

**2011 - 2014
TRANSPORTATION IMPROVEMENT PROGRAM
GUIDEBOOK**

June 2009

GENESEE TRANSPORTATION COUNCIL

This Guidebook is a tool intended to help Project Applicants complete the TIP application. To make this Guidebook as useful and helpful as possible, GTC welcomes your feedback. Please contact James Stack, GTC Assistant Director, with your comments and/or suggestions.

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2011-2014 Transportation Improvement Program

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CHAPTER I: INTRODUCTION

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 2011-2014 TIP, encompassing the federal fiscal years beginning October 1, 2010 and concluding September 30, 2014.

What is the TIP?

The TIP identifies the timing and funding of all highway, bridge, transit, bicycle, pedestrian, air quality improvement, and other surface transportation projects scheduled for implementation in this region over the next five 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 on-going effort to maintain the planning process required by the federal government as a condition for 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 this region.

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.

Within the seven-county TIP area, GTC is responsible for programming projects in the Rochester Transportation Management Area (TMA) and NYSDOT-4 is responsible for programming projects outside the TMA. The TMA includes all of Monroe County, plus the adjacent densely settled areas of Ontario, Livingston, and Wayne Counties (Exhibit 2).

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

What Types of Projects Should be Included in the TIP?

Federal regulations require that any transportation project within the TMA that is to be funded with U.S. Department of Transportation funds (federal transportation funding) must be included in the TIP.

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

- Projects on the federal aid system (e.g., road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, preventive maintenance, Intelligent Transportation Systems deployment, etc.)
- Public transportation projects (e.g., vehicle maintenance and operations, capital improvement projects, mass transit system construction, etc.)
- Projects that are not on the federal aid system but may be eligible for federal funding for other reasons (e.g., bridge projects, bicycle and pedestrian facilities, Intelligent Transportation Systems deployment, air quality improvement, etc.)
- Bridge preventive maintenance projects that address Element-Specific Bridge Work as identified in Table BSD-3 of the NYSDOT Engineering Instruction (EI 06-006) dated March 26, 2006. Element-Specific *Cyclical* Bridge Work identified in Table BSD-3 of EI 06-006 will not be considered for funding.

Are There Guidelines for Developing Project Cost Estimates?

Please contact Rob Slaver at NYSDOT – Region 4 (see Program Contacts page) for unit cost information for various types of projects.

How Soon Can a Project be Funded?

The 2011-2014 TIP is an update to the current 2007-2012 TIP. Accordingly, *projects added as part of this update will be programmed in the last two years of the four-year program* (i.e., between October 1, 2012 and September 30, 2014).

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.

What Agencies are Involved in TIP Development?

The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) specifically states that the MPO of an area will work with the State Department

of Transportation and other transportation agencies to develop the TIP. In accordance with SAFETEA-LU, 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 TMA Counties (Livingston, Monroe, Ontario, and Wayne), the City of Rochester, RGRTA, and NYSDOT. In addition, the Genesee/Finger Lakes Regional Planning Council participates on the TDC in an advisory capacity. 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 the adopted TIP.

How are Projects Selected for the TIP?

The GTC/NYSDOT team scores all project proposals pursuant to the Project Evaluation Criteria included in Appendix B. The resulting scores provide a preliminary basis for ranking project proposals within each mode (e.g., Highway projects, Bridge projects, Public Transportation projects, Bicycle & Pedestrian Transportation projects, Intelligent Transportation Systems projects, Goods Movement projects, Air Quality Improvement projects, and Other projects).

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 three public meetings) in order to solicit input on the proposed program of projects. The draft TIP, public comments, and suggested revisions (based on the public comments) are presented to and considered by the GTC Planning Committee. The GTC Planning Committee then sends its recommended TIP to the GTC Board for its consideration. The 2011-2014 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. A brief **Cover Letter** that includes a list of projects for which proposals are being submitted;
2. Two copies of the completed **2011-2014 Transportation Improvement Program Project Application Form** for each new project and/or each existing TIP project with substantial changes in project scope or funding needs. A separate TIP Project Application Form must be completed for each project for which federal funds are requested; and

3. An **8 ½ x 11 black & white photocopy-ready map** illustrating project location and boundaries for each project. If the proposed project is near a municipal boundary, please show the adjacent areas to provide context for the project.

All applications must be received by **4:00 p.m., Friday, July 24, 2009. Fax or e-mail applications will not be accepted.**

Complete application packages should be submitted to:

James Stack, Assistant Director
Genesee Transportation Council
50 West Main Street, Suite 8112
Rochester, NY 14614

All applications must be complete when submitted to GTC. The separately bound 2011-2014 Transportation Improvement Program Project Application Form must be used. An electronic version (MS Word) of the Project Application Form is available from GTC upon request.

Applications must include a cover letter, use the Project Application Form, and provide a map as stated above to be considered for inclusion in the TIP.

GOALS & OBJECTIVES
Long Range Transportation Plan

The current adopted *Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2007-2027 Update* 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. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users

- A. The transportation system, and its associated programs and services, should support both national and personal security initiatives

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. 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

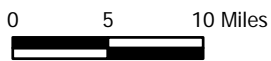
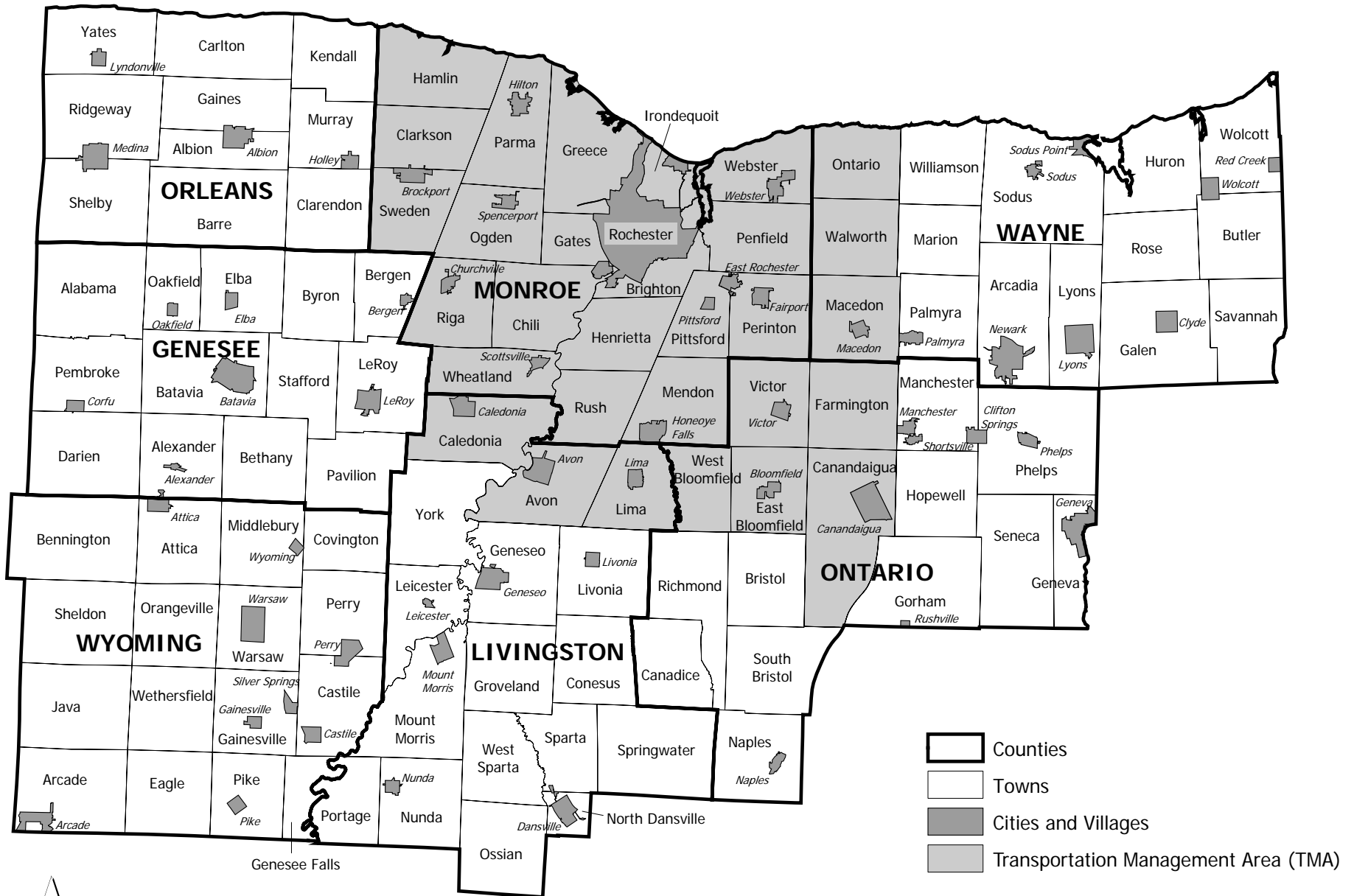
6. Promote efficient system management and operations

- 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

7. 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

TIP Planning Region and Rochester Transportation Management Area



CHAPTER 2: TIP DEVELOPMENT PROCESS

The TIP development process consists of the steps listed below. The Development Schedule for the 2011-2014 TIP is included in [Appendix C](#).

1. Confirm TIP Development Process (June 2009)

At the beginning of each TIP cycle, the TIP Development Committee (TDC) confirms the process for that cycle. The TDC considers regional transportation investment priorities, project evaluation criteria, the development schedule, and other process elements, as appropriate. Any substantive changes in the TIP Development Process are reviewed by the GTC Planning Committee and/or the GTC Board.

2. Solicit Project Proposals (June 2009)

The GTC/NYS DOT-4 team sends a joint "Call for Projects" letter and the TIP Guidebook to GTC member agencies and the appropriate officials of eligible counties, municipalities, and authorities in mid-June to notify these officials of the opportunity to submit project proposals.

Letters are 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.*

3. Prepare and Submit Project Proposals (June 22 – July 24, 2009)

Applicants have until **Friday, July 24, 2009** (approximately five weeks) to prepare and submit project applications in accordance with instructions provided in the Call for Projects letter and TIP Guidebook.

A TIP Applicant Workshop is scheduled for Wednesday, July 8, 2009 at 9:30 a.m. at Henrietta Town Hall (475 Calkins Road). 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.

If additional assistance is needed to complete the Project Application Form(s), applicants may also contact Jim Stack or Rob Slaver (see Program Contacts at the beginning of this Guidebook).

4. Project Evaluation (July 27 – September 4, 2009)

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

Existing TIP commitments have been evaluated and summarized to assess how new projects will complement or supplement projects included in the current 2007-2012 TIP.

All newly proposed TIP projects will be evaluated using the following two-step process:

1. TIP Eligibility Screening

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

- Is the proposed project consistent with the goals and objectives of the Long Range Transportation Plan?
- Is the proposed project eligible for federal transportation funding?
- Does the applicant have reasonable cost estimates and a funding plan?
- Does the proposed project fulfill a legitimate transportation need?
- Is there a reasonable expectation of completing the project within the TIP timeframe?

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

2. Project Evaluation

The GTC/NYS DOT-4 team will assess each eligible project relative to the overall and mode-specific Project Evaluation Criteria (summarized in Appendix B).

The scores that result from this assessment provide a preliminary basis for ranking project proposals within each mode (e.g., Bridge projects, Public Transportation projects, Bicycle & Pedestrian Transportation projects, Intelligent Transportation Systems projects, Goods Movement projects, Air Quality Improvement projects, and Other projects).

As part of the Project Evaluation, the GTC/NYS DOT-4 team will be available for applicant presentations to be scheduled during the week of August 17 through August 21, 2009. Applicants will have an opportunity to briefly discuss their project proposal(s). Applicants will then have an opportunity to respond to questions from the evaluation team for the purpose of clarifying information contained in their project application(s). Specifics regarding this presentation opportunity will be made available upon receipt of the project application(s).

Applicants are **not** required to make a presentation in order to receive funding; however, applicants are *strongly* encouraged to participate in this opportunity.

5. Prepare Preliminary List of TIP Projects (September 4 – October 29, 2009)

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/NYS DOT-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 for the five-year period must not exceed the projected total amount of funds available to the GTC region 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 by Federal Fiscal Year.

On April 15, 2004, the Rochester Metropolitan Statistical Area (MSA) was designated Basic Nonattainment for ground-level ozone by the U.S. Environmental Protection Agency (EPA). Because of this designation, GTC must conduct an air quality conformity determination. The preliminary list of TIP projects will be subject to this conformity determination prior to being finalized. A negative determination will require that the preliminary list of TIP projects be modified until the mix of projects results in a positive determination. Several questions are included in the Project Application Form to facilitate the conformity determination process.

6. Committee Review and Recommendation of Draft TIP (November 2009)

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.

7. Public Involvement (mid-November – mid-December, 2009)

The draft TIP document is made available for public review and comment in order to solicit input on the proposed program of projects. 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 regional issues, and the establishment of project priorities. 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 July 24, 2009 application due date cannot be introduced or considered at this time.

8. State/Federal Agency Review of Draft TIP (January – February, 2010)

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

9. Approve Final TIP (February – March 2010)

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.

10. Publish and Distribute Final TIP Document (April 2010)

Following adoption by the GTC Board, GTC staff will publish the TIP and distribute it to all interested parties. Effective October 1, 2010, this document becomes the basis for continuous management of transportation investments in the region.

Appendix A

Eligible Project Types by Funding Program

Note: 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.

Highway Bridge Program

The Highway Bridge Program (HBP) provides funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

The following types of projects are eligible for HBP 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 High Occupant Vehicle (HOV) lane structures on a public bridge; and
- Systematic preventive maintenance.

Congestion Mitigation and Air Quality Improvement Program

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. In this region, emphasis will be placed on those projects that provide the greatest reduction in ground-level ozone precursors in a cost-effective manner. 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 and facility operations (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.

Appendix B

Project Evaluation Criteria

**2011-2014 Transportation Improvement Program (TIP)
Project Evaluation Form**

(For GTC/NYSDOT scoring team use only)

Prop # _____
Mode _____
Total Score _____

SECTION I. GENERAL PROJECT INFORMATION

Project Name: _____

Applicant: _____

Implementing Agency (if different from Applicant): _____

Applicant's Project Priority: _____

SECTION II. ELIGIBILITY SCREENING AND PROPOSAL EVALUATION

Is Project eligible for federal aid?	Y	N
Is Project consistent with basic LRTP/SAFETEA-LU goals?	Y	N
Is Project in the current TIP?	Y	N

ALL PROJECTS

Does the Proposed Project:

Existing Investment

- | | | | | | | |
|--|---|---|---|---|----|----|
| 1. Improve the safety of the existing transportation system? | 0 | 3 | 6 | 9 | 12 | 15 |
| 2. Improve the efficiency and reliability of the existing transportation system? | 0 | 2 | 4 | 6 | 8 | 10 |

Community & Economic Development

- | | | | | | | |
|---|---|---|---|---|---|---|
| 3. Promote travel alternatives that are available to all persons regardless of age, physical or mental ability, and/or income? | 0 | 1 | 2 | 3 | 4 | 5 |
| 4. Enhance the region's attractiveness to new and existing businesses? | 0 | 1 | 2 | 3 | 4 | 5 |
| 5. Have support from specific local land use policy? (Are there local policies/regulations in place/pending that support success of project?) | 0 | 1 | 2 | 3 | 4 | 5 |

Planning

- | | | | | | | |
|---|---|---|---|---|---|---|
| 6. Support corridor-level transportation solutions? | 0 | 1 | 2 | 3 | 4 | 5 |
| 7. Promote system continuity and uniformity, especially across jurisdictional boundaries? | 0 | 1 | 2 | 3 | 4 | 5 |
| 8. Address transportation needs associated with new/existing regional initiatives? | 0 | 1 | 2 | 3 | 4 | 5 |
| 9. Advance the recommendations of a specific plan(s) or study(ies)? (e.g., UPWP Study, Capital Improvement Program, Comprehensive Plans/Master Plans, etc.) | 0 | 1 | 2 | 3 | 4 | 5 |

Air Quality and Environment

- 10. Encourage the efficient use of non-renewable energy resources and/or promote renewable alternatives? 0 1 2 3 4 5
- 11. Contribute to maintaining or improving regional air quality? 0 1 2 3 4 5

Fiscal Responsibility

- 12. Minimize lifetime maintenance and user costs? 0 1 2 3 4 5
- 13. Employ innovative financing/partnerships that reflect the scope of interests impacted or served? 0 1 2 3 4 5

BRIDGE PROJECTS

Facility Condition Score (see matrix on page 22) _____
(Insert score; max 10)

OR

Preventive Maintenance Score (see formula on page 22) _____
(Insert score; max 10)

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)? 0 2 4 6 8 10
- 2. Contribute to cost-effective maintenance/rehabilitation of existing investments? 0 2 4 6 8 10
- 3. Improve transportation system safety and efficiency through the use of cost-effective alternatives to construction of new traffic lanes (e.g., TSMO, ITS, access management, etc.)? 0 1 2 3 4 5
- 4. Incorporate transit-supportive design features? 0 1 2 3 4 5
- 5. Incorporate goods movement-supportive design features? 0 1 2 3 4 5
- 6. Incorporate bicycle and/or pedestrian-supportive design features? 0 1 2 3 4 5

PUBLIC TRANSPORTATION PROJECTS

Does the Proposed Project:

- 1. Improve the convenience and attractiveness of the existing public transportation system? 0 1 2 3 4 5
- 2. Contribute to operating cost efficiencies? 0 1 2 3 4 5
- 3. Expand mobility options for seniors, people with disabilities, and others traditionally not well-served by the transportation system? 0 1 2 3 4 5
- 4. Improve access to employment, education, services, and/or community facilities (e.g., community centers, parks, etc.) for those with limited transportation options? 0 1 2 3 4 5

- | | | | | | | |
|--|---|---|---|---|---|---|
| 5. Support efforts to address emerging trip-making patterns (e.g., intra-suburban, suburb-to-suburb, and "reverse commute" trips, etc.)? | 0 | 1 | 2 | 3 | 4 | 5 |
| 6. Contribute to cost-effective maintenance/rehabilitation of existing investments (e.g., shelters, transfer facilities, etc.)? | 0 | 1 | 2 | 3 | 4 | 5 |

BICYCLE AND PEDESTRIAN TRANSPORTATION PROJECTS

Does the Proposed Project:

- | | | | | | | |
|--|---|---|---|---|---|---|
| 1. Improve the convenience and attractiveness of the bicycle and/or pedestrian network? | 0 | 1 | 2 | 3 | 4 | 5 |
| 2. Provide for/improve the accessibility of the bicycle and/or pedestrian network (through both design and maintenance)? | 0 | 1 | 2 | 3 | 4 | 5 |
| 3. Improve connections with the existing transportation system (on-street, off-street, and public transportation)? | 0 | 1 | 2 | 3 | 4 | 5 |
| 4. Improve access to employment, education, services, and/or community facilities (e.g., community centers, parks)? | 0 | 1 | 2 | 3 | 4 | 5 |
| 5. Address stated need(s) appropriately? | 0 | 1 | 2 | 3 | 4 | 5 |
| 6. Employ accepted design standards and/or guidance? | 0 | 1 | 2 | 3 | 4 | 5 |
| 7. Contribute to cost-effective maintenance/rehabilitation of existing investments? | 0 | 1 | 2 | 3 | 4 | 5 |
| 8. Appear in the Regional Trails Initiative Project Recommendations? | 0 | 1 | 2 | 3 | 4 | 5 |

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PROJECTS

Does/Is the Proposed Project:

- | | | | | | | |
|---|---|---|---|---|---|----|
| 1. Improve traveler safety? | 0 | 2 | 4 | 6 | 8 | 10 |
| 2. Improve traveler mobility? | 0 | 1 | 2 | 3 | 4 | 5 |
| 3. Improve system efficiency? | 0 | 1 | 2 | 3 | 4 | 5 |
| 4. Increase productivity? | 0 | 1 | 2 | 3 | 4 | 5 |
| 5. Contribute to energy conservation and/or environmental protection? | 0 | 1 | 2 | 3 | 4 | 5 |
| 6. Involve one or more congested locations? | 0 | 1 | 2 | 3 | 4 | 5 |
| 7. Identified in IMAGE or RITSA? | 0 | 1 | 2 | 3 | 4 | 5 |

GOODS MOVEMENT PROJECTS

Does the Proposed Project:

- | | | | | | | |
|---|---|---|---|---|---|---|
| 1. Promote efficient intermodal connections? | 0 | 1 | 2 | 3 | 4 | 5 |
| 2. Improve the efficiency of truck or rail freight transportation? | 0 | 1 | 2 | 3 | 4 | 5 |
| 3. Remove physical barriers to truck or rail goods movement? | 0 | 1 | 2 | 3 | 4 | 5 |
| 4. Contribute to cost-effective maintenance/rehabilitation of existing investments? | 0 | 1 | 2 | 3 | 4 | 5 |

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

REHABILITATION/RECONSTRUCTION FACILITY CONDITION SCORE MATRIX				
Bridge Rating	Traffic Volume (Average Daily Traffic)			
	< 3,000	3,000 – 8,199	8,200 – 20,000	> 20,000
< 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 bridge *preventive maintenance* projects is determined by GTC and NYSDOT staff using the following matrix:

PREVENTIVE MAINTENANCE FACILITY CONDITION SCORE MATRIX				
Rating of Bridge Element to be Addressed	Traffic Volume (Average Daily Traffic)			
	< 3,000	3,000 – 8,199	8,200 – 20,000	> 20,000
< 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 overall Superstructure rating and the overall Substructure rating must be 5 or more)				

The Preventive Maintenance (PM) Score for bridge projects is determined by GTC and NYSDOT staff using one of the following formulas as appropriate:

$$\frac{\text{Facility Condition Score}}{\text{Score}} \times \left(\frac{\text{Treatment Life}}{\text{Cost/Sq. Ft.}} \right) = \text{Bridge PM Score}$$

The resulting scores will be sorted in descending order. The difference between the highest and lowest scores will be divided by 10 to establish an increment for the PM 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.

Appendix C

TIP Development Schedule

2010-2014 Transportation Improvement Program Development Schedule

Activity	Date
- Issue Targeted TIP Call for Projects	June 19, 2009
- TIP Applicant Workshop	July 8, 2009
- TIP Applications Due	July 24, 2009
- Staff Processing of TIP Applications (Scoring, Preliminary List, etc.)	July 27 – Sep. 4, 2009
- TIP Applicant Presentation Opportunity	Week of Aug. 17, 2009
- TDC Meeting(s) – (Review project proposals, develop initial project list, and refine project list)	Sep. 17 – Oct. 29, 2009
- TDC Meeting (Recommend Project List to Planning Committee)	October 29, 2009
- Planning Committee (Approval of Project List for Public Review)	November 12, 2009
- 30-Day Public Review	Nov. 16 – Dec. 16, 2009
- TIP Public Meetings (4)	Nov. 30 – Dec. 10, 2009
- TDC (Consideration of Comments/Recommendation to the Planning Committee)	December 18, 2009
- Planning Committee (Consideration of Comments/Recommendation to the Board and Determination of Need for 10-Day Public Review)	January 14, 2010
- 10-Day Public Review (only if there are significant changes)	Jan. 19 – Jan. 29, 2010
- Planning Committee (Consideration of Additional Public Comments/Recommendation to the Board – <i>if necessary</i>)	February 11, 2010
- GTC Board Meeting (TIP Approval)	March 11, 2010

TRANSPORTATION ACRONYMS

CMAQ	Congestion Mitigation & Air Quality
EPA	United States Environmental Protection Agency
GTC	Genesee Transportation Council
HAL	High Accident Location
HBP	Highway Bridge Program
HOV	High Occupancy Vehicle
ITS	Intelligent Transportation Systems
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NYSDOT	New York State Department of Transportation
NYSDOT-4	New York State Department of Transportation - Region 4
PIL	Priority Investigation Location
RGRTA	Rochester Genesee Regional Transportation Authority
RITSA	Regional Intelligent Transportation Systems Architecture
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SDL	Safety Deficiency Location
TDC	TIP Development Committee
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TSMO	Transportation System Management and Operations
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled