement Program [06-156] (1 comment)
36. Expressed support for the Multi-Agency Green Stations [06-159] project (1 comment)
37. Expressed support for the Technology Initiatives for Driving Excellence [06-173, 175, 177] project (1 comment)
38. Expressed support for the Genesee Region Clean Community CMAQ Outreach & Implementation [06-15] project (1 comment)
39. Expressed support for the Lake Avenue Improvements [06-147] project (1 comment)
40. Expressed support for the Driving Park Avenue Preventive Maintenance [06-210] project (1 comment)
41. Expressed support for the East Ridge Road Rehabilitation [06-36] project (1 comment)
42. Expressed support for the Route 590 Reconstruction [06-110] project (1 comment)
43. Expressed support for the Route 590 Rehabilitation [06-112] project (1 comment)
44. Encouraged Monroe County to expand the scope of the East Ridge Road Rehabilitation [06-36] project to include extending the project limits to Route 590 and burial of overhead utilities (1 comment)
45. Expressed support for the Otis Street Preventive Maintenance [06-198] project (1 comment)
46. Expressed support for the Plymouth Avenue Preventive Maintenance [06-213] project (1 comment)
47. Expressed support for the Emerson Street Improvements [06-149] project (1 comment)
48. Expressed support for the Clover Street Preventive Maintenance [06-43] project (1 comment)
49. Expressed support for the S. Winton Road Preventive Maintenance [06-45] project (1 comment)

50. Expressed support for the Elmwood Avenue Preventive Maintenance [06-53] project (1 comment)
51. Expressed support for the I-390 Entrance Ramp from Rt. 15 Preventive Maintenance [06-90] project (1 comment)
52. Expressed support for the Edgewood Avenue Bridge over Allens Creek Reconstruction [06-57] project (1 comment)

### **Non-Project Specific Comments**

1. Expressed need for additional investment in public transportation (5 comments)  
The following reasons were cited:
  - Need for expanded bus fleet
  - Need for more frequent service
  - Need for lower fares
2. Expressed need for improved informational signage at bus stops (3 comments)
3. Expressed concern about the unsafe condition of on-street bicycle facilities (3 comments)
4. Expressed concern regarding the safety of railroads in the region (2 comments)
5. Expressed satisfaction with amount of funding for "Green/Clean Community initiatives" (2 comments)
6. Suggested that all roadway construction projects be required to enhance green space and include pedestrian amenities (1 comment)
7. Suggested that paratransit service be improved across the region (1 comment)
8. Suggested that waterborne freight facilities be developed in region (1 comment)
9. Suggested that intersection improvements be made at congested locations in the region (1 comment)
10. Expressed concern regarding NYSDOT's lack of responsiveness to inquiries by local municipalities (1 comment)
11. Suggested that multi-use trails in the region be better connected (1 comment)
12. Suggested that non-air environmental considerations include the built environment/historic resources (1 comment)
13. Suggested that local bicycling and trails groups be better promoted (1 comment)
14. Expressed the need for bicycle lockers at the Greater Rochester International Airport for employees and travelers (1 comment)
15. Expressed support for focusing on road and bridge maintenance as opposed to new construction (1 comment)
16. Expressed the need for adding guardrails or barriers in the I-590 median near Edgewood Ave. (1 comment)
17. Expressed need for greater consideration and utilization of audible pedestrian signals in pedestrian-friendly neighborhoods of Monroe County (1 comment)

**APPENDIX C**

**Eligible Project Types  
by Funding Program**



## **Interstate Maintenance (IM)**

The following types of projects on the *existing Interstate system* are eligible:

- Reconstruction of existing through-lanes on Interstate highways;
- Acceleration/deceleration lanes on Interstate highways;
- Interstate interchange reconstruction or reconfiguration;
- Bus/HOV lanes or rail rapid transit as a substitute for general purpose highway lanes;
- Studies as appropriate to plan and implement the above; and
- Peripheral park-and-ride lots.

## **National Highway System (NHS)**

The following types of projects are eligible if they occur on the *National Highway System*:

- Road construction, reconstruction, resurfacing, restoration and rehabilitation;
- Operational improvements;
- Highway safety improvements;
- Surface transportation planning;
- Highway research and planning;
- Traffic management and control start-up costs;
- Fringe and corridor parking facilities;
- Carpool and vanpool projects;
- Bicycle and pedestrian transportation facilities;
- Management system projects;
- Wetland mitigation associated with NHS project construction;
- HOV lanes or rail rapid transit as a substitute for new general purpose lanes on freeway and major regional arterial roadways;
- Studies as appropriate to plan and implement the above; and
- Construction of, and operational improvements for, a Federal-aid highway **not** on the National Highway System, and construction of a transit project eligible for assistance under the Federal Transit act, if such highway or transit project is in the same corridor as, and in proximity to, a fully access controlled highway designated on the National Highway System; if the construction or improvement will improve the level of service on the fully access controlled highway and improve regional travel; and if the construction or improvement is more cost-effective than an improvement to the fully access controlled highway that has benefits comparable to the benefits which will be achieved by the construction of, or improvements to, the highway on the NHS.

## **Highway Bridge Program (HBP)**

*(Formerly Highway Bridge Replacement/Rehabilitation)*

The following types of projects are eligible for HBRR funds:

- Reconstruction, replacement, rehabilitation, repair, and restoration of deficient highway bridges located on any public road;
- Widening of bridges or viaducts to relieve congestion on a public bridge;
- Construction of HOV lane structures on a public bridge; and

- Systematic preventive maintenance.

## Surface Transportation Program (STP)

Types of facilities for which STP funds can be used:

Funds can be used on all facilities *except* roads functionally classified as Local or Rural Minor Collector, unless:

- such roads were on a Federal-Aid highway system on January 1, 1991;
- an exemption has been made as approved by the Secretary of USDOT;
- the funding is for the following types of projects:
  - Alternative mode projects (see list below); and
  - Safety projects (see list below).

Projects eligible for STP funding:

- Highway (including Interstate highways) and bridge projects (including bridges on public roads of all functional classifications):
  - Construction, reconstruction/rehabilitation, resurfacing, restoration, and operational improvements of the existing highway and transit systems;
  - Highway and transit safety improvements and programs;
  - Highway and transit research and development programs;
  - Capital and operating costs for traffic monitoring, management, and control facilities, and programs;
  - Surface transportation planning;
  - Technology transfer programs;
  - Transportation enhancement activities;
  - Development and establishment of the six management systems identified in TEA-21: Pavement, Bridge, Highway Safety, Traffic Congestion, Public Transportation, and Intermodal Facilities;
  - Capital costs for transit projects;
  - Construction or reconstruction necessary to accommodate other transportation modes;
  - Modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. Seq.);
  - Seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures;
  - Mitigation of damage to wildlife habitat and ecosystems caused by a transportation project funded under Title 23; and
  - Vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.
- Alternative mode projects:
  - Car pool projects;

- Fringe and corridor parking facilities and programs;
  - Bicycle and pedestrian transportation facilities; and
  - Modification of public sidewalks to comply with Americans with Disabilities Act of 1990.
- Safety Projects:
    - Hazard elimination;
    - Projects to mitigate hazards caused by wildlife; and
    - Railway-highway grade crossings.
  - Transportation Control measures;
  - Natural habitat and wetlands mitigation efforts (related to STP-funded projects):
    - Participation in natural habitat and wetlands mitigation banks;
    - Contributions to statewide and regional efforts to conserve, restore, enhance and create wetlands; and
    - Development of statewide and regional wetlands conservation and mitigation plans, including banks, efforts, and plans.
  - Infrastructure-based Intelligent Transportation Systems capital improvements;
  - Environmental restoration and pollution abatement projects;
  - Control of terrestrial and aquatic noxious weeds and establishment of native species;

STP funding is allocated into four areas: *Urban, Small Urban, Rural, and Flex*

- STP-Urban funds can be used for the transportation project types mentioned above within a designated Urbanized Area. An Urbanized Area is an area with 50,000 or more persons living within a central city or cities and the surrounding densely settled area.
- STP-Small Urban funds can be used for the project types mentioned above within a densely settled area with more than 5,000 but less than 50,000 persons.
- STP-Rural funds can be used for the project types mentioned above in areas outside the defined Urbanized Area (see definition above).
- STP-Flex funds can be used for the project types mentioned above in any area – urban, small urban, or rural.

### **Highway Safety Improvement Program (HSIP)** (Formerly STP-Safety)

The program authorizes a core Federal-aid funding program beginning in federal fiscal year 2006 to achieve a significant reduction in traffic fatalities and serious injuries on any public road or publicly owned bicycle and pedestrian pathway or trail. Projects are derived from a statewide

Strategic Highway Safety Plan (SHSP) that identifies and analyzes safety problems and opportunities.

Included in the HSIP is a set-aside for construction and operational improvements on high-risk rural major or minor collectors or local roads with a fatal and incapacitating injury crash rate above the statewide average (or likely to experience a crash rate in excess of the statewide average) for those classifications of roads.

### **Railway-Highway Crossings**

The purpose of the Railway-Highway Crossings program is to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings. Eligible activities of this program may also be funded under the broader eligibilities of the Highway Safety Improvement Program.

### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. Projects must have an air quality benefit to be funded through CMAQ.

The following types of projects are eligible for these funds:

- Diesel retrofit;
- Transportation Control Measures;
- The incremental cost of purchasing publicly-owned, alternative fuel vehicles;
- Traffic flow improvements:
  - Projects that remove existing bottlenecks to traffic flow;
  - Projects that ease the flow of traffic through existing intersections without adding capacity;
  - Signal interconnects; and
  - Traffic control.
- Public Transportation Improvements:
  - Transit system start-up (for not longer than the first three years of service);
  - Transit transfer facilities;
  - Transit facility improvements; and
  - Transit service and equipment.
- Bicycle and Pedestrian Programs:
  - Bicycle and pedestrian facilities that *reduce automobile travel*; and
  - Bicycle parking and bicycle encouragement projects that create or increase the availability of parking facilities for bicycles and promote the use of bicycles;
- Travel Demand Management;
- Outreach and rideshare activities;
- Programs intended to reduce emissions from extreme cold-starts conditions;
- Fare/fee subsidy programs;
- Intermodal freight;

- Projects that are cooperatively implemented under agreements between the public and private sectors and/or non-profit entities;
- Telecommuting;
- Planning and project development activities that lead to construction of facilities or new services and programs with air quality benefits, such as preliminary engineering or project planning studies;
- Experimental pilot programs provided the project or program can reasonably be defined as a "transportation" project and that emission reductions can reasonably be expected through reductions in vehicle miles traveled (VMT) or fuel consumption, or through other factors;
- Advanced truck stop electrification;
- Interoperable emergency communications equipment; and
- Retrofit of non-road construction equipment used for road and transit projects.

The following types of projects are **NOT** eligible for these funds:

- Transit operations (other than the first three years);
- Routine maintenance of roads or transit vehicles, facilities, or equipment;
- Mandated private sector demand management activities;
- Programs to encourage removal of pre-1980 vehicles; and
- Phases of existing projects that have been obligated.

**Section 5307** (Federal Transit Administration Formula Funding to Transit Operators in urban areas only)

The following types of projects are eligible for these funds for up to 80 percent of the total cost:

- Operating assistance (except in areas over 200,000 population);
- Regular mass transit capital improvement projects;
- Transit vehicle maintenance and operations; and
- Studies as necessary to plan and implement the above.

**Section 5309** (Federal Transit Administration Discretionary Funds)

The following types of projects are eligible for these funds for up to 80 percent of the total cost:

- Special mass transit capital projects;
- Regional rapid transit system construction;
- Incremental costs of alternative fuel vehicles over and above the cost of diesel vehicles; and
- Studies as necessary to plan and implement the above.

**Section 5310** (Federal Transit Administration Capital Assistance to Elderly Persons and Persons with Disabilities)

The following types of projects are eligible for these funds for up to 80 percent of the total cost:

- Capital assistance projects to provide service for elderly persons and persons with disabilities.

**Section 5311** (for general transit assistance to rural and small urban areas only)

The following types of projects are eligible for these funds for up to 80 percent of the total cost:

- Capital and operating costs of equipment, facilities, and associated capital maintenance items related to rural and small urban area projects and services.

**Section 5316** (Job Access and Reverse Commute)

The following types of projects are eligible for these funds for up to 50 percent of the total cost:

- Capital and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs;
- Promotion of transit use by workers with nontraditional work schedules; and
- Promotion of transit vouchers and employer-provided transportation including the transit benefits.

**Section 5317** (New Freedom Program)

The following types of projects are eligible for these funds:

- Capital and operating costs of equipment, facilities, and associated capital maintenance items related to the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act; and
- Up to 10 percent of funds may be used for planning, administration, and technical assistance.

## APPENDIX D

# How to Read the TIP Number



