MEMORANDUM

TO: Genesee Transportation Council Members & Alternates

FROM: James Stack, Executive Director JS

DATE: June 5, 2025

SUBJECT: Adopting the Draft *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the 2026-2030 Transportation Improvement Program* | Proposed Council Resolution 25-21

As part of its transportation planning process, the Genesee Transportation Council must complete a transportation conformity process for the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* (LRTP 2045) and *FFY 2026-2030 Transportation Improvement Program* (TIP). GTC staff has prepared a Draft of the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the 2026-2030 Transportation Improvement Program* (Conformity Statement).

The Conformity Statement demonstrates that the LRTP 2045 and the FFYs 2026-2030 TIP meet the federal transportation conformity requirements in 40 CFR Part 93. Ultimately, the Federal Highway Administration and the Federal Transit Administration will make a Conformity Determination based upon their review of the Statement.

The Draft Conformity Statement was made available for public review and comment from April 25, 2025 to May 27, 2025, concurrent with the public review period for the FFYs 2026-2030 TIP. No public comments were received.

Interagency consultation was conducted with the New York Air Quality Interagency Consultation Group (ICG), including the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, NYSDOT, and the NYS Department of Environmental Conservation. The ICG concurred with the draft Statement on April 30, 2025.

The following item is provided for your consideration:

1. **Proposed Resolution 25-21**
2. **Draft** ***Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the 2026-2030 Transportation Improvement Program***

Recommended Action:

Approve Proposed Resolution 25-21, adopting the Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the 2026-2030 Transportation Improvement Program for public review.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 25-21 Adopting the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the 2026-2030 Transportation Improvement Program*

WHEREAS,

1. The Genesee Transportation Council (GTC) has been designated by the Governor of New York State as the Metropolitan Planning Organization responsible for transportation planning for the nine-county Genesee-Finger Lakes Region, including the Rochester Metropolitan Planning Area;

2. Federal regulations require that the urban transportation planning process include the cooperative development of a long range transportation plan and a transportation improvement program consisting of a staged multi-year program of projects consistent with said long range transportation plan;

3. The *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* (LRTP) was adopted by GTC on June 10, 2021;

4. The *2026-2030 Transportation Improvement Program* (TIP) was adopted by GTC on June 12, 2025;

5. On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked or so-called "Orphan Areas";

6. The United States Environmental Protection Agency (EPA) previously designated Genesee, Livingston, Monroe, Ontario, Orleans, and Wayne counties as nonattainment under the 1997 National Ambient Air Quality Standard (NAAQS) for ground-level ozone on April 15, 2004;

7. EPA released the final nonattainment area designations 2008 Ozone NAAQS on May 21, 2012 and for the 2015 Ozone NAAQS on November 16, 2017, which show the Rochester, NY area in attainment;

8. Per the South Coast II decision, a conformity determination must be made for the 1997 ozone NAAQS on the *LRTP 2045* and the *FFY 2026-2030 TIP;*

9. 40 CFR Part 93 requires nonattainment areas to make a conformity determination when a new LRTP is adopted; and

10. 40 CFR Part 93 requires nonattainment areas to make a conformity determination when a new TIP is adopted.

NOW, THEREFORE, BE IT RESOLVED

1. That GTC hereby adopts the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* and the *FFY 2026-2030 Transportation Improvement Program;* and

2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 12, 2025.

Date _____ _____

CHRISTOPHER T. REEVE, Secretary
Genesee Transportation Council

DRAFT

Transportation Conformity Statement

for the

Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045

and

2026-2030 Transportation Improvement Program

June 2025

Prepared by the

GENESEE TRANSPORTATION COUNCIL

and the

NYS Department of Transportation-Region 4

DRAFT

GTC's Commitment to the Public

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs activities, whether those programs and activities are federally funded or not.

En Español

El Consejo Genesee del Transporte asegura completa implementación del Título VI de la Ley de Derechos Civiles de 1964, que prohibe la discriminación por motivo de raza, color de piel, origen nacional edad, género, discapacidad, o estado de ingresos, en la provisión de beneficios y servicios que sean resultado de programas y actividades que reciban asistencia financiera federal.

Contact GTC

If you have any questions or comments regarding this document, please contact the Genesee Transportation Council:

1 South Washington Street
Suite 520
Rochester, New York 14614

Telephone: (585) 232-6240
e-mail: contactgtc@gtcmpo.org

Financial assistance for the preparation of this report was provided by the Federal Highway Administration and Federal Transit Administration. The Genesee Transportation Council is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Introduction

As part of its transportation planning process, the Genesee Transportation Council completed the transportation conformity process for the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* (LRTP 2045) and *FFY 2026-2030 Transportation Improvement Program* (TIP). This report documents that the LRTP 2045 and the FFY 2026-2030 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standard (NAAQS) or any interim milestones [42 U.S.C. 7506(c)(1)]. The U.S. Environmental Protection Agency's (EPA's) transportation conformity rules establish the criteria and procedures for determining whether LRTPs, TIPs, and federally supported highway and transit projects conform to the SIP [40 CFR Parts 51.390 and 93].

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These areas are referred to as "Orphan Areas". Such conformity determinations are required in Orphan Areas after February 16, 2019. The Rochester, New York, Nonattainment Area (Rochester Nonattainment Area) was classified "nonattainment" at the time of the 1997 ozone NAAQS revocation on April 6, 2015, and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012 and attainment for the 2015 ozone standard on November 16, 2017. Therefore, per the South Coast II decision, this conformity statement is being made for the 1997 ozone NAAQS on the LRTP 2045 and the FFY 2026-2030 TIP.

This conformity statement was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA's Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018.

For consistency with prior Conformity Determinations, the Rochester, New York air quality Orphan Area will be herein referred to as the Rochester Nonattainment Area. The Rochester Nonattainment Area consists of Genesee, Livingston, Monroe, Ontario, Orleans, and Wayne Counties.

Air Quality Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a SIP for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from LRTPs, TIPs, and transportation projects are

consistent with ("conform to") the State's air quality goals in the SIP.
Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

On April 15, 2004 the EPA designated the Rochester Nonattainment Area as being in nonattainment of the National Ambient Air Quality Standard (NAAQS) for ground-level ozone. The Rochester Nonattainment Area consists of Genesee, Livingston, Monroe, Ontario, Orleans, and Wayne Counties.

The Rochester, NY Area is designated attainment for both the 2008 and 2015 ozone standards. The designation for the 2008 standard was announced on May 21, 2012 and effective July 20, 2012. The designation for the 2015 standard was announced on November 16, 2017 and effective January 16, 2018.

Conformity

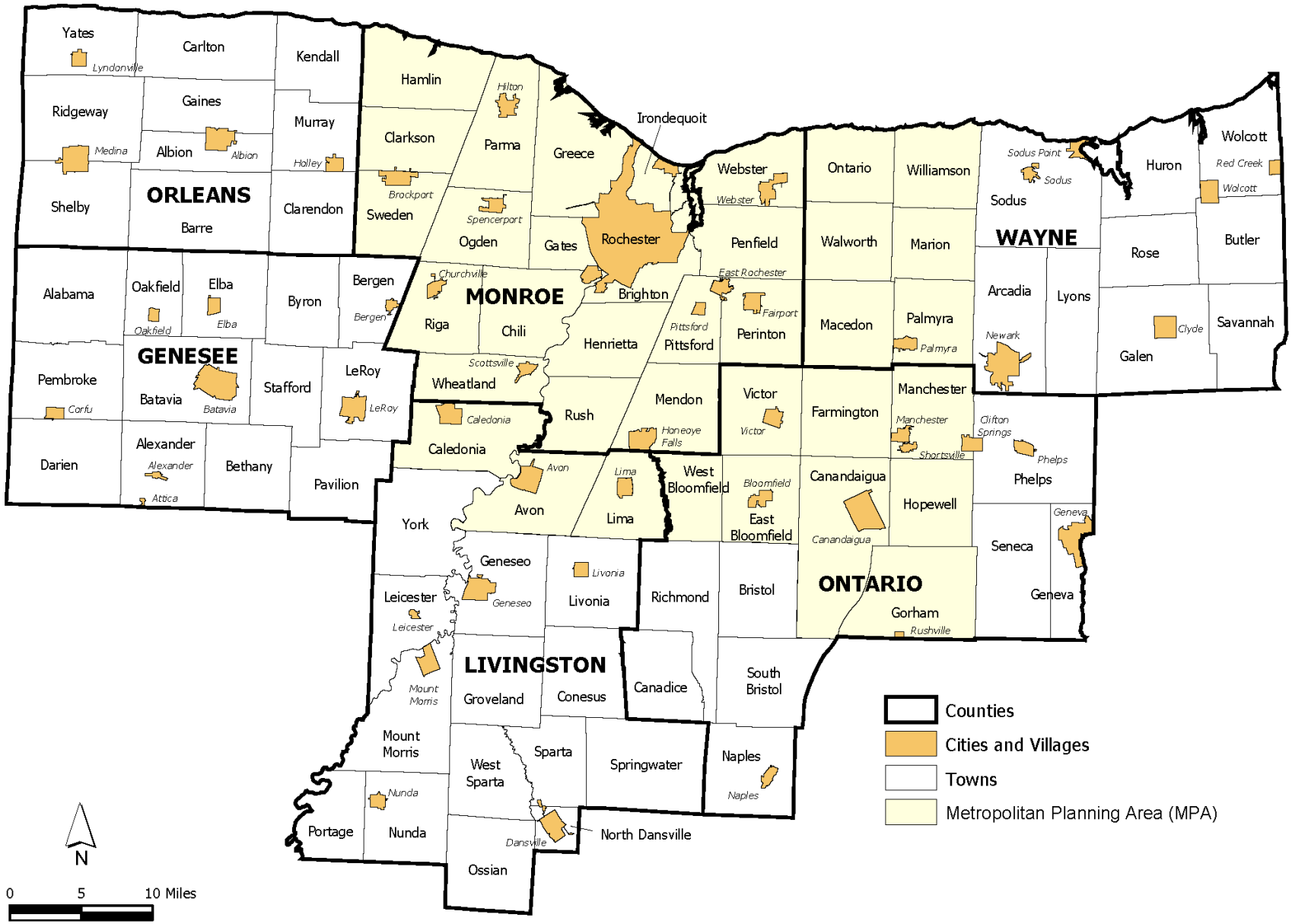
The Clean Air Act Amendments of 1990 (CAAA) require transportation agencies in nonattainment areas to ensure that their transportation improvements do not negatively contribute to air quality as a precondition to the continued receipt of federal transportation funds.

The primary geographic focus of the Genesee Transportation Council (GTC) is the Rochester Metropolitan Planning Area (MPA). The Rochester MPA includes all of Monroe County and the adjacent developed areas of Livingston, Ontario, and Wayne counties. Projects outside of the Rochester MPA that are in the Rochester Nonattainment Area are under the purview of the New York State Department of Transportation (NYSDOT)-Region 4. Map 1 on the following page presents the Rochester Nonattainment Area with the Rochester MPA highlighted.

Accordingly, GTC and NYSDOT-Region 4 are required to assert the current, fiscally- constrained long range transportation plan (LRTP) and transportation improvement program (TIP) conform to federal air quality standards. As established in GTC Resolution 04-41, GTC is responsible for documenting conformity in the Rochester MPA and NYSDOT is responsible for documenting conformity in the remainder of the Rochester Nonattainment Area. While this Statement documents the region's assertions, ultimately, our Federal partners make a *determination* of conformity.

Rochester Nonattainment Area

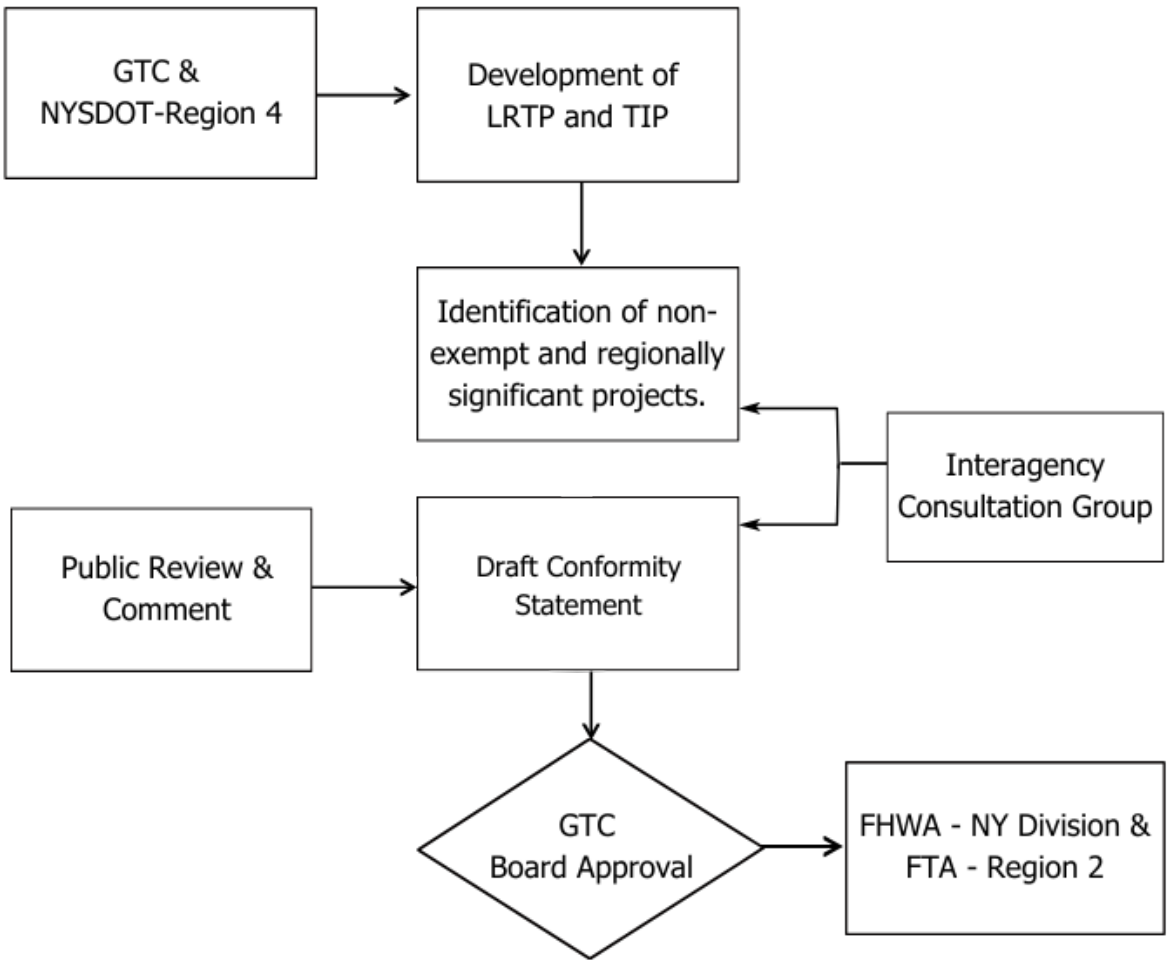
Map 1



The CAAA and the Bipartisan Infrastructure Law (BIL) define what activities must be undertaken – and what agencies must be involved in each of these activities – to demonstrate conformity of the TIP. Figure 1 below presents the major activities required to determine conformity and the agencies involved in these activities.

Figure 1

Major Activities to Determine Conformity for LRTP and TIP in Orphan Area



Interagency Consultation

To better ensure that all considerations are accounted for, the CAAA requires that each state identify and involve all affected agencies in the conformity process through an Interagency Consultation Group (ICG). In New York State, the members of the ICG are defined in Title 6 Part 240 Section 6 of the New York Codes, Rules, and Regulations as:

- Federal Highway Administration – New York Division (FHWA-NY)
- Federal Transit Administration – Region II (FTA-II)
- U.S. Environmental Protection Agency – Region 2 (EPA-2)
- NYSDOT – Environmental Science Bureau (NYSDOT-ESB)
- NYS Department of Environmental Conservation (NYSDEC)

Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA for certain transportation activities, including updated or amended LRTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the LRTP 2045 and the 2026-2030 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the LRTP 2045 and the 2026-2030 TIP.

Development of LRTP and the TIP

Transportation policies and improvements utilizing Federal transportation funds in the Rochester Nonattainment Area are identified in the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* (LRTP 2045) and the *2026-2030 Transportation Improvement Program* (2026-2030 TIP). Both the LRTP 2045 and the 2026-2030 TIP must be fiscally constrained – that is, policies, programs, and projects identified in each document must not require expenditures in excess of estimates of reasonably expected Federal transportation funds and committed non-Federal matching funds.

Given that the transportation improvements in the LRTP 2045 and 2026-2030 TIP can be implemented with reasonably expected revenues, these transportation improvements can be expected to advance and must conform to Federal air quality standards.

Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045

The LRTP 2045 was adopted by the GTC Board on June 10, 2021. LRTP 2045 provides a nearly 25-year perspective of existing and projected transportation system capabilities, needs, and objectives, as well as recommendations to meet these objectives for the nine-county Genesee-Finger Lakes Region, which includes the six-county Rochester Nonattainment Area. The LRTP 2045 serves as a framework for guiding Federally-funded transportation planning and investment decision-making.

2026-2030 Transportation Improvement Program

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 current long range transportation plan. This region's TIP is developed cooperatively by a team led by GTC and NYSDOT-Region 4.

GTC and NYSDOT-Region 4 work together to coordinate the programming of the projects in the Rochester Nonattainment Area. The TIP development process is guided by the TIP Development Committee (TDC), which is comprised of representatives from the Rochester MPA Counties (Livingston, Monroe, Ontario, and Wayne), the City of Rochester, the Rochester-Genesee Regional Transportation Authority (RGRTA), and NYSDOT-Region 4.

In October 2024, GTC and NYSDOT-Region 4 jointly solicited applications for new transportation projects which anticipated using Federal transportation funds to be included in the *2026-2030 TIP*, covering the time period between October 1, 2025 and September 30, 2030. The GTC/NYSDOT team presented to the TDC a priority list of projects based upon the Evaluation Criteria included in the project proposal solicitation package. These criteria were wholly consistent with and derived from the LRTP 2045. The resulting preliminary rankings were reviewed and discussed with the TDC and adjustments to rankings were made as necessary to reflect overall funding considerations, geographic balance, and other factors. Based on estimates of available revenue, funding was assigned to the ranked projects in accordance with funding availability and eligibility restrictions.

The GTC Planning Committee approved the DRAFT *2026-2030 Transportation Improvement Program Project List* for a 30-day public review period on April 24, 2025. During the public review period, two public meetings were held in the Rochester MPA to solicit comments on the program of projects. Advanced notice of the public meetings was sent to over 25 media outlets throughout the region, as well as nearly 200 organizations representing populations not traditionally well-represented in the transportation planning process.

The GTC Community Engagement Hub (gtcmpo.org/PublicInput) included a dedicated project page to provide information about the TIP, individual projects, and collect feedback via online form, email, text message, and other means.

The *2026-2030 TIP* was adopted by the GTC Board on June 12, 2025.

Transportation Conformity Requirements

Overview

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for LRTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for LRTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one

year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Genesee Transportation Council's LRTP 2045 and 2026-2030 TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Fiscal constraint (40 CFR 93.108)
- Latest planning assumptions (40 CFR 93.110)
- Consultation (40 CFR 93.112)
- Transportation Control Measures (40 CFR 93.113)

Latest planning assumptions and Transportation Control Measures

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved State Implementation Plan (SIP). The New York SIP does not include any TCMs applicable to the Rochester Nonattainment Area.

Consultation

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with the New York Air Quality Interagency Consultation Group (ICG). Relevant information about new projects included in the 2026-2030 TIP were provided to the ICG with suggested air quality exemption classification and associated justification. The ICG concurred on the Exempt or Non-Exempt classification for each project on April 30, 2025. Relevant information about the policy Recommendations included in LRTP 2045 were provided to the ICG. The ICG concurred with the policy Recommendations in May, 2021. Interagency consultation was conducted consistent with the requirements at 40 CFR 93.105 and concurrent with public review.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and GTC's Public Participation Plan. The draft LRTP 2045 was made available for public review from April 12, 2021 to May 11, 2021. The draft 2026-2030 TIP was made available for public review from April 25, 2025 to May 27, 2025. Comments were considered by the GTC Board prior to adopting the LRTP 2045 and 2026-2030 TIP.

Fiscal Constraint

LRTP 2045 is primarily a policy-focused plan with no specific transportation projects mentioned. This is a result of the recognition that the existing transportation system in the region generally has sufficient capacity for our needs. While there may be projects that allow for more traffic throughput, they are not what would typically be considered capacity improvement projects,

rather they are operational improvements. The majority of projects undertaken in this region are focused on attaining a State of Good Repair of the existing transportation system. Accordingly, while LRTP 2045 identifies anticipated revenue in Year of Expenditure dollars (YOE$), specific project expenditures are identified within the TIP.

On October 17, 2024, NYSDOT issued the TIP/STIP Update Guidance for the October 2025-September 2029 STIP/October 2025-September 2030 TIPs. The Guidance included the amounts of Federal Highway Administration (FHWA) funds by program that are being made available to the GTC/NYSDOT- Region 4 TIP area (Planning Targets) for Federal Fiscal Years (FFYs) 2025 through 2029.

On March 11, 2025, NYSDOT provided estimated amounts of FTA Sections 5307, 5310, and 5339 funding to be allocated to RGRTA as the designated recipient for the Rochester, New York Urbanized Area. GTC staff discussed the NYSDOT estimates with RGRTA and all agreed that the estimates were reasonable.

The adopted *FFY 2026-2030 Transportation Improvement Program* contains a financial summary indicating reasonably available revenues by source and year along with expenditures by source and year to demonstrate fiscal constraint consistent with Title 23 Section 450.326(j) of the Code of Federal Regulations.

Identification of classified/Non-Exempt and Regionally Significant Projects

Exempt/Non-Exempt Projects

All federally-funded transportation projects in the Rochester Nonattainment Area must be included in the *2026-2030 TIP*. GTC and NYSDOT-Region 4 staffs evaluated the projects in the *2026-2030 TIP* to determine their exempt or non-exempt status as defined by the criteria of the federal conformity rules and guidance ("Table 2 - Exempt Projects" in 40 CFR Part 93.126 and "Table 3 - Projects Exempt from Regional Emissions Analysis" in 40 CFR Part 93.127 dated July 1, 2009).

Typically, projects that improve the safety of the highway network, preserve/maintain existing transportation infrastructure, contribute to minor increases in the efficiency of public transportation services, or enhance non-motorized travel are considered exempt. Non-exempt projects are those projects that do not meet the criteria of exempt projects and must be included in the regional emissions analysis to determine their impact on air quality.

The listing of the aforementioned transportation projects and their associated exempt/non-exempt status is provided in Appendix A. The ICG has concurred with the exempt/non-exempt status of each project on April 30, 2025. New projects subsequently added to the TIP via amendments are provided to the ICG for concurrence.

Regionally Significant Projects

A regionally significant project is defined as a project that is expected to impact regional travel patterns but will be implemented without using federal funds. Although these projects may not be included in the MPO process, they have the potential to impact regional air quality and therefore must be included in the regional emissions analysis as part of a conformity determination.

For the purposes of this conformity determination, GTC and NYSDOT-Region 4 staffs reviewed the current and pending capital improvement programs (CIPs) of the City of Rochester, Monroe County, RGRTA, and Ontario County. None of the projects reviewed for this conformity determination were deemed to be regionally significant. The City of Rochester is progressing the Inner Loop North project with the intention of removing the existing limited-access facility and improving the surface street network to serve motor vehicles. This project is being progressed consistent with the requirements of the National Environmental Policy Act (NEPA). While this project will use Federal funds, a financial plan has not yet been finalized and the project is not yet in the fiscally constrained portion of LRTP (2045) or the TIP. This project is anticipated to be Non-Exempt from Air Quality Conformity.

Public Review

This document was made available for public review from April 25, 2025 to May 27, 2025 concurrent with the draft *FFY 2026-2030 Transportation Improvement Program* to discuss the conformity statement and gather input from the public. The public review period and meeting were advertised via a legal notice in the Rochester *Democrat & Chronicle* and on the GTC website. GTC did not receive any comments on this document.

Statement of Conformity

The analysis documented above demonstrates that the *LRTP 2045* and *2026-2030 TIP* in the Rochester Nonattainment Area is in conformity with the rules and regulations established by EPA and NYSDEC, and as such the State Implementation Plan (SIP) for air quality.

This statement was adopted by the Genesee Transportation Council Board on June 12, 2025. A scanned copy of the adopting resolution is included at the beginning of this document.

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
476154	C. of Batavia	Richmond Ave from Park Rd to Route 98 Preventive Maintenance Conduct preventive maintenance work on Richmond Avenue from Park Road to NYS Route 98 (Oak Street) in the City of Batavia, Genesee County.	Highway Preventive Maintenance	Genesee	$2,751,290	$2,201,032	$0	$550,258
4BNY77	Genesee Co.	Ellinwood Rd over Murder Creek Bridge Replacement (BIN 3315470) Replace the Ellinwood Road Bridge (BIN 3315470) over Murder Creek in the Town of Pembroke, Genesee County.	Bridge Replacement	Genesee	$2,604,000	$2,473,800	$0	$130,200
4GN007	Genesee Co.	Fisher Rd over Oak Orchard Creek Bridge Replacement Replace the Fisher Road bridge over Oak Orchard Creek (BIN 3361840) in the Town of Oakfield, Genesee County.	Bridge Replacement	Genesee	$1,501,200	$1,426,140	$0	$75,060
4GN008	Genesee Co.	Attica Rd over Tunnery Brook Bridge Replacement Replace the Attica Road Bridge (BIN 3315600) over Tunnery Brook in the Town of Alexander, Genesee County.	Bridge Replacement	Genesee	$1,125,600	$900,480	$0	$225,120
4GN009	Genesee Co.	Junction Rd Bridge over Oatka Creek Rehabilitation Rehabilitate the Junction Road Bridge (BIN 3316040) over Oatka Creek in the Town of Pavilion, Genesee County.	Bridge Rehabilitation	Genesee	$2,545,860	$2,036,688	$0	$509,172
4GN010	Genesee Co.	Sumner Rd over Crooked Creek Bridge Replacement Replace the Sumner Road Bridge (BIN 3315510) over Crooked Creek in the Town of Darien, Genesee County.	Bridge Replacement	Genesee	$2,037,096	$1,629,677	$0	$407,419
4GN011	Genesee Co.	Griswold Rd over Murder Creek Bridge Replacement Replace the Griswold Road Bridge (BIN 3315590) over Murder Creek in the Town of Darien, Genesee County.	Bridge Replacement	Genesee	$2,451,526	$2,328,949	$0	$122,577
476104	T. of Batavia	Rte 98 Reconstruction and Intersection Improvements Reconstruct NYS Route 98 (Oak Orchard Road) from the bridge over the NYS Thruway north approximately 3/4 of mile to the intersection of West Saile Drive in the Town of Batavia, Genesee County.	Highway Reconstruction	Genesee	$5,314,160	$4,251,328	$0	$1,062,832
449064	NYSDOT	Drainage Rehabilitation on I-490 from I-90 to Route 204 Implement drainage improvements on I-490 from I-90 to Route 204 in the Towns of Leroy and Bergen in Genesee County, and the Towns of Riga, Chili, and Gates in Monroe County.	Other	Genesee, Monroe	$10,147,950	$8,118,360	$2,029,590	$0

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
480676	NYSDOT	Bridge Scour Protection Project, Westside Provide scour protection for 10 bridges in Genesee, Monroe, Orleans, & Wyoming Counties (BINS 1014730, 1014740, 1014770, 1015090, 1035650, 1042440, 1043730, 3043630, 3043640, 3095730).	Bridge Preventive Maintenance	Genesee, Monroe, Orleans, Wyoming	$1,870,628	$1,402,971	$467,657	$0
4BNY78	Livingston Co.	Cheese Factory Rd over Keshequa Creek Bridge Replacement (BIN 3316580) Replace the Cheese Factory Road Bridge (BIN 3316580) over Keshequa Creek in the Town of Portage, Livingston County.	Bridge Replacement	Livingston	$1,602,000	$1,495,000	$0	$107,000
4LV007	Livingston Co.	CR 26-Rochester St Culvert Replacement Replace the 16.4' pipe-arch culvert on CR 26-Rochester Street with a new bridge in the Town of Avon, Livingston County.	Bridge Replacement	Livingston	$2,239,950	$1,791,960	$0	$447,990
4LV008	Livingston Co.	CR-84 (River Road) Pavement and Culvert Rehabilitation Rehabilitation of pavement and large culverts, roadway realignment, and access improvements on County Road 84/River Road in the Town of Caledonia, Livingston County.	Highway Rehabilitation	Livingston	$9,374,500	$7,499,600	$0	$1,874,900
403633	NYSDOT	Rt 36 at Perry Rd Intersection Safety Enhancements Construct intersection improvements to reduce crashes at Rt 36 and Perry Rd (CR 64) in the Town of Leicester, Livingston County.	Safety	Livingston	$8,410,350	$7,569,315	$841,035	$0
476152	NYSOPRHP	Genesee Valley Greenway Trail Improvements (Livingston County) Resurface and repair culverts along seven miles of trail from Rt 5 south to York Landing Parking Lot in Livingston County.	Bicycle/ Pedestrian	Livingston	$5,000,000	$4,000,000	$1,000,000	$0
476150	T. of Livonia	Big Tree Rd Pedestrian Improvement Project (Livonia) Improve the sidewalks, crosswalks, curbing, and drainage infrastructure on Big Tree Rd from West Lake Rd to Rochester Rd in the Town of Livonia, Livingston County.	Bicycle/ Pedestrian	Livingston	$3,664,932	$2,931,946	$0	$732,986
476151	T. of York	Hamlet of Greigsville Corridor Improvements Improve the Greigsville hamlet corridor in the Town of York, Livingston County. This project will include the construction of sidewalks, a mid-block crossing, signage, and tree plantings approaching the intersection of State Routes 63 and 36.	Bicycle/ Pedestrian	Livingston	$1,078,312	$862,650	$0	$215,662
4LC205	NYSDOT	Replacement of Various Culverts in Livingston and Ontario Counties Replace several culverts at various locations in Livingston and Ontario Counties.	Other	Livingston, Ontario	$5,511,000	$1,903,800	$3,607,200	$0

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
476145	C. of Rochester	City of Rochester Bicycle Safety Improvement Project Implement the City's designated Bicycle Boulevard network to create a safe, comprehensive, and low stress bicycle network by adding elements such as bike route signage, speed humps, mini-traffic circles, bump-outs, chicanes, pinch points, and/or traffic diverters to existing rights of way.	Bicycle/ Pedestrian	Monroe	$2,933,200	$2,346,560	$0	$586,640
476146	C. of Rochester	City of Rochester Pedestrian Safety Improvement Project Improve 12 intersections in high-crash locations in the City of Rochester, Monroe County.	Bicycle/ Pedestrian	Monroe	$4,466,700	$3,573,360	$0	$893,340
4BNY83	C. of Rochester	Andrews Street over Genesee River Bridge Rehabilitation (BIN 2211280) Rehabilitate the Andrews Street Bridge over the Genesee River in the City of Rochester, Monroe County.	Bridge Rehabilitation	Monroe	$4,163,000	$3,954,850	$0	$208,150
4CR020	C. of Rochester	Dewey Ave and Emerson St Reconstruction and Intersection Improvements Reconstruct Dewey Ave (Emerson St to Felix Street) and Emerson Street (Dewey Ave to Fulton Ave) and improve the intersection at Dewey Ave and Emerson St in the City of Rochester, Monroe County	Highway Reconstruction	Monroe	$9,703,900	$3,956,300	$0	$5,747,600
4CR022	C. of Rochester	Main Street Streetscape Phase III Reconstruct sidewalks, make streetscape improvements, and rehabilitate pavement along West Main Street from State St/Exchange Blvd to Plymouth Ave in the City of Rochester, Monroe County.	Highway Reconstruction	Monroe	$7,115,600	$5,293,900	$0	$1,821,700
4CR023	C. of Rochester	Broadway/South Union Street Reconstruction Reconstruct Broadway and South Union Street between Meigs Street and Monroe Avenue in the City of Rochester, Monroe County. This project includes a two-way conversion of Broadway to provide for better connectivity and transform the street to a more context appropriate urban street.	Highway Reconstruction	Monroe	$12,666,000	$10,132,800	$0	$2,533,200
4CR024	C. of Rochester	Genesee Park Boulevard Reconstruction Reconstruct Genesee Park Boulevard from Books Avenue to Genesee Street in the City of Rochester, Monroe County.	Highway Reconstruction	Monroe	$1,305,360	$1,044,288	$0	$261,072

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
4CR025	C. of Rochester	Avenue D / Bay St / Joseph Ave Preventive Maintenance Conduct preventive maintenance on Avenue D (from St. Paul Street to North Street), Bay Street (from Portland Avenue to N. Goodman Street), and Joseph Avenue (from Norton Street to Clifford Avenue) in the City of Rochester, Monroe County.	Highway Preventive Maintenance	Monroe	$11,287,790	$9,030,232	$0	$2,257,558
4CR026	C. of Rochester	Atlantic Ave / Browncroft Blvd / E Main St / Monroe Ave / N Winton Rd Conduct Preventive Maintenance on Atlantic Ave., Browncroft Blvd, E. Main St., Monroe Ave. , and N. Winton Rd in the City of Rochester, Monroe County.	Highway Preventive Maintenance	Monroe	$13,280,900	$10,624,720	$0	$2,656,180
4BNY84	Monroe Co.	Turk Hill Road over Thomas Creek Bridge Replacement (BIN 3317260) Replace the Turk Hill Road Bridge (BIN 3317260) over Thomas Creek in the Town of Perinton, Monroe County.	Bridge Replacement	Monroe	$4,484,000	$4,159,250	$0	$324,750
4BNY85	Monroe Co.	Vintage Lane over Round Pond Creek Bridge Replacement (BIN 3367000) Replace the Vintage Lane Bridge (BIN 3367000) over the Round Pond Creek in the Town of Greece, Monroe County.	Bridge Replacement	Monroe	$3,574,000	$1,540,000	$0	$2,034,000
4MN015	Monroe Co.	Monroe County Traffic Signal Replacements - Group 1 Replace traffic signals at 7 locations in Monroe County.	Other	Monroe	$295,000	$236,000	$0	$59,000
4MN017	Monroe Co.	Monroe County Highway Preventive Maintenance (No. 11) Conduct preventive maintenance on five segments in the Towns of Greece and Irondequoit, Monroe County	Highway Preventive Maintenance	Monroe	$3,370,000	$2,696,000	$0	$674,000
4MN018	Monroe Co.	Monroe County Highway Preventive Maintenance (No. 12) Conduct pavement preventive maintenance on Hylan Dr (from Rt 252 to I-390 NB Ramp) and Elmwood Ave (Winton Rd. to Clover St) in the Towns of Henrietta and Brighton, Monroe County	Highway Preventive Maintenance	Monroe	$3,147,700	$2,518,160	$0	$629,540
4MN019	Monroe Co.	North Main Street Bridge Preventive Maintenance - BIN 3317290 Conduct preventive maintenance of the North Main Street Bridge (BIN 3317290) in the Village of Churchville, Monroe County.	Bridge Preventive Maintenance	Monroe	$836,920	$669,536	$0	$167,384
4MN020	Monroe Co.	Hamlin Parma Townline Road Bridge Preventive Maintenance - BIN 3317790 Conduct preventive maintenance on the Hamlin Parma Townline Road Bridge (BIN 3317790) in the Towns of Hamlin and Parma, Monroe County.	Bridge Preventive Maintenance	Monroe	$550,930	$440,744	$0	$110,186

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
4MN021	Monroe Co.	Parma Center Road Bridge Preventive Maintenance - BIN 3317200 Conduct preventive maintenance on the Parma Center Road Bridge (BIN 3317200) in the Town of Parma, Monroe County.	Bridge Preventive Maintenance	Monroe	$770,660	$616,528	$0	$154,132
4MN022	Monroe Co.	Crittenden Road Bridge Preventive Maintenance - BIN 3361580 Conduct preventive maintenance on the Crittenden Road Bridge (BIN 3361580) in the Town of Brighton, Monroe County.	Bridge Preventive Maintenance	Monroe	$320,930	$256,744	$0	$64,186
4MN023	Monroe Co.	Woolston Road Bridge Preventive Maintenance - BIN 3317850 Conduct preventive maintenance on the Woolston Road Bridge (BIN 3317850) in the Town of Perinton, Monroe County.	Bridge Preventive Maintenance	Monroe	$395,930	$316,744	$0	$79,186
4MN024	Monroe Co.	Monroe County Highway Preventive Maintenance (No. 13) Conduct pavement preventive maintenance on Dewey Ave (from the Rochester City Boundary to Edgemere Dr), Ridgeway Ave (from Elmgrove Rd to the Rochester City Boundary), and Mt. Read Blvd (from Joanne Dr to Stone Rd and from Stone Rd to Latta Rd) in the Town of Greece, Monroe County.	Highway Preventive Maintenance	Monroe	$11,097,112	$8,877,689	$0	$2,219,423
4TMC26	Monroe Co.	Monroe County RTOC Operations (FFY 2026) Annual MCDOT operations of the Regional Traffic Operations Center (RTOC)	Other	Monroe	$1,386,000	$1,108,800	$0	$277,200
4TMC27	Monroe Co.	Monroe County RTOC Operations (FFY 2027) Annual MCDOT operations of the Regional Traffic Operations Center (RTOC)	Other	Monroe	$1,476,600	$1,181,280	$0	$295,320
4TMC28	Monroe Co.	Monroe County RTOC Operations (FFY 2028) Annual MCDOT operations of the Regional Traffic Operations Center (RTOC)	Other	Monroe	$1,547,800	$1,238,240	$0	$309,560
4TMC29	Monroe Co.	Monroe County RTOC Operations (FFY 2029) Annual MCDOT operations of the Regional Traffic Operations Center (RTOC)	Other	Monroe	$1,609,500	$1,287,600	$0	$321,900
4TMC30	Monroe Co.	Monroe County RTOC Operations (FFY 2030) Annual MCDOT operations of the Regional Traffic Operations Center (RTOC)	Other	Monroe	$1,678,050	$1,342,440	$0	$335,610

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
401547	NYSDOT	Corridor Safety Enhancement Project, Rt 15 from Jefferson Rd to I-390 Reconstruct Rt 15 (W. Henrietta Rd) from Rt 252 (Jefferson Rd) to I-390 in the Towns of Brighton and Henrietta, Monroe County to reduce crashes.	Highway Reconstruction	Monroe	$65,100,200	$9,589,230	$55,510,970	$0
401553	NYSDOT	Rt 15 (W Henrietta Rd) from Rt 253 to Rt 252 Preventive Maintenance Conduct preventive maintenance of Route 15 (W Henrietta Rd) from Rt 253 to Rt 252 in the Town of Henrietta, Monroe County	Highway Preventive Maintenance	Monroe	$5,485,450	$3,608,000	$0	$1,877,450
401556	NYSDOT	Route 15A from Route 252 to the Erie Canal Preventative Maintenance Conduct preventative maintenance on Route 15A from Route 252 to the Erie Canal in the Towns of Brighton and Henrietta, Monroe County.	Highway Preventive Maintenance	Monroe	$9,441,390	$7,553,040	$1,888,350	$0
403110	NYSDOT	Replacement of the Rt 31 bridges over I-490 and Irondequoit Creek (BIN 1021690 and BIN 1021700) Replace the Rt 31 bridge over I-490 (BIN 1021690) and the Rt 31 bridge over Irondequoit Creek (BIN 1021700) in the Town of Perinton, Monroe County.	Bridge Replacement	Monroe	$49,415,850	$39,068,680	$10,347,170	$0
403379	NYSDOT	Route 33 over CSX Railroad Replace the Route 33 bridge over the CSX Railroad (BIN 1023000) in the Town of Riga, Monroe County	Bridge Replacement	Monroe	$1,751,500	$1,313,625	$437,875	$0
406415	NYSDOT	Route 64 at County Road 53 (Boughton Hill Road) Intersection Safety Enhancements Construct intersection improvements to reduce crashes at Route 64 and County Road 53 (Boughton Hill Road) in the Town of Mendon, Monroe County.	Safety	Monroe	$5,444,100	$4,899,690	$544,410	$0
406522	NYSDOT	Route 65 and Stoney Lonesome Road Intersection Improvement Construct intersection improvements to reduce crashes at Route 65 and Stoney Lonesome Road in the Town of Mendon, Monroe County.	Safety	Monroe	$1,394,500	$1,255,050	$139,450	$0
410496	NYSDOT	Route 104 from Irondequoit Bay Bridge to Five Mile Line Road Conduct preventative maintenance on Route 104 from the Irondequoit Bay Bridge to Five Mile Line Road in the Town of Webster, Monroe County.	Highway Preventive Maintenance	Monroe	$10,957,500	$8,088,000	$2,869,500	$0

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
426109	NYSDOT	Route 261 and Peck Road Intersection Improvement Construct intersection improvements to reduce crashes at Route 261 (Manitou Road) and Peck Road in the Towns of Greece and Parma, Monroe County.	Safety	Monroe	$429,350	$386,415	$42,935	$0
428613	NYSDOT	Rt 286 from City Line to Qualtrough Rd Preventive Maintenance Conduct pavement preventive maintenance on Rt 286 from the Rochester City Line to Qualtrough Rd in the Town of Penfield, Monroe County	Highway Preventive Maintenance	Monroe	$10,243,831	$3,930,700	$6,313,131	$0
439095	NYSDOT	I-390 from Canal Bridge (Exit 16) to Route 33A Preventive Maintenance Conduct preventive maintenance on I-390 from Exit 16 - East Henrietta Road to Rt 33A in the Towns of Gates, Chili, and Brighton, and the City of Rochester, Monroe County	Highway Preventive Maintenance	Monroe	$24,475,500	$23,027,950	$1,447,550	$0
449061	NYSDOT	I-490 over Railroad Bridge Replacement Replace I-490 bridges over the CSX RR (BINs 1048591 and 1048592) in the Town of Chili, Monroe County.	Bridge Replacement	Monroe	$42,621,950	$38,359,755	$4,262,195	$0
449062	NYSDOT	I-490 from the Erie Canal to the Genesee River Preventative Maintenance Conduct preventative maintenance on I-490 from the Erie Canal to the Genesee River in the City of Rochester, Monroe County	Highway Preventive Maintenance	Monroe	$1,554,000	$1,398,600	$155,400	$0
449063	NYSDOT	I-490 from the Genesee River to Winton Road Preventative Maintenance Conduct preventative maintenance on I-490 from the Genesee River to Winton Road in the City of Rochester, Monroe County.	Highway Preventive Maintenance	Monroe	$22,043,342	$10,672,325	$11,371,017	$0
449065	NYSDOT	Wegman Road over I-490 Bridge Project Replace the Wegman Road bridges (BINs 1048670 and 1095570) over I-490 in the Town of Gates, Monroe County	Bridge Replacement	Monroe	$2,125,500	$1,700,400	$425,100	$0
494104	NYSDOT	Rt 31 (Monroe Ave) over Erie Canal Bridge Project Replace the Rt 31 (Monroe Ave) bridge over the Erie Canal (BIN 4443290) in the Town of Pittsford, Monroe County.	Bridge Replacement	Monroe	$43,614,991	$34,891,993	$8,722,998	$0
494736	NYSDOT	Rt 31 (Lyell Ave) over the Erie Canal Bridge Project Replace Rt 31 (Lyell Ave) bridge over the Erie Canal (BIN 4443380) in the Town of Gates, Monroe County.	Bridge Replacement	Monroe	$24,951,229	$19,960,983	$4,990,246	$0

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
494737	NYSDOT	O'Rorke Lift Bridge Rehabilitation Rehabilitate the O'Rorke Lift Bridge over the Genesee River (BIN 3317120) in the City of Rochester, Monroe County.	Bridge Rehabilitation	Monroe	$8,914,500	$7,022,400	$1,892,100	$0
40C101	NYSDOT	Rt 31 from Village of Pittsford to I-590 Preventive Maintenance Conduct pavement preventive maintenance on Rt 31 (Monroe Ave) from the Village of Pittsford western line to I-590 in the Towns of Pittsford and Brighton, Monroe County	Highway Preventive Maintenance	Monroe	$9,830,444	$5,547,530	$4,282,914	$0
40C103	NYSDOT	Rt 31, 31A, and Redman Rd Intersection Improvements Construct intersection improvements to reduce crashes at Rt 31/31A/Redman Rd in the Town of Sweden, Monroe County.	Safety	Monroe	$6,532,350	$5,879,115	$653,235	$0
40C104	NYSDOT	Rt 31 from City Line to I-590 Preventive Maintenance Conduct pavement preventive maintenance on Rt 31 (Monroe Ave) from I-590 to Rochester City Line in the Town of Brighton, Monroe County	Highway Preventive Maintenance	Monroe	$14,271,331	$4,960,045	$9,311,286	$0
410D02	NYSDOT	Route 104 from Route 250 to the Wayne County Line Preventative Maintenance Conduct preventative maintenance on Route 104 from Route 250 to the Wayne County Line	Highway Preventive Maintenance	Monroe	$6,930,000	$5,197,500	$1,732,500	$0
410D03	NYSDOT	Route 104 from Five Mile Line Rd to Route 250 Preventative Maintenance Conduct preventative maintenance on Route 104 from Five Mile Line Road to Route 250 in the Town of Webster, Monroe County.	Highway Preventive Maintenance	Monroe	$9,058,000	$7,246,400	$1,811,600	$0
4C9003	NYSDOT	I-390 from I-90 (Exit 12) to I-590 (Exit 15) Preventative Maintenance Conduct preventative maintenance on I-390 from I-90 to I-590 in the Towns of Henrietta and Brighton, Monroe County.	Highway Preventive Maintenance	Monroe	$24,605,750	$20,219,175	$4,386,575	$0
4HLP28	NYSDOT	Highway Emergency Local Patrol FFY 2025-2029 Operations of Highway Emergency Local Patrol (HELP) roadside services on limited-access highways in Monroe County for FFY 2025-2029.	Other	Monroe	$3,486,900	$2,789,520	$697,380	$0
4ITS35	NYSDOT	NYSDOT RTOC Operations (FFY 2026) Annual NYSDOT operations of the Regional Traffic Operations Center (RTOC).	Other	Monroe	$1,155,000	$924,000	$231,000	$0

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
4ITS36	NYSDOT	NYSDOT RTOC Operations (FFY 2027) Annual NYSDOT operations of the Regional Traffic Operations Center (RTOC).	Other	Monroe	$1,155,000	$924,000	$231,000	$0
4ITS37	NYSDOT	Regional ITS Operations FFY 2025-2029 Annual NYSDOT operations of the Regional Traffic Operations Center (RTOC) for FFY 2025-2029.	Other	Monroe	$4,079,250	$3,263,400	$815,850	$0
4TCC25	NYSDOT	Regional Traffic Operations Center Operations Staffing 2025-2029 Contracted staffing to support operations of the Regional Traffic Operations Center (RTOC) for FFYs 2025-2029.	Other	Monroe	$14,909,100	$11,927,280	$2,981,820	$0
482314	RGRTA	Preventive Maintenance - RTS & RTS Access (FFY 2026) Preventive Maintenance for RTS and RTS Access	Transit	Monroe	$8,525,960	$6,820,768	$852,596	$852,596
482315	RGRTA	Preventive Maintenance - RTS & RTS Access (FFY 2027) Preventive Maintenance for RTS and RTS Access	Transit	Monroe	$6,514,277	$5,211,422	$651,427	$651,428
482320	RGRTA	Replace 40-ft Buses (FFY 26) Replace 29 40-ft transit buses	Transit	Monroe	$24,408,291	$5,741,313	$17,949,314	$717,664
482322	RGRTA	Replace On Demand Vehicles (FFY 26) Replace 3 On Demand Bus	Transit	Monroe	$451,486	$361,189	$45,148	$45,149
482323	RGRTA	Replace On Demand Vehicles (FFY 27) Replace 6 On Demand Buses	Transit	Monroe	$948,120	$758,496	$94,812	$94,812
482327	RGRTA	Replace Paratransit Buses (FFY 26) Replace 10 Paratransit Buses	Transit	Monroe	$1,452,158	$1,161,726	$145,216	$145,216
482328	RGRTA	Replace Paratransit Buses (FFY 27) Replace 10 Paratransit Buses	Transit	Monroe	$1,524,766	$1,219,813	$152,477	$152,476
482332	RGRTA	Associated Transit Improvements (FFY 26) Purchase and install bus shelters, real-time transit information signs, bus stop signs, and other amenities	Transit	Monroe	$160,289	$128,231	$16,029	$16,029
482333	RGRTA	Associated Transit Improvements (FFY 27) Purchase and install bus shelters, real-time transit information signs, bus stop signs, and other amenities	Transit	Monroe	$160,289	$128,231	$16,029	$16,029

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
482363	RGRTA	Preventive Maintenance - RTS & RTS Access (FFY 2028) Preventive Maintenance for RTS and RTS Access	Transit	Monroe	$6,417,295	$5,133,836	$641,729	$641,730
482364	RGRTA	Preventive Maintenance - RTS & RTS Access (FFY 2029) Preventive Maintenance for RTS and RTS Access	Transit	Monroe	$6,260,396	$5,008,317	$626,039	$626,040
482365	RGRTA	Preventive Maintenance - RTS & RTS Access (FFY 2030) Preventive Maintenance for RTS and RTS Access	Transit	Monroe	$6,260,396	$5,008,317	$626,039	$626,040
482366	RGRTA	Replace 40-ft Buses (FFY 27) Replace 16 40-ft transit buses	Transit	Monroe	$14,004,370	$11,203,496	$1,400,437	$1,400,437
482367	RGRTA	Replace 40-ft Buses (FFY 28) Replace 21 40-ft transit buses	Transit	Monroe	$18,968,388	$15,174,710	$1,896,839	$1,896,839
482368	RGRTA	Replace 40-ft Buses (FFY 30) Replace 15 40-ft transit buses	Transit	Monroe	$14,568,392	$11,654,714	$1,456,839	$1,456,839
482369	RGRTA	Replace On Demand Vehicles (FFY 29) Replace 20 On Demand Buses	Transit	Monroe	$3,484,341	$2,787,473	$348,434	$348,434
482370	RGRTA	Replace On Demand Vehicles (FFY 30) Replace 11 On Demand Buses	Transit	Monroe	$2,012,207	$1,609,766	$201,220	$201,221
482371	RGRTA	Replace Paratransit Buses (FFY 28) Replace 10 Paratransit Buses	Transit	Monroe	$1,601,004	$1,280,803	$160,100	$160,101
482372	RGRTA	Replace Paratransit Buses (FFY 29) Replace 10 Paratransit Buses	Transit	Monroe	$1,681,054	$1,344,843	$168,105	$168,106
482373	RGRTA	Replace Paratransit Buses (FFY 30) Replace 10 Paratransit Buses	Transit	Monroe	$1,765,107	$1,412,086	$176,510	$176,511
482374	RGRTA	Associated Transit Improvements (FFY 28) Purchase and install bus shelters, real-time transit information signs, bus stop signs, and other amenities	Transit	Monroe	$160,289	$128,231	$16,029	$16,029
482375	RGRTA	Associated Transit Improvements (FFY 29) Purchase and install bus shelters, real-time transit information signs, bus stop signs, and other amenities	Transit	Monroe	$160,289	$128,231	$16,029	$16,029

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
482376	RGRTA	Associated Transit Improvements (FFY 30) Purchase and install bus shelters, real-time transit information signs, bus stop signs, and other amenities	Transit	Monroe	$160,289	$128,231	$16,029	$16,029
476130	T. of Greece	Maiden Lane Rehabilitation Rehabilitate Maiden Lane from Fetzner Rd (CR 264) to Dewey Ave (CR 132) in the Town of Greece, Monroe County.	Highway Rehabilitation	Monroe	$5,882,189	$3,971,245	$0	$1,910,944
4BNY80	C. of Geneva	Middle St over Marsh Creek Superstructure Replacement (BIN 2211780) This project will replace the superstructure of the Middle Street Bridge over Marsh Creek in the City of Geneva, Ontario County.	Bridge Rehabilitation	Ontario	$871,000	$722,250	$0	$148,750
40N010	Ontario Co.	CR 4 at Freshour Rd Intersection Improvements Construct intersection improvements to reduce crashes at CR 4 and Freshour Rd in the Town of Hopewell, Ontario County	Safety	Ontario	$3,620,410	$3,258,370	$0	$362,040
40N011	Ontario Co.	CR 32 at Hickox Rd Intersection Improvements Construct intersection improvements to reduce crashes at CR 32 (Bristol Road) and Hickox Road in the Town of Canandaigua, Ontario County.	Safety	Ontario	$3,823,700	$3,441,330	$0	$382,370
40N012	Ontario Co.	Lake-to-Lake Road Bridge Replacement Replace the Lake-to-Lake Road bridge (BIN 3318330) over Flint Creek in the Town of Gorham, Ontario County.	Bridge Replacement	Ontario	$2,237,900	$1,790,320	$0	$447,580
40N014	Ontario Co.	Ontario County Bridge Preventative Maintenance Conduct preventive maintenance on three bridges in the Towns of Phelps and Victor, Ontario County.	Bridge Preventive Maintenance	Ontario	$1,210,700	$968,560	$0	$242,140
40N015	Ontario Co.	CR 9 and Gillis Road Intersection Safety Improvement Project Construct intersection improvements to reduce crashes at CR 9 (Victor Egypt Road) and Gillis Road in the Town of Victor, Ontario County.	Safety	Ontario	$5,057,830	$4,365,657	$485,073	$207,100
40N016	Ontario Co.	East Lake Road over Mill Creek Bridge Replacement Replace the East Lake Road bridge over Mill Creek (BIN 3318430) in the Town of Richmond, Ontario County	Bridge Replacement	Ontario	$3,030,105	$2,424,084	$0	$606,021
40N017	Ontario Co.	Vogt Road over Flint Creek Bridge Replacement Replace the Vogt Road bridge (BIN 3318270) over Flint Creek in the Town of Seneca, Ontario County.	Bridge Replacement	Ontario	$3,049,161	$2,439,328	$0	$609,833

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
4BNY86	Ontario Co.	Wood Drive over East Branch of Beaver Creek Bridge Replacement Replace the Wood Drive Bridge (BIN 2270490) over the East Branch of Beaver Creek in the Town of Farmington, Ontario County.	Bridge Replacement	Ontario	$1,680,000	$1,404,600	$0	$275,400
401826	NYSDOT	Rt 18 over Oak Orchard Creek Bridge Replacement Replace the Rt 18 bridge over Oak Orchard Creek (BIN 1014720) in the Town of Carlton, Orleans County.	Bridge Replacement	Orleans	$12,875,382	$10,300,305	$2,575,077	$0
40R008	Ontario Co.	Orleans County Bridge Preventive Maintenance No. 2 Conduct preventive maintenance on nine bridges in the Towns of Carlton, Murray, Kendall, and Shelby, Orleans County.	Bridge Preventive Maintenance	Orleans	$2,095,500	$1,676,400	$0	$419,100
40R009	Ontario Co.	Mill Road over Jeddo Creek Bridge Replacement Replace the Mill Road Bridge over Jeddo Creek.	Bridge Replacement	Orleans	$3,115,535	$2,492,428	$0	$623,107
40R010	Ontario Co.	Hindsburg Road over W. Branch of Sandy Creek Bridge Replacement Replace the Hindsburg Road Bridge over the West Branch of Sandy Creek in the Town of Murray, Orleans County.	Bridge Replacement	Orleans	$1,980,960	$1,584,768	$0	$396,192
4BNY79	Ontario Co.	Gillette Rd over Unnamed Creek Bridge Replacment (BIN 3319280) Replace the Gillette Road Bridge over an Unnamed Creek in the Town of Barre, Orleans County.	Bridge Replacement	Orleans	$1,205,000	$959,000	$0	$246,000
4BNY87	Ontario Co.	Lakeshore Road over Unnamed Creek Bridge Replacement (BIN 3362000) Replace the Lakeshore Road Bridge over an Unnamed Creek in the Town of Yates, Orleans County.	Bridge Replacement	Orleans	$1,051,950	$998,450	$0	$53,500
4LC101	NYSDOT	Culvert Replacement at Various Locations in Livingston and Wyoming County Replacement of culverts at various locations in Livingston and Wyoming Counties	Other	Regionwide	$18,067,559	$8,981,746	$9,085,813	$0
4LC103	NYSDOT	Replacement/Rehabilitation of Various Culverts in Livingston, Monroe, Ontario, and Wayne Counties Rehabiltation or replacement of culverts at various locations in Livingston, Monroe, Ontario, and Wayne Counties	Other	Regionwide	$10,100,350	$3,563,215	$6,537,135	$0
4LC104	NYSDOT	Large Culvert Replacement/Rehabilitation Rehabilitate or replace 7 large culverts in Monroe, Wayne and Ontario Counties.	Other	Regionwide	$9,069,693	$2,928,152	$6,141,541	$0

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
4NHP26	NYSDOT	NYSDOT Region 4 NHPP Block (FFY 2026) This is a set aside "Block" of funding for NYSDOT NHPP projects in FFY 2026.	Other	Regionwide	$11,781,000	$9,424,800	$2,356,200	$0
4T3523	NYSDOT	NYSDOT Pavement Markings (FFY 2027) Eastside Replace and modify pavement markings for safety or operational reasons in Monroe, Ontario, and Wayne Counties.	Highway Preventive Maintenance	Regionwide	$2,438,900	$1,951,120	$487,780	$0
4T3526	NYSDOT	NYSDOT Pavement Markings (FFY 2028) Westside Replace and modify pavement markings for safety or operational reasons in Monroe, Livingston, Orleans, Genesee, and Wyoming Counties.	Highway Preventive Maintenance	Regionwide	$5,470,100	$2,423,360	$3,046,740	$0
401450	NYSDOT	Rt 14 within former Village of Lyons Preventive Maintenance Conduct Preventive Maintenance on Route 14 within the former Village of Lyons limits in the Town of Lyons, Wayne County	Highway Preventive Maintenance	Wayne	$4,346,144	$1,826,500	$2,519,644	$0
476153	V. of Newark	North Main Street Reconstruction Reconstruct North Main Street between the Erie Canal and Pearl Street in the Village of Newark, Wayne County.	Highway Reconstruction	Wayne	$10,677,000	$4,278,720	$0	$6,398,280
4WA008	Wayne Co.	Leach Road Bridge Replacement Replace the Leach Road bridge (BIN 4437060) over the Erie Canal, Town of Lyons.	Bridge Replacement	Wayne	$12,111,500	$9,689,200	$0	$2,422,300
401981	NYSDOT	Rt 19 over Pearl Creek Bridge Replacement Replace the Rt 19 bridge over Pearl Creek (BIN 1015200) in the Town of Covington, Wyoming County.	Bridge Replacement	Wyoming	$3,385,650	$2,708,520	$677,130	$0
403967	NYSDOT	Routes 39 and 98 in the Village of Arcade Conduct preventative maintenance on Route 39 from the Cattaraugus County line to the east line of the Village of Arcade and on Route 98 from the Cattaraugus County Line to the north line of the Village of Arcade, Wyoming County.	Highway Preventive Maintenance	Wyoming	$9,156,380	$7,325,104	$1,831,276	$0
4BNY54	Wyoming Co.	CR 31 (Orangeville Center Rd) over Stony Brook Bridge Replacement Replace the CR 31 (Orangeville Center Rd) bridge over Stony Brook (BIN 3320010) in the Town of Orangeville, Wyoming County	Bridge Replacement	Wyoming	$1,798,900	$1,456,600	$0	$342,300

Proj. #	Lead Agency	Project Name and Description	Project Type	County(ies)	Total Cost	Federal	State	Local
4BNY82	Wyoming Co.	Royce Road over East Fork Tonawanda Creek Bridge Replacement (BIN 3320220) Replace the Royce Road Bridge over the East Fork Tonawanda Creek in the Towns of Orangeville and Sheldon, Wyoming County.	Bridge Replacement	Wyoming	$1,788,500	$1,552,225	$0	$236,275
4WY005	Wyoming Co.	Almeter Road over Tonawanda Creek Bridge Replacement Replace the Altmeter Rd bridge over Tonawanda Creek (BIN 3320210) in the Town of Sheldon, Wyoming County	Bridge Replacement	Wyoming	$1,471,060	$1,176,848	$0	$294,212
4WY010	Wyoming Co.	Bridge Preventative Maintenance (West) Conduct preventative maintenance on 7 bridges in various Towns throughout Wyoming County	Bridge Preventive Maintenance	Wyoming	$1,209,350	$967,480	$0	$241,870
4WY011	Wyoming Co.	Griffith Road (CR 64) Preventive Maintenance Conduct preventive maintenance of Griffith Road (CR 64) from Rt 39/Rt 19 intersection to Rt 19A in the Towns of Pike and Genesee Falls, Wyoming County.	Highway Rehabilitation	Wyoming	$4,475,820	$3,580,656	$0	$895,164

RECOMMENDATIONS

GTC staff synthesized regional demographic and employment information, its assessment of the current transportation system, its identification of emerging issues and opportunities, and direct input from regional residents into the needs assessment in the preceding chapter. The recommendations to follow seek to address regional transportation system needs for the next 25 years.

Strategies, physical implementations, programs, and policies recommended in this chapter will help GTC deliver on the commitment to agency goals and objectives, which seek to increase system safety, increase access to a greater number of mobility options, promote efficient system management, protect the natural environment, and support the economic vitality of the region while building partnerships to execute its initiatives.

The following recommendations maintain the region's continued commitment to the preservation and maintenance of the existing surface transportation system. Recommendations that seek to add capacity to the system, primarily focus on increasing mobility and access through enhancing the public transit system and active transportation networks. Additionally, recommendations encourage the use of alternative fuels, shifting to cleaner burning fuels and electricity as the transportation sector's primary energy choice.

Technology is rapidly evolving. Over the next 25 years how we receive goods, how we move, and how we access information will continue to change. Recommendations that focus on technology are flexible, acknowledging that while we may know that change is upon us, we do not yet understand all the implications of such changes.

Across all recommendations, LRTP 2045 looks to make the region a more equitable place by increasing access and mode choice, along with reducing health disparities through investments. The future transportation system will not hinder residents' ability to pursue economic and social opportunities or negatively impact their well-being.

GTC could initiate some of these programs, but successful implementation will require strong partnerships with public agencies and community organizations. Funding the recommendations is discussed in the following chapter.

RECOMMENDATIONS

RECOMMENDATION GROUP AND TIMELINE

The recommendations on the following pages consist of an identifier, a short description of the recommendation itself, a short explanation related to the importance of the recommendation, identified potential partner agencies, and a time frame within which to begin execution of that strategy, implementation, policy, or program.

Recommendations are organized into broader topic areas listed at right and accompanied by corresponding iconography. Section 450.306 of Title 23 of the Code of Federal Regulations establishes the scope of the metropolitan transportation planning process. The code requires that the planning process provides for consideration and implementation of projects, strategies, and services that will address ten specific factors. The five recommendation groups in LRTP 2045 incorporate those planning factors.

The Health and Safety group is comprised of recommendations consistent with planning factor #2 (Increase the safety of the transportation system for motorized and non-motorized users) and factor #3 (Increase the security of the transportation system for motorized and non-motorized users) while expanding those topics to include the role of the transportation system in determining public health outcomes. The Access and Equity group seeks to satisfy factor #4 (Increase accessibility and mobility of people and freight) and factor #6 (Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight) while also framing access as an equity issue related to quality of life and personal economic opportunity. The System Management and Maintenance group successfully incorporates factor #7 (Promote efficient system management and operation) and factor #8 (Emphasize the preservation of the existing transportation system) as the Sustainability and Resilience group covers factor #5 (Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns) and factor #9 (Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation). Finally, the Economics recommendation group incorporates planning factor #1 (Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency) and factor #10 (Enhance travel and tourism) while crossing over into the freight-related aspects of factors #4 and #6.

HEALTH AND SAFETY

ACCESS AND EQUITY

SYSTEM MANAGEMENT AND MAINTENANCE

SUSTAINABILITY AND RESILIENCE

ECONOMIC DEVELOPMENT

Within each recommendation group, representative projects are highlighted that either abide by or put various individual recommendations into action. These Project Spotlights do not necessarily represent specific action to be advanced by the fiscally constrained plan, nor is implementation funding necessarily identified. In general, the projects represent the work of past or ongoing GTC-funded planning studies whose conceptual recommendations have been approved by key stakeholder agencies involved in the planning process.

The recommended strategies, projects, programs, and policies will be implemented in order of prioritization phases as funding allows. Actions related to ongoing recommendations have already begun and should continue without interruption. Actions related to Near-, Medium-, and Long-Term recommendations should begin within one-to-five, six-to-ten, and eleven-to-twenty-five years, respectively, from the adoption of this plan. Within subsequent pages of this chapter, these time frames are represented by the iconography pictured below.

Ongoing

Near-Term
1-5 Years

Medium-Term
6-10 Years

Long-Term
11-25 Years

HEALTH AND SAFETY

A well-balanced transportation system, that provides facilities for all users regardless of mode, intrinsically provides for those users' safety and promotes incidental physical activity. Transportation and its link to public health has been identified as an emerging issue. Likewise, the safety of all users has been identified as a system need. Thus, recommendations in the Health and Safety group focus on elements and processes within the existing system that can be enhanced to address future issues and meet future needs. These recommendations look beyond single projects in specific locations to policies that would influence local and regional decision making toward a health- and safety-focused framework.

These recommendations assess performance and condition of certain facilities as well as their health impacts, and guide future decisions related to design and implementation. Two overarching themes of recommendations directly related to design are to ensure that facilities are designed for all users and to design such that the built environment provides self-enforcing cues to users regarding safe operation within the system. These themes also permeate recommedations related to implementation such as specific intersection enhancements and the establishment of safe routes to community destinations.

The following tables describe the design considerations, physical projects, policies, and proposed planning efforts needed to support health and safety objectives.

New Traffic Roundabout at New York State Route 96 and Lynaugh Road in Victor

	Description	Importance	Partners	Timeline
HS-1 Design for All Users	Ensure that pedestrian and bicycle facility design as well as adjacent and intersecting roadway design considers and implements safety measures to protect all users, especially those with physical limitations.	Vulnerable users, such as seniors, the visually impaired, and those in wheelchairs struggle to fully use facilities when the crossing distance is too great, the grade is too steep, or in the absence of curb cuts.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
HS-2 Local Complete Streets Policies	Develop guidance that will support the adoption and implementation of complete streets policies by constituent municipalities based on the most recent policy adoption by the Town of Canandaigua (2017).	A local Complete Streets policy ensures that the safety of all users of the transportation system is considered from facility planning through construction and operation.	Counties Municipalities	Ongoing
HS-3 Sidewalk Network Expansion	Follow FHWA guidance for inclusion of sidewalks along roadways. Develop new local code that requires the inclusion of sidewalk adjacent to and within new development based on nearby land use and density. Follow existing and develops new local code to retrofit sidewalk gaps adjacent to existing development.	Sidewalks improve pedestrian safety and convenience by providing a firm, stable, and slip resistant surface separate from the roadway, decreasing the likelihood of motor vehicle collisions with pedestrians.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing

RECOMMENDATIONS

HEALTH AND SAFETY

	Description	Importance	Partners	Timeline
HS-4 On-Street Bicycle Network Expansion	Prioritize on-street bicycle facility implementation that connects to existing facilities by identifying priority projects based on the short distance trip reassignment methodology described in the *Rochester Comprehensive Access and Mobility Plan*.	The presence of dedicated cycling infrastructure for the entirety of a trip provides a safer environment for cyclists while encouraging more cycling activity, which ultimately improves overall public health.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
HS-5 Context-Suited Bicycle Facilities	Advance decisions related to on-street or roadway-adjacent dedicated bicycle facility design based on unique roadway and traffic conditions per the *NACTO Urban Bikeway Design Guide*.	High speed and volume roadways require separation between a dedicated bicycle facility and the vehicular traffic lanes. Nationally, a majority of residents have interest in cycling, but only feel secure on separated bikeways.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
HS-6 Revitalize Multi-Use Trails	Initiate and promote studies to assess, rehabilitate, and/or reconstruct older multi-use trails to meet current design standards and improve user safety.	As the region's multi-use trail network ages, maintenance is required to ensure safe use. Facility deterioration results in surface impediments and obstructions.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing

PROJECT SPOTLIGHT

Multi-Use Trail Restoration

The Town of Greece commissioned a concept level study that would assess the 1980 Route 390 Multi-Use Trail from safety, wayfinding, and access perspectives before recommending improvements and funding strategies. The condition inventory found that the trail does not meet current design standards and many trail segments require more than routine maintenance.

An implementation strategy details immediate improvements that address user safety and comfort, but are not long term or permanent trail improvement solutions. Future improvements would meet current multi-use trail design standards, improve accessibility and safety, and enrich the user experience.

The project supports the following recommendations:

- HS-1 - Design for all Users
- HS-6 - Revitalize Multi-Use Trails
- HS-12 - Fully Integrated Cycling Network

TOP: Existing Trailhead at Vintage Lane
Source: Route 390 Multi-Use Trail Restoration Study

BOTTOM: Potential Trailhead Improvements at Vintage Lane
Source: Route 390 Multi-Use Trail Restoration Study

RECOMMENDATIONS

HEALTH AND SAFETY

	Description	Importance	Partners	Timeline
HS-7 Health Impact Assessments	Conduct Health Impact Assessments on existing regional transportation facilities to better understand the effects of transportation projects on the health of a population and the distribution of those effects on that population.	Health Impact Assessments provide planners with information used to mitigate potentially adverse health impacts and leverage the potential health benefits of transportation policy and infrastructure.	Regional Health Planning	Ongoing
HS-8 Health-Focused Planning Framework	Recognize the effects of participating in active transportation and the overall transportation system's impact on health outcomes. Increase the connection between transportation planning and health through revised project selection criteria.	Transportation is a factor impacting both personal and community health. The promotion of physical activity benefits the larger community by alleviating avoidable disease.	GTC Counties Municipalities	Near-Term 1-5 Years
HS-9 Rural Highway Intersection Safety Evaluation	Evaluate candidate rural intersections for redesign based on collision data, observed speeds, and physical factors. Identify priority locations for roundabout implementation along State and County highways.	Rural intersections controlled by stop signs, are prone to severe vehicle collisions due to sight obstructions coupled with high approach speeds. Roundabout design ensures reductions in speed from all directions.	New York State Department of Transportation County Departments of Transportation	Near-Term 1-5 Years

	Description	Importance	Partners	Timeline
HS-10 Pedestrian Intersection Assessment	Perform a Pedestrian Level of Service (PLOS) analysis and collect pedestrian count information at intersections that have recorded motor vehicle-pedestrian collisions in the previous five years.	The collection of safety, service, and use data at key intersections throughout the region helps decision makers prioritize reconfigurations and safety enhancements.	New York State Department of Transportation County Departments of Transportation Municipalities	Near-Term 1-5 Years
HS-11 Mid-Block Crossing Safety	Perform a region-wide analysis on both marked and potential mid-block crossing locations. Identify and prioritize locations for pedestrian actuated traffic controls exceeding the standards set in the *New York State Pedestrian Safety Action Plan*.	The perceived ability to safely and efficiently cross roadways is a key determining factor in the decision to travel as a pedestrian. Yield-to-pedestrian compliance varies dependent on the crossing treatment and implemented control devices.	New York State Department of Transportation County Departments of Transportation Municipalities	Near-Term 1-5 Years
HS-12 Fully Integrated Cycling Network	Reinforce the safety and visibility of the bicycle system by including bicycle facility markings through roadway intersections, and at junctions where off-road bicycle facilities intersect roadways, in street design policies.	Bicyclists experience the most significant conflict and the highest likelihood of collisions with vehicles at interesections or trail crossings.	New York State Department of Transportation County Departments of Transportation Municipalities	Near-Term 1-5 Years

RECOMMENDATIONS

HEALTH AND SAFETY

	Description	Importance	Partners	Timeline
HS-13 Self-Enforcing Street Design	Employ self-enforcing design principles in roadway design. Deliver a roadway system that allows for intutitive understanding of reasonable travel speed through design controls. Elements include lane widths, turning radii, and street edge features.	Street users are more likely to comply with operating expectations when following environmental cues compared to signage obeyance or police enforcement. This improves the level of safety for all users.	New York State Department of Transportation County Departments of Transportation Municipalities	Near-Term 1-5 Years
HS-14 Safe Routes to Community Destinations	Explore initiation of Safe Routes to School and Transit Programs. Provide technical resources related to funding sources and physical/ policy implementation to partners.	Safe Routes programs promote safe and accessible walking and bicycling routes to schools, community centers, transit stops, and other key destinations through infrastructure improvements and education.	New York State Department of Transportation County Departments of Transportation Municipalities	Near-Term 1-5 Years
HS-15 Pedestrian Intersection Enhancements	Reconfigure pedestrian facilities at intersections indentified and prioritized by the Pedestrian Intersection Assessment. Focus interventions on crossing distance via curb design, curb radii, refuge islands, and signalization.	Even well-connected segments of the pedestrian network experience collisions resulting in injury. Facilities that are perceived as unsafe or difficult to cross discourage walking as a form of mobility.	New York State Department of Transportation County Departments of Transportation Municipalities	Medium-Term 6-10 Years

PROJECT SPOTLIGHT

Geneseo Intersection Reconfiguration

The 5-way intersection of U.S. Route 20A, Crossett Road, Groveland Road, and Temple Hill Street was identified as a priority intersection for safety intervention as part of the Geneseo Active Transportation Plan. While a mid-block crossing was installed 350 feet west of the intersection, community input and data analysis illustrated a need for a pedestrian facility-focused reconfiguration.

The roundabout conceptual alternative advanced in the plan responds to high volume traffic and limited visibility. A roundabout would reduce traffic speeds, reduce unprotected pedestrian crossing distances, and simplify potential conflict points between all modes of travel.

The project supports the following recommendations:

- HS-1 - Design for All Uses
- HS-9 - Rural Highway Intersection Safety Evaluation
- HS-13 - Self-Enforcing Street Design
- HS-15 - Pedestrian Intersection Enhancements

TOP: Existing Intersection Conditions
Source: Google Map Data

BOTTOM: Proposed Roundabout
Source: Geneseo Active Transportation Plan

RECOMMENDATIONS

ACCESS AND EQUITY

The quality of a transportation system is diminished when it is not accessible to all regardless of physical ability, income, ethnicity, or language skills. Constantly evolving features of the transportation system, such as the data intensive Mobility as a Service (MaaS) concept, have been identified as an equity consideration. Additionally, the system needs assessment identified ensuring equity, ensuring access to employment, goods, and services, and addressing the mobility needs of seniors. Therefore, recommendations in the Access and Equity group concentrate on investigating service and coordination deficiencies as well as reconsidering municipal and agency policy considerations.

Design and implementation considerations persist as part of this group of recommendations. Emphasis on equity in design and maintenance along with more widespread ADA compliance attempt to ensure access at a wider range of facilities for the entire year. Other encouraged design practices make more equitable transportation modes, such as transit and cycling, more accessible. Finally, direct improvements to intermodal connections and on-demand mobility access, previously planned as part of the ReImagine RTS initiative, are supported.

The following tables describe the assessments, design principles, proposed programs, and prepartory policies required to support access and equity goals.

Opening Day at the RTS Transit Center in Rochester

	Description	Importance	Partners	Timeline
AE-1 Primary Equity Considerations	Strive for equitable outcomes when rehabilitating existing infrastructure and designing new facilities by considering mobility challenges of typically under-represented groups.	Equitable transportation systems facilitate increased economic and social opportunities for those that have been traditionally underserved.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
AE-2 Equity in Design and Maintenance	Incorporate equity considerations, including winter maintenance concerns affecting those with mobility challenges, into transportation facility design and maintenance plans by following guidance collected by the U.S. DOT/FHWA.	An equitable transportation system facilitates access to opportunities for low-income communities and populations who have historically have been left out of transportation planning decision making.	New York State Department of Transportation County Departments of Transportation Municipalities RGRTA	Ongoing
AE-3 System ADA Compliance	Enhance access to public rights-of-way by installing ADA-compliant treatments on new and existing transportation facilities in accordance with the U.S. Access Board's *Public Rights-of-Way Accessibility Guidelines*.	Providing ADA-compliant accommodations increases mobility while ensuring that persons with disabilities are not discriminated against in their use of roadways and pedestrian facilities.	New York State Department of Transportation County Departments of Transportation Municipalities RGRTA	Ongoing

RECOMMENDATIONS

ACCESS AND EQUITY

	Description	Importance	Partners	Timeline
AE-4 Augmented Regional Trail Network	Seeks to implement the near- and medium-term trail project recommendations found in the *Genesee-Finger Lakes Regional Trails Initiative (RTI) Phase III* by conducting trail feasibility studies and initial design activities.	The presence of dedicated cycling infrastructure for the entirety of a trip provides a safer environment for cyclists while encouraging more cycling activity, which ultimately improves overall public health.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
AE-5 Regional Trails Initiative	Assess progress on RTI near- and medium-term network recommendations and reassess long-term planning and management recommendations by updating the Regional Trails Initiative.	As a unifying trails plan for the region, periodic updates allow decision makers to measure progress of system connectivity and accessibility while applying up-to-date best practices to revised recommendations.	New York State Department of Transportation New York State Parks County Planning Departments	Near-Term 1-5 Years
AE-6 Direct Non-Motorized Connections	Seek opportunities to make non-motorized transportation more direct and convenient by identifying candidate locations for shared-use paths and/or limiting vehicular traffic on existing network links.	Residents are dissuaded from using active modes for daily useful trips when dedicated facilities do not serve the entire length of the trip or when distances are too long.	Municipalities	Near-Term 1-5 Years

PROJECT SPOTLIGHT

Trail Feasibility Studies

Seneca County sponsored an effort by the Cayuga-Seneca Canal Trail Association to evaluate concepts and alternative route scenarios for a three mile trail extension of the Cayuga-Seneca Canalway Trail from Waterloo to Seneca Falls.

Consultants evaluated topography, soils, ecological character, habitat, drainage, wetlands, land use and property ownership, destinations, access, transportation/circulation, trail user profile, infrastructure and utilities to identify any significant constraints to trail implementation.

The final recommendations define a preferred alignment for the trail, identify required private property easements, and estimate costs to construct trail infrastructure.

TOP: Existing Bridge over Silver Creek
Source: Cayuga-Seneca Canalway Trail Phase II Study

BOTTOM: Recommended Trail Alignment
Source: Cayuga-Seneca Canalway Trail Phase II Study

The project supports the following recommendations:

- AE-4 - Augmented Regional Trail Network
- AE-6 - Direct Non-Motorized Connections

RECOMMENDATIONS

ACCESS AND EQUITY

	Description	Importance	Partners	Timeline
AE-7 Core Transit Frequency	Support continued assessment and implementation of high frequency, direct transit service in the core of the Metropolitan Planning Area as described in the *Reimagine RTS Service Plan*.	Reimagine RTS focuses on growing ridership and improving transit productivity through faster, more direct service. Increased bus frequency seeks to reduce customer wait times.	RGRTA	Near-Term 1-5 Years
AE-8 Transit Supportive Street Design	Tie street design to transit supportive enhancements by encouraging municipalities to develop a bus stop hierarchy that establishes standards for the inclusion of seating, lighting, shelter, waste receptacles, and other amenities.	Buses carry tens of thousands of regional residents every weekday. Infrastructure investments along the routes both better serves existing customers and increases the attractiveness of transit as a transportation option.	RGRTA Municipalities	Near-Term 1-5 Years
AE-9 Regionally Connected Transit	Explore ways to increase county to county transit connections by reviewing and updating the strategic plans for public transportation for each county within the region.	Increased transit service improves access to services, health care providers, and employment opportunities, especially those not found in rural communities.	RGRTA	Near-Term 1-5 Years
AE-10 Coordinated Transportation Services	Develop a more efficient, integrated, and coordinated network of human services transportation options by updating the *Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan*.	An update provides a current assessment of unmet needs and service gaps, and recommends strategies based on best practices for providing specialized transportation services.	RGRTA County Agencies Human Services Transportation Providers Stakeholder Groups	Near-Term 1-5 Years
AE-11 Land Use Decision Making	Encourage the adoption of policies at various tiers of government to revise zoning codes and site selection criteria in order to realize full service neighborhoods that place less demands on powered transportation infrastructure.	Mobility is a primary quality of life factor. Access to goods, services, and employment options at a lower transportation cost strengthens equity within a community.	Counties Municipalities	Near-Term 1-5 Years
AE-12 Transportation Management Association	Provide transportation services to employees of businesses not currently or not expected to be well-served by transit. Study the potential for the establishment of a Transportation Management Association (TMA) in the Metropolitan Planning Area.	TMAs are typically non-profit, member controlled organizations that provide transportation services in a particular area. A TMA has the potential to connect people to employment when transit is not practical.	RGRTA Chamber of Commerce Workforce Development Private Transportation Providers	Near-Term 1-5 Years

RECOMMENDATIONS

ACCESS AND EQUITY

	Description	Importance	Partners	Timeline
AE-13 On-Demand Mobility	Support implementation of the Community Mobility Zones as described in the *Reimagine RTS Service Plan* to serve areas that do not support fixed-route transit due to low density or poorly connected development patterns.	Commmunity Mobility Zones are intended to provide more customized and flexible transit options within those zones while maintaining access to the larger fixed-route system.	RGRTA Shared Mobility Providers	Near-Term 1-5 Years
AE-14 Shared Mobility Management	Attempt to minimize system disruption while promoting the availability of new mobility options such as bicycle share, car share, powered bicycles/ scooters, and microtransit. Encourage adoption of new curbside management policies while identifying funding sources for new implementation.	Shared mobility services could provide new and innovative ways to get around the region. These services must be managed carefully, however, to ensure they respect public space and support local objectives.	RGRTA Municipalities	Near-Term 1-5 Years
AE-15 Mobility as a Service	Consider equity issues related to the emergence of Mobility as a Service (MaaS) applications. Seek solutions to technology barriers that preclude the use of advanced trip-planning features.	MaaS applications have the potential to greatly simplify access to transit and shared mobility options, but require users to subscribe to mobile real-time data plans.	RGRTA	Near-Term 1-5 Years

PROJECT SPOTLIGHT

Community Mobility Zones

The ReImagine RTS system redesign initiative introduced the concept of Community Mobility Zones (CMZ) as areas where fixed-route service will be replaced by more flexible, customized solutions.

Connection hubs will link the fixed-route system to the new mobility solutions, such as RTS On Demand, vanpools, and bicycle share stations, in the CMZs at key network convergence points.

RTS On Demand service will operate as microtransit, providing customer requested trips, and serving any number of origins and destinations within each CMZ. RTS On Demand trips are curb-to-curb with no set route or schedule like a conventional transit service.

The project supports the following recommendations:

- AE-13 - On-Demand Mobility
- AE-14 - Shared Mobility Management
- AE-16 - Intermodal Connections

TOP: Small Transit Vehicle
Source: ReImagine RTS Final Recommendation Report

BOTTOM: Planned Mobility Zones and Connection Hubs
Source: ReImagine RTS Final Recommendation Report

ACCESS AND EQUITY

	Description	Importance	Partners	Timeline
AE-16 Intermodal Connections	Support projects at intermodal hubs such as airports, train stations, and inter-city bus stations that facilitate transfers to local transit and other modes. Considerations include transit stop proximity and bicycle parking.	Access to community resources, including inter-city transportation facilities, via multiple modes, is foundational to fostering social equity in the regional transportation system.	RGRTA Shared Mobility Providers Inter-City Transportation Operators	Near-Term 1-5 Years
AE-17 Transit Facility Support	Support transit operations through the configuration of other physical facilities such as curb extensions, bus turnouts, dedicated transit lanes, transit signal priority, and layover facilities. Provide for the clearance of snow and ice from bus stop landing zones and pathways.	Transit agencies have limited control over the physical facilities on which they operate. Localities can maximize the value of regional transit investments and enhance year-round access by adopting transit supportive policies related to the built environment.	RGRTA New York State Department of Transportation County Departments of Transportation Municipalities	Medium-Term 6-10 Years

RECOMMENDATIONS

SYSTEM MANAGEMENT AND MAINTENANCE

A well-maintained and efficiently operated transportation system is vital to the region's public safety, economic opportunity, and overall quality of life. Due to the age of the region's infrastructure and the corresponding maintenance challenges for the agencies responsible for operating it, recommendations in the System Management and Maintenance category emphasize actions to preserve transportation infrastructure and associated services and capabilities. These recommendations include actions to optimize transportation system performance through Intelligent Transportation System (ITS) deployments that enable operators to monitor and manage transportation infrastructure. ITS implentation also maximizes the value of limited public resources through joint service delivery.

In addition, these recommendations address related issues such as conducting strategic divestment studies to determine whether infrastructure elements can be decommissioned instead of replaced. Improving transportation system connectivity by better linking existing streets, sidewalks, and trails instead of implementing costly capacity expansion projects is encouraged. Finally, the recommendations promote the application of Access Management solutions to help resolve safety, accessibility, and mobility challenges.

The following recommendations describe programs and policies to support transportation system management and maintenance activities.

Control Room at the Regional Traffic Operations Center on Scottsville Road

	Description	Importance	Partners	Timeline
MM-1 TSMO Programs and Services	Implement programs and services in accordance with the recommendations in the *Genesee-Finger Lakes Regional Transportation System Management and Operations (TSMO) Strategic Plan*.	TSMO programs and services focus on operational improvements that optimize transportation system performance before extra capacity is considered.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Ongoing
MM-2 ITS Integration	Integrate Intelligent Transportation System (ITS) design elements into transportation assets during the planning, design, and construction phases to facilitate future ITS deployments.	ITS aims to reduce travel time and enhance safety and comfort of commuters by minimizing traffic problems. Building ITS-supportive elements into new infrastructure expands ITS services and reduces future costs.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Ongoing
MM-3 ITS Communication Infrastructure	Expand and upgrade regional fiber optic and wireless communications infrastructure to enhance ITS service delivery.	Improved communications capabilities enable agencies responsible for managing transportation infrastructure to more effectively respond to and coordinate ITS services.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Ongoing

RECOMMENDATIONS

SYSTEM MANAGEMENT AND MAINTENANCE

	Description	Importance	Partners	Timeline
MM-4 Core TSMO Programs	Continue federal-aid funding for core TSMO-related programs, including the Regional Traffic Operations Center (RTOC) and the Highway Emergency Local Patrol (HELP) program.	HELP trucks, dispatched via the ROTC, decrease delay and increase safety by providing emergency roadside service to disabled vehicles on high volume expressways.	New York State Department of Transportation County Departments of Transportation	Ongoing
MM-5 Traffic Signal Synchronization	Coordinate traffic signal timing at interchanges and intersections, along corridors, and for special events to enhance safety, efficiency, and reliability.	Traffic signal synchronization allows drivers to move efficiently through a corridor, reducing the number of stops and delay.	New York State Department of Transportation County Departments of Transportation	Ongoing
MM-6 Interagency Operations Coordination	Facilitate interagency coordination committees to encourage cooperation and collaboration among agencies responsible for managing transportation assets and services.	Interagency coordination allows for faster project and service delivery resulting in less disruptions to the traveling public.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Ongoing

PROJECT SPOTLIGHT

Integrated Corridor Management (ICM)

Interstate 490 is a major metropolitan transportation corridor. Its busiest sections carry over 100,000 vehicles per day. The I-490 ICM plan seeks to coordinate operations along the corridor to proactively manage the highway and enhance traffic safety, minimize delay, and improve travel time reliability.

The ICM planning process identifies opportunities for transportation departments, first responders, and other agencies to collaborate on service delivery such as Work Zone and Traffic Incident Management. ICM planning identifies the ITS deployments required to monitor traffic operations and minimize the impacts of incidents along the corridor.

The project supports the following recommendations:

- MM-1 - TSMO Programs and Services
- MM-3 - ITS Communications Infrastructure
- MM-6 - Interagency Operations Coordination
- MM-15 - ITS Asset Management

TOP: Interstate 490 Westbound
Source: I-490 Integrated Corridor Management Plan

BOTTOM: Highway Emergency Local Patrol
Source: NYS Department of Transportation

RECOMMENDATIONS

SYSTEM MANAGEMENT AND MAINTENANCE

	Description	Importance	Partners	Timeline
MM-7 Traffic Incident Management	Promote interagency Traffic Incident Management (TIM) techniques for safeguarding the traveling public and first responders, as well as minimizing incident-related delay.	TIM training prepares first responders with the tools to quickly respond to and clear an incident scene, which clears congestion faster and reduces secondary incidents.	New York State Department of Transportation County Departments of Transportation Law Enforcement	Ongoing
MM-8 Connected and Autonomous Vehicles	Monitor advancements in emerging Autonomous, Automated, and Connected Vehicle technologies and deployments to ensure the benefits of these developments accrue to the community.	Informed planning agencies and decision makers regarding the advancements and impacts of emerging technologies on the transportation system are better able to adapt to distruptive changes caused by new technology.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Ongoing
MM-9 Congestion Management Process	Identify the location and causes of traffic congestion, in accordance with federal requirements, through the regional Congestion Management Process.	Awareness of the location and causes of recurring congestion enables transportation management agencies to design and implement solutions aimed at minimizing travel delay.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing

	Description	Importance	Partners	Timeline
MM-10 System Connectivity	Focus new infrastructure construction on connecting gaps in the regional transportation system. Link streets and roads to complete grid patterns, or extends nearby trails to make connections, rather than implementing costly capacity expansion projects.	Closing accessibility and mobility gaps in the transportation system maximizes infrastructure investments while minimizing future operations and maintenance costs.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
MM-11 Access Management	Invest federal-aid resources in transportation infrastructure projects and services that include access management solutions, such as limits on driveways, shared parking inventory, turning lanes, median openings, and traffic signal spacing.	Integrating access management solutions into infrastructure projects benefits transportation system users and business owners by enhancing the safety and efficiency of travel flow.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
MM-12 Active Transportation Enhancement	During transportation infrastructure repair, rehabilitation, and replacement projects, enhance assets with active transportation elements such as sidewalks, trail connections, and pedestrian crossings where appropriate.	Integrating active transportation elements into transportation infrastructure expands accessibility and mobility for all modes, and maximizes the investment.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing

RECOMMENDATIONS

SYSTEM MANAGEMENT AND MAINTENANCE

	Description	Importance	Partners	Timeline
MM-13 Preventive Maintenance	Maintain a system state of good repair by conducting preventive maintenance projects to proactively address maintenance problems before they emerge.	Preventive maintenance projects are a cost-effective method to avoid future corrective maintenance or full repair and rehabilitation projects.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
MM-14 Strategic Divestment	Conduct strategic divestment assessments to determine whether specific roads, bridges, interchanges, and other transportation facilities can be decommissioned with acceptable impacts on safety, efficiency, reliability, access, and mobility.	Strategic divestment studies enable transportation management agencies to determine the optimal investment strategy for maintaining or decomissioning assets.	New York State Department of Transportation County Departments of Transportation Municipalities	Near-Term 1-5 Years
MM-15 ITS Asset Management	Replace current ITS field instrumentation, including but not limited to traffic cameras, dynamic message boards, traffic sensors, and communications elements at the end of their useful lives.	Regular replacement of ITS field instrumentation maintains current TSMO capabilities and enables effective service delivery.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Near-Term 1-5 Years

PROJECT SPOTLIGHT

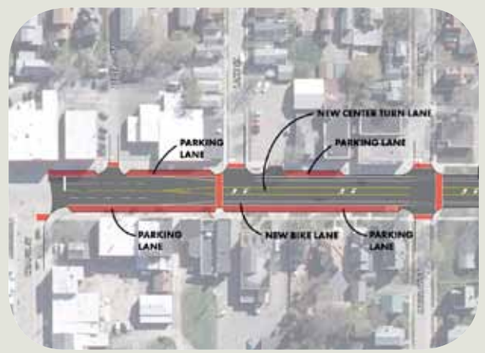
New York Route 36 Corridor Study

Local officials in Mt. Morris and Leicester in Livingston County had concerns regarding safety, accessibility, and wayfinding along the Route 36 corridor. They commissioned a corridor study with help from state, county, and not-for-profit agencies to assess needs and propose solutions.

The study provides state, county, and local officials with a guide for investing in transportation infrastructure improvements along the corridor. In addition to addressing safety concerns at multiple intersections, the plan emphasizes access management solutions for minimizing vehicular conflicts, enhances pedestrian connections within village centers, and strengthens linkages between the regional trail system and adjoining infrastructure.

The project supports the following recommendations:

- MM-11 - Access Management
- MM-12 - Active Transportation Enhancement
- MM-17 - Locally Implemented Access Management



TOP: Letchwork State Park Entrance Roundabout Concept
Source: New York Route 36 Corridor Study

BOTTOM: Main Street Mt. Morris Improvements
Source: New York Route 36 Corridor Study

RECOMMENDATIONS

SYSTEM MANAGEMENT AND MAINTENANCE

	Description	Importance	Partners	Timeline
MM-16 Non-Motorized ITS	Deploy ITS field instrumentation at crosswalks, along shared-use trails and sidewalks, and at intermodal transfer centers to support non-motorized modes of transportation.	ITS deployments in support of non-motorized transportation emphasize safety enhancements, and traveler information systems to encourage expanded use of non-motorized modes.	New York State Department of Transportation County Departments of Transportation	Near-Term 1-5 Years
MM-17 Locally Implemented Access Management	Encourage municipalities to adopt land use policies and regulations that require site access management solutions.	Local municipalities are responsible for a significant share of the transportation system. Access Management concerns extend to these facilities not always eligible for federal aid.	County Planning Departments Municipalities	Near-Term 1-5 Years
MM-18 Corrective Maintenance	Maintain a state of good repair by conducting corrective maintenance projects to address emerging maintenance problems before they require more costly repairs.	When preventive maintenance is infeasible, corrective maintenance projects are a way to avoid the need for costly full repair or rehabilitation projects.	New York State Department of Transportation County Departments of Transportation Municipalities	Near-Term 1-5 Years
MM-19 Repair and Rehabilitation	Maintain a state of good repair by conducting repair and rehabilitation projects to preserve and extend the useful life of transportation infrastructure assets.	When corrective maintenance projects are infeasibile, repairing and rehabilitating transportation assets is a cost-effective approach to preserve transportation system safety, efficiency, and capacity.	New York State Department of Transportation County Departments of Transportation Municipalities	Medium-Term 6-10 Years
MM-20 Infrastructure Replacement	Maintain a system state of good repair by replacing infrastructure assets at the end of their useful life to ensure continuity of service.	Transportation assets should be replaced with new facilities when the cost of repair or rehabilitation exceeds the benefits of keeping the facility in service.	New York State Department of Transportation County Departments of Transportation Municipalities	Long-Term 11-25 Years
MM-21 Advanced ITS Field Instrumentation	Replace current ITS field instrumentation with next-generation ITS devices as part of a coordinated deployment of new technologies and services.	Expanding coverage and enhancing ITS capabilities improves transportation safety, efficiency, and relability through direct communication with roadway users.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Long-Term 11-25 Years

SUSTAINABILITY AND RESILIENCE

Minimizing disruptive impacts of climate change and hazard events on transportation infrastructure and services is key to safeguarding the lives and property of the traveling public. Minimization involves protecting federal-aid transportation investment, ensuring supply chain continuity, and preserving natural and community resources. Recommendations in the Sustainability and Resilience category focus on actions to prevent hazards from damaging assets and disrupting services. They seek to protect infrastructure from anticipated hazard impacts and ensure that impacted systems and structures have redundant elements to avoid catastrophic failure. Finally, the recommendations consider how post-hazard recovery activities, including both short-term response and long-term restoration, can be integrated into the transportation planning process.

In addition, sustainability recommendations address efforts to expand the availability and use of alternative fuels to reduce vehicle emissions and improve air quality, as well as to encourage domestic energy production. Other environment-focused topics seek to minimize pollution through improved stormwater management and promote infill development as means of reinvesting in communities while maximizing land use efficiency.

The following recommendations lay out programs and policies to enhance the sustainability and resilience of the regional transportation system.

Electric Vehicle Charging Stations at I-Square in Irondequoit

	Description	Importance	Partners	Timeline
SR-1 Climate Change and Hazard Impacts	Minimize anticipated climate change and hazard impacts on transportation assets and services by implementing the recommendations in the *Regional Critical Transportation Infrastructure Vulnerability Assessment*.	Integrating resiliency and sustainability considerations into planning, design, construction, operation, and maintenance safeguards facilities, minimizes service disruptions, and protects lives and property.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation RGRTA	Ongoing
SR-2 Stormwater Management	Adopt stormwater managment best practices, such as minimizing runoff and removing pollutants, at agencies and municipalities throughout the region.	Effective stormwater management minimizes flooding, pollution, erosion, sedimentation of waterways, and other negative impacts of stormwater runoff.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
SR-3 Infill Development Supportive Investment	Invest federal-aid resources in transportation infrastructure projects and services that support infill development.	Infrastructure and service improvements that support infill development maximize the viability of existing assets and shift federal-aid investments away from costly new construction.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing

RECOMMENDATIONS

SUSTAINABILITY AND RESILIENCE

	Description	Importance	Partners	Timeline
SR-4 Alternative Fuel Benefit Promotion	Continue to coordinate with stakeholders to educate individuals, households, and families regarding the benefits of alternative fuel vehicles.	Reliable information allows residents to make informed purchasing decisions related to alternative fuels, increasing the likelihood of household carbon footprint reduction.	NYS Energy Research & Development Agency Greater Rochester Clean Cities Municipalities	Ongoing
SR-5 Alternative Fuel Supply Expansion	Deploy alternative fuel supply infrastructure, including but not limited to electric charging and hydrogen, propane, and natural gas fueling infrastructure, in strategic locations around the region.	The increased availability of alternative fuel facilities enables increased use of alternative fuel vehicles and decreased emissions, improved air quality, and reduced fossil fuel dependency.	NYS Energy Research & Development Agency Greater Rochester Clean Cities Municipalities	Near-Term 1-5 Years
SR-6 Alternative Fuel Fleet Expansion	Expand the use of alternative fuel vehicles, such as municipal DPW trucks, transit buses, and delivery vans, in public and private fleets.	Alternative fuel vehicles decrease emissions and improve air quality. During the time frame of this plan, the automobile industry is expected to increase electric vehicle production while phasing out combustion engines.	NYS Energy Research & Development Agency Greater Rochester Clean Cities Municipalities	Near-Term 1-5 Years

PROJECT SPOTLIGHT

Electric Transit Bus Deployment

In the fall of 2020, Regional Transit Service-Monroe (RTS) added ten new electric buses to its fleet. These buses are the first vehicles in a larger electric bus fleet RTS plans to deploy during the time frame of this plan. Like other upstate transit agencies, RTS is working to meet state goals of having zero emission vehicles make up 25 percent of its bus fleet by 2025 and 100 percent by 2035.

The benefits of electric buses include reduced operations costs for transit agencies, improved air quality for communities, and quieter rides for passengers. By replacing ten diesel buses, the new electric buses will reduce greenhouse gas emissions by 905 metric tons per year, the equivalent of removing 197 personal vehicles from the road.

The project supports the following recommendations:

- SR-5 - Alternative Fuel Supply Expansion
- SR-6 - Alternative Fuel Fleet Expansion

TOP: New RTS Electric Bus
Source: Genesee Transportation Council

BOTTOM: Charging Stations at the RTS Bus Storage Facility
Source: Genesee Transportation Council

RECOMMENDATIONS

SUSTAINABILITY AND RESILIENCE

	Description	Importance	Partners	Timeline
SR-7 Local Implementation of Infill Development	Encourage municipalities to adopt land use policies and regulations, potentially part of the site review process, that prioritize infill over greenfield development.	Infill development maximizes existing transportation system capacity, promotes efficient land use, encourages reinvestment, and improves energy efficiency.	County Planning Departments Municipalities	Near-Term 1-5 Years
SR-8 Hazard Impact Prevention	Prevent hazard impacts on vulnerable transportation assets by relocating, elevating, and limiting access to those assets.	Preventing hazard impact can reduce or eliminate asset damage and service disruption due to hazard events.	New York State Department of Transportation County Departments of Transportation RGRTA	Near-Term 1-5 Years
SR-9 Vulnerable Asset Protection	Protect transportation assets by hardening them to better withstand anticipated hazard impacts.	When hazard prevention methods are unfeasible, strengthened assets can better resist anticipated hazard impacts.	New York State Department of Transportation County Departments of Transportation RGRTA	Medium-Term 6-10 Years
SR-10 Redundancy	Incorporate redundant elements such as duplicate structural members and alternate routes to prevent asset and system failure from hazard impacts.	Redundancy can prevent catastrophic infrastructure and service failures by ensuring that assets and systems have multiple structural and operational backups.	New York State Department of Transportation County Departments of Transportation Municipalities	Medium-Term 6-10 Years
SR-11 Recovery Considerations	Integrate recovery considerations such as traveler information dissemination and alternate route planning into transportation infrastructure and service design.	Recovery considerations minimize the effects of hazard impacts by enabling faster restoration of damaged infrastructure and disrupted services.	New York State Department of Transportation County Departments of Transportation RGRTA	Long-Term 11-25 Years

SUSTAINABILITY AND RESILIENCE

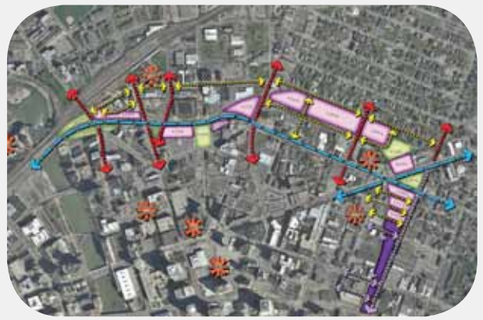
PROJECT SPOTLIGHT

Rochester Inner Loop Transformation

By the beginning of the 21st century, Rochester's Inner Loop had become an underused sunken highway facility that separated neighborhoods and required costly bridge maintenance. Scoping studies determined that removal of the eastern portion of the loop was feasible.

In 2014, the City applied a federal grant to decommission and deconstruct the highway, restore elements of the original street network, and install the City's first protected cycle track along the corridor. The project reclaimed six acres of land that have acted as a catalyst for over $200 million in development investment.

A scoping study evaluating potential transformation of the northern segment, further promoting multimodal connectivity, accessibility, and opportunity, is in progress.



TOP: New Development and Complete Street Facilities on Former Inner Loop Site
Source: Genesee Transportation Council

BOTTOM: Inner Loop North Preliminary Concept
Source: City of Rochester

The project supports the following recommendations:

- HS-1 - Design for All Users
- MM-14 - Strategic Divestment
- SR-3 - Infill Development Supportive Investment
- SR-6 - Local Implementation of Infill Development

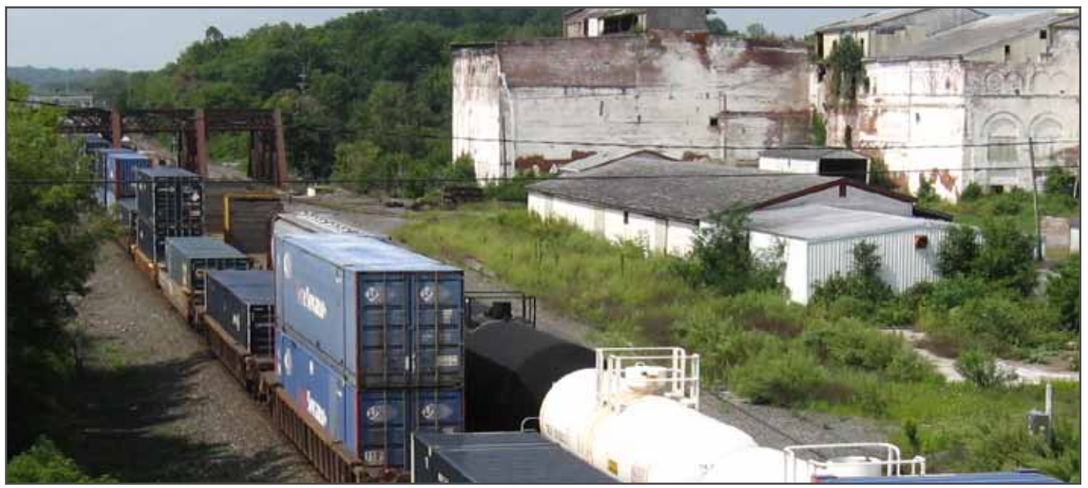
Genesee-Finger Lakes LRTP 2045

ECONOMIC DEVELOPMENT

An efficient multimodal transportation system supports the region's economy and allows users to seamlessly experience all the region has to offer. Our region benefits from low levels of congestion, quick travel times, a well-connected interstate system, and many natural and historic wonders. The transportation system as currently configured is not a barrier to economic development and growth. As we look to the next 25 years, it is essential that the region continues to maintain the existing system in a state of good repair, augments last mile connections, and improves access to destinations.

The COVID-19 pandemic taught the world just how fast the traditional way of doing business can change and evolve. The long-term impacts of the pandemic on everyday life have yet to be realized. The shift to e-commerce had slowly been gaining ground over the last decade, only to take a massive leap due to the reluctance to shop in-person and stay-at-home orders. The future of work remains fluid as telework becomes a viable long-term option. LRTP 2045 acknowledges the uncertainties surrounding the impacts of the pandemic and provides flexibility in our response.

The following recommendations lay out programs and policies that support economic development through the transportation system.



CSX Mainline Class I Railroad in Lyons

	Description	Importance	Partners	Timeline
ED-1 Freight Corridor Reliability	Support reliable travel times across the surface transportation system, especially along interstates and freight corridors, utilizing all available management tools and roadway design elements.	The private sector struggles to consistently estimate the duration of freight trips due to hours-of-service rules and rigid delivery windows. Unforeseen congestion costs time and money.	New York State Department of Transportation County Departments of Transportation Municipalities Railroads	Ongoing
ED-2 Rail Enabled Business	Support rail enabled business through the development of new rail sidings and adopt land use regulations that support industrial uses in proximity to rail facilities and reduce conflicts with residental properties.	Shifting goods shipment to rail reduces emissions, decreases conflicts with truck traffic, and utilizes existing infrastructure. Support of local businesses promotes regional economic growth.	Economic Development Agencies Railroads	Ongoing
ED-3 Rail Infrastructure	Maintain and modernize railroad infrastructure to allow maximum weights at the highest permitted operating speeds. Enable short line railroads to remain competitive.	Short lines provide critical access to Class 1 railroads for local businesses. Railroads need to maintain and modernize their infrastructure to operate efficiently and competitively.	Railroads	Ongoing

RECOMMENDATIONS

ECONOMIC DEVELOPMENT

	Description	Importance	Partners	Timeline
ED-4 Rights-of-Way	Preserve existing linear rights-of-way by following the preservation strategies identified in the 2015 *Regional Rights-of-Way Study*. Coordinate with land owners to maintain potential future access.	Existing right-of-way offers options for future transportation needs that may not be currently realized. Procuring new right-of-way is difficult. Once right-of-way is disassembled, it is often impossible to restore.	Utilities Municipalities	Ongoing
ED-5 Last Mile Access	Improve the ability of freight to move from expressways to local freight-related facilities via local roads and intersections, known as last mile access, and typically the most complicated move of a freight trip.	Freight facilities often lack properly designed ingress/egress points. Long queues may develop, including through incompatible residential areas, if operational needs are not properly planned.	New York State Department of Transportation County Departments of Transportation Municipalities	Near-Term 1-5 Years
ED-6 e-Commerce Support	Ensure that last mile e-commerce deliveries can continue to be made safely and timely. Reconsider traditional commercial land use policy as brick-and-mortar retail demand evolves. Plan for future implications of autonomous delivery methods.	E-commerce's market share continues to grow, signaling a shift away from traditional retail. An evolving transportation system that meets the needs of a changing economy creates a regional competitive advantage.	New York State Department of Transportation County Departments of Transportation Municipalities	Near-Term 1-5 Years

PROJECT SPOTLIGHT

Freight Corridor Development Plan

The 2017 Ontario County Freight Corridor Development Plan examined the opportunities for development of rail-oriented, freight businesses along the railroad corridor within the Town of Manchester and Farmington, and the Villages of Manchester, Shortsville, and Clifton Springs.

In 2019, Leonard's Express converted the former Great Lakes Kraut facility to a warehousing space. Interest continues in the redevelopment of the historic Lehigh Valley Railroad Roundhouse. A buildings assessment is underway to determine redevelopment viability while the Environmental Protection Agency has documented contamination and needed mitigation measures.

The project supports the following recommendations:

- ED-2 - Rail Enabled Business
- ED-3 - Rail Infrastructure
- ED-9 - Regional Destination Promotion

TOP: Potential Manchester Yard Redevelopment Plan
Source: Ontario County Railway Corridor Development Plan

BOTTOM: Lehigh Valley Railroad Roundhouse - Manchester
Source: Genesee Transportation Council

ECONOMIC DEVELOPMENT

	Description	Importance	Partners	Timeline
ED-7 Curbside Management Policy	Ensure that delivery vehicles have adequate curbside accommodations for commercial deliveries in urban areas. Likewise accommodate the safe operation of transit, shared mobility, and private transportation services in these areas.	Curbside access is valuable along denser corridors found in city and village centers. Municipalities that actively manage use of this space are best able to capture that value while realizing their access priorities.	Municipalities Shared Mobility Providers Private Transportation Providers	Near-Term 1-5 Years
ED-8 Interregional Travel Facilities	Support and maintain current interregional travel options. Promote projects that enhance the traveler's experience within station facilities.	Travel by air, rail, and bus provides critical connections to economic and social opportunities outside of the region. The quality of station facilities has a direct impact on intercity travel mode choice.	Intercity Bus Providers Amtrak Greater Rochester International Airport County Departments of Transportation	Near-Term 1-5 Years
ED-9 Regional Destination Promotion	Portray the transportation system as a distinguishing feature in providing access to events, natural attractions, historically significant places, and nationally acclaimed multi-use trails.	Affordable and easy access to an efficient transportation system increases the attractiveness of regional assets as destinations to visit, generating economic activity.	New York State Department of Transportation County Departments of Transportation Municipalities	Near-Term 1-5 Years

	Description	Importance	Partners	Timeline
ED-10 Rural Mobility Option Expansion	Increase active transportation and multimodal connections to destinations in rural communities, especially where personal vehicles are the dominant mode.	Increasing multimodal options provides additional access to rural residents without vehicle access. This can further support rural economies that may be dependent on tourism.	New York State Department of Transportation County Departments of Transportation Municipalities	Near-Term 1-5 Years
ED-11 Wayfinding Systems	Study, design, and implement physical and technology-based wayfinding systems in downtowns, in neighborhoods, and along historic districts and routes throughout the region.	Wayfinding systems establish a coherent sense of place and allows users of a space to easily navigate to and from destinations which promotes feelings of comfort, safety, and security.	Business Associations Economic Development Agencies Municipalities	Near-Term 1-5 Years
ED-12 Parking Management	Revise traditional parking requirements and management techniques given recently observed shifts in travel behavior. Change local land use regulations and codes to reflect changing parking needs among new, infill, and existing development.	The emergence of telework, and other travel behavioral changes, diminishes the dominance of work trips as the primary trip type. A meaningful response will require codified rules that favor more productive land uses over parking facilities.	Land Owners Major Employers Municipalities	Medium-Term 6-10 Years

RECOMMENDATIONS

ECONOMIC DEVELOPMENT

	Description	Importance	Partners	Timeline
ED-13 Shared Parking	Encourage shared parking among new and infill development as well as existing districts. Develop and employ models that aide planning efforts to identify parking demand for sites and districts areas based on land use and time of day.	Shared parking results in more productive land use, allows for increased flexibility in site design, reduces impervious surfaces, and improves stormwater management.	Business Owners Municipalities	Medium-Term 6-10 Years
ED-14 Workforce Development	Support workforce development through educational and training opportunities related to careers in the transportation, freight, logistics, and manfacturing industries.	Employers require a skilled workforce to effectively operate and grow their business. Living-wage jobs lift disadvantaged residents out of poverty and increase community self-sufficiency.	Workforce Development Agencies Economic Development Agencies	Long-Term 11-25 Years

PROJECT SPOTLIGHT

Upstate Revitalization Initiative

The Finger Lakes' Upstate Revitalization Initiative (URI) plan, developed cooperatively through the Finger Lakes Regional Economic Development Council, focuses on economic development in the nine-county Finger Lakes Region. URI priority locations for job growth include three top next-generation manufacturing and technology hubs: Eastman Business Park, the Rochester Downtown Innovation Zone, and the Western New York Science & Technology Advanced Manufacturing Park (STAMP) in Genesee County. Transportation infrastructure investment within and around these sites will continue to support new business development opportunities, job growth, and provide our region with a competitive advantage.

The project supports the following recommendations:

- ED-2 - Rail Enabled Business
- ED-3 - Rail Infrastructure
- ED-5 - Last Mile Access
- ED-14 - Workforce Development

TOP: Eastman Business Park
Source: Finger Lakes Regional EDC

BOTTOM: Potential STAMP Site Buildout
Source: Upstate Revitalization Initiative Plan