

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: April 2, 2026
SUBJECT: Approval of the Draft Transportation Conformity Statement for the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* and the *2026-2030 Transportation Improvement Program* for public review

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 2050* (LRTP 2050) 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 2050 and the 2026-2030 Transportation Improvement Program* (Conformity Statement).

The Conformity Statement demonstrates that the LRTP 2050 and the FFY 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.

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ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked.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. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS on the LRTP 2050 and the FFY 2026-2030 TIP.

This conformity determination is being 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.

The requirements in 40 CFR 93.112 include interagency consultation and public consultation. Interagency consultation was conducted with the New York Air Quality Interagency Consultation Group (ICG). Relevant information about the policy Recommendations included in LRTP 2050 were provided to the ICG. Interagency consultation was conducted consistent with the requirements at 40 CFR 93.105.

The Draft Conformity Statement must be made available for public review and comment. Accordingly, GTC staff recommends making the Draft Conformity Statement available for public review concurrent with the public review for the LRTP 2050 from April 13, 2026 to May 12, 2026.

The following item is provided for your consideration:

1. *Draft Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 and the 2026-2030 Transportation Improvement Program for Public Review*

Pending Planning Committee review and comment, GTC staff will finalize the Draft Conformity Statement for public review. The public review period will extend from April 13, 2026 through May 12, 2026. After finalizing the draft plan based on public comments, GTC will present the final Conformity Statement to the Planning Committee on May 14. If approved, the Planning Committee will recommend that the GTC Board adopt the final Conformity Statement at its June 11, 2026 meeting.

Recommended Action:

Approve the Draft Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 and the 2026-2030 Transportation Improvement Program for public review.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-XX **Adopting the *Air Quality Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 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 2050 (LRTP)* was adopted by GTC on **June 11, 2026**;
4. The *2026-2030 Transportation Improvement Program (TIP)* was adopted by GTC on June 12, 2025 and has been periodically amended, most recently on **June 11, 2026**;
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 2050 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 2050 and the 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 11, 2026.**

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

Transportation Conformity Statement
for the
*Long Range Transportation Plan for the
Genesee-Finger Lakes Region 2050*
and
*2026-2030 Transportation Improvement
Program*

June 2026

Prepared by the

GENESEE TRANSPORTATION COUNCIL

and the

NYS Department of Transportation-Region 4



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 prohíbe 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:

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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 2050* (LRTP 2050) and *FFY 2026-2030 Transportation Improvement Program* (TIP). This report documents that the LRTP 2050 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 2050 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

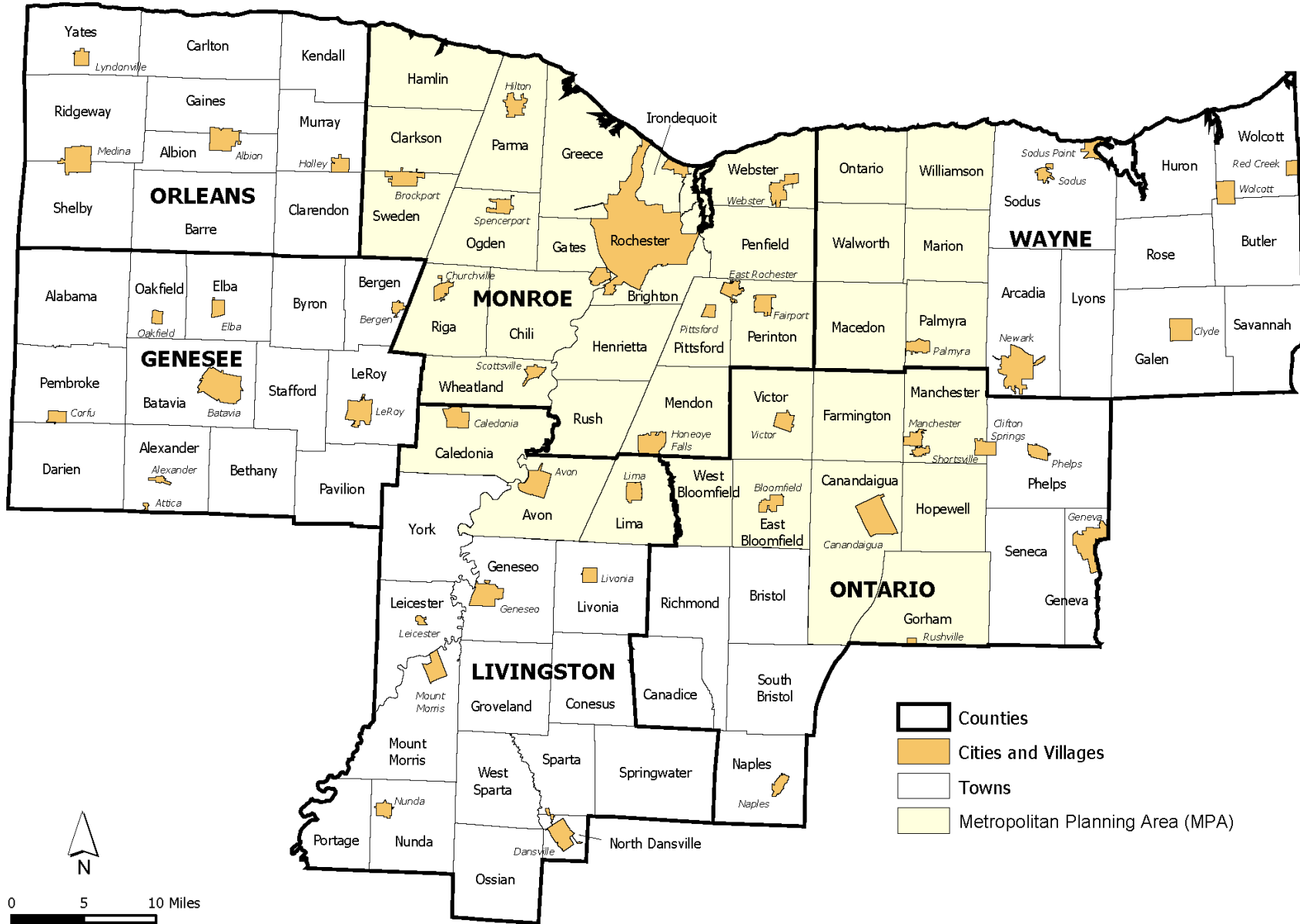
The Clean Air Act Amendments of 1990 (CAAA) require transportation agencies in nonattainment areas to ensure that their transportation improvements do not negatively contribute to air quality as a precondition to the continued receipt of federal transportation funds.

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

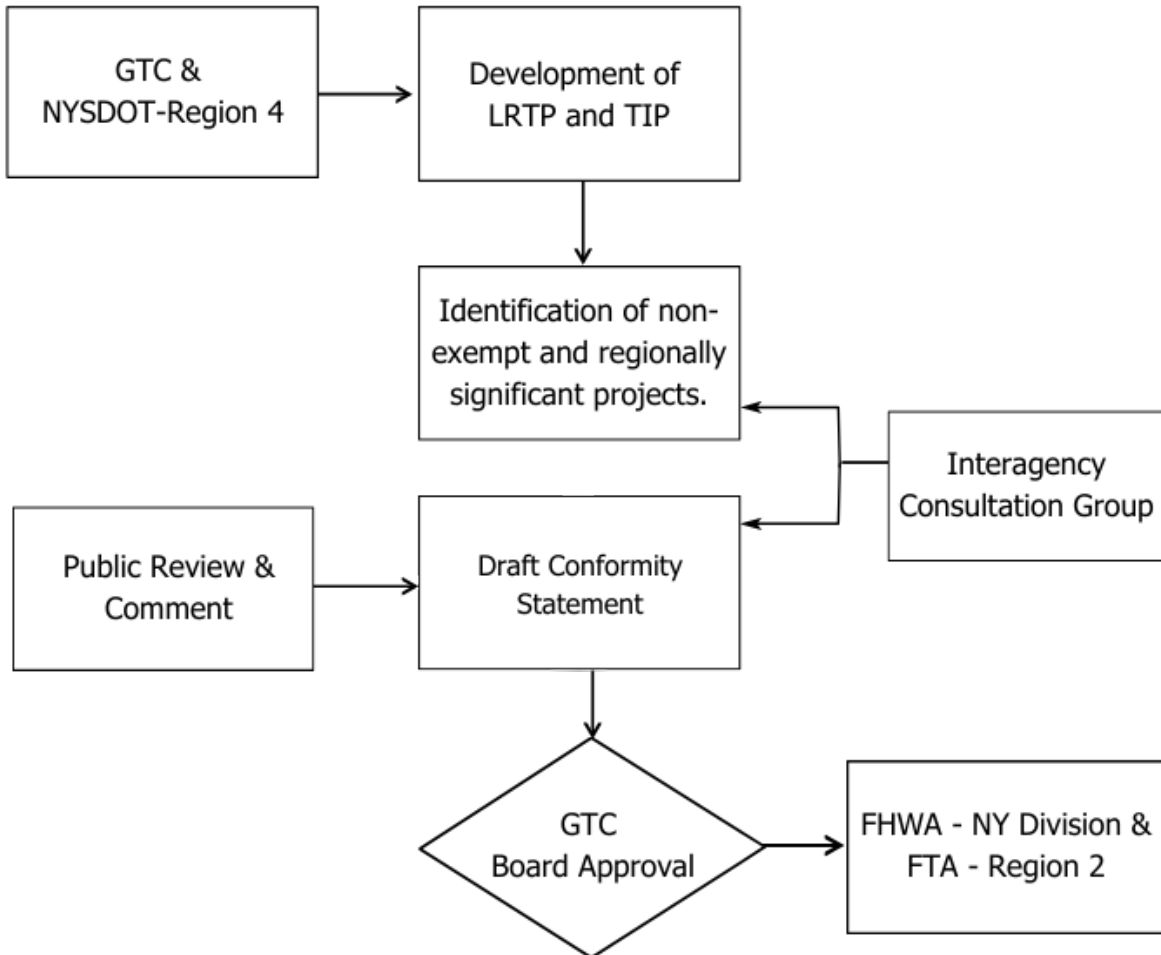
Map 1



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 2050 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 2050 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 2050* (LRTP 2050) and the *2026-2030 Transportation Improvement Program* (2026-2030 TIP). Both the LRTP 2050 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 2050 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 2050

The LRTP 2050 was adopted by the GTC Board on **June 11, 2026**. LRTP 2050 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 2050 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 2050. 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 2050 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 2050 were provided to the ICG. The ICG concurred with the policy Recommendations in **April, 2026**. 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 2050 was made available for public review from April 9, 2026 to May 12, 2026. 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 2050 and 2026-2030 TIP.

Fiscal Constraint

LRTP 2050 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 2050 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 (2050) 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 9, 2026 to May 12, 2026 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 [NEWSPAPER]. GTC did/did not receive any comments on this document.

Statement of Conformity

The analysis documented above demonstrates that the *L RTP 2050* 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 11, 2026. A scanned copy of the adopting resolution is included at the beginning of this document.

GTC Transportation Conformity Statement

FFY 2026-2030 TIP Project List

Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
400578	NYSDOT	Routes 5, 33, 63, & 98 in the City of Batavia Preventative Maintenance Conduct preventative maintenance on Route 5, 33, 63, and 98 in the City of Batavia and Town of Batavia	Highway Preventive Maintenance	Genesee	\$23,551,783	\$523,803	\$23,027,980	\$0
401450	NYSDOT	Rt 14 within former Village of Lyons Preventive Maintenance Conduct Preventive Maintenance on Route 14 within	Highway Preventive Maintenance	Wayne	\$5,315,005	\$2,383,124	\$2,931,881	\$0
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	\$66,950,200	\$11,254,230	\$55,695,970	\$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	Highway Preventive Maintenance	Monroe	\$6,880,800	\$4,521,400	\$0	\$2,359,400
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
401802	NYSDOT	Rt 18 over Northrup and Smith Creeks Bridge Replacements Replace the Rt 18 bridges over Northrup and Smith	Bridge Replacement	Monroe	\$5,777,000	\$3,975,044	\$1,801,956	\$0

GTC Transportation Conformity Statement

FFY 2026-2030 TIP Project List

Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
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	\$13,841,582	\$10,858,705	\$2,982,877	\$0
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	Bridge Replacement	Wyoming	\$3,694,450	\$2,955,520	\$738,930	\$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	\$51,712,250	\$39,415,880	\$12,296,370	\$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
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	Safety	Livingston	\$9,408,650	\$8,467,815	\$940,835	\$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	Highway Preventive Maintenance	Wyoming	\$12,565,680	\$10,052,604	\$2,513,076	\$0

GTC Transportation Conformity Statement

FFY 2026-2030 TIP Project List

Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
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	\$5,528,200	\$4,975,380	\$552,820	\$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	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	Highway Preventive Maintenance	Monroe	\$10,957,500	\$8,088,000	\$2,869,500	\$0
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	Highway Preventive Maintenance	Monroe	\$13,294,395	\$10,334,836	\$2,959,559	\$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,	Highway Preventive Maintenance	Monroe	\$29,621,200	\$27,659,050	\$1,962,150	\$0

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
441408	NYSDOT	Rt 414 over CSX Bridge Rehabilitation Rehabilitate the Rt 414 bridge over CSX RR in the Town of Galen, Wayne County.	Bridge Rehabilitation	Wayne	\$3,057,600	\$2,446,000	\$611,600	\$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	\$46,307,250	\$38,916,955	\$7,390,295	\$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	Highway Preventive Maintenance	Monroe	\$1,554,000	\$1,398,600	\$155,400	\$0
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	Other	Genesee, Monroe	\$10,772,950	\$8,378,360	\$2,394,590	\$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,	Bridge Replacement	Monroe	\$2,125,500	\$1,700,400	\$425,100	\$0
449066	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	Highway Preventive Maintenance	Monroe	\$22,043,342	\$16,438,904	\$5,604,438	\$0
476104	Town 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	Highway Reconstruction	Genesee	\$5,314,160	\$4,251,328	\$0	\$1,062,832

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
476130	Town of Greece	Maiden Lane Rehabilitation Rehabilitate Maiden Lane from Fetzner Rd (CR 264) to Dewey Ave (CR 132) in the Town of Greece,	Highway Rehabilitation	Monroe	\$6,463,589	\$4,436,445	\$0	\$2,027,144
476142	Village of Medina	Maple Ridge Road Corridor Active Transportation Project Construction of sidewalks along Rt 31A (Maple Ridge Rd) (east of Brown St to S Main St) and pedestrian	Bicycle/Pedestrian	Orleans	\$1,367,900	\$1,094,280	\$0	\$273,620
476145	City 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	Bicycle/Pedestrian	Monroe	\$3,164,200	\$2,531,360	\$0	\$632,840
476146	City of Rochester	City of Rochester Pedestrian Safety Improvement Project Improve 12 intersections in high-crash locations in	Bicycle/Pedestrian	Monroe	\$4,963,000	\$3,970,400	\$0	\$992,600
476148	RGRTA	RGRTA Hydrogen Fuel Cell Electric Buses (2024) RGRTA is requesting funding to purchase four hydrogen fuel cell electric 40-ft buses. These buses will replace four diesel buses that have exceeded their useful life. This will further RGRTA's transition to a zero-emission fixed-route fleet, resulting in a reduction of harmful emissions in our urban area and improving the customer experience through cleaner,	Transit	Monroe	\$6,250,000	\$5,000,000	\$0	\$1,250,000

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
476149	RGRTA	RGRTA Rural On Demand Service Pilot RGRTA is requesting funding to introduce on demand public transit service in Batavia, Dansville, Avon, Newark/Lyons, and Palmyra, New York. The introduction of this new public transit service will increase transportation options for the areas, provide	Transit	Monroe	\$4,447,985	\$3,558,388	\$0	\$889,597
476150	Town 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,	Bicycle/Pedestrian	Livingston	\$4,344,932	\$3,475,946	\$0	\$868,986
476151	Town 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	Bicycle/Pedestrian	Livingston	\$1,363,196	\$1,090,558	\$0	\$272,638
476152	NYSOPRHP	Genesee Valley Greenway Trail Improvements (Livingston County) Resurface and repair culverts along seven miles of	Bicycle/Pedestrian	Livingston	\$6,250,000	\$5,000,000	\$1,250,000	\$0
476153	Village of Newark	North Main Street Reconstruction Reconstruct North Main Street between the Erie Canal and Pearl Street in the Village of Newark,	Highway Reconstruction	Wayne	\$10,677,000	\$4,278,720	\$0	\$6,398,280
476154	City 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)	Highway Preventive Maintenance	Genesee	\$2,751,290	\$2,201,032	\$0	\$550,258

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
476155	Town/Village of East Rochester	Bluff Drive Roadway Safety Enhancements Reconstruct Bluff Drive for Safety Improvements	Highway Reconstruction	Monroe	\$250,810	\$238,269	\$0	\$12,541
480676	NYS DOT	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	\$1,940,559	\$1,455,419	\$485,140	\$0
482314	RGRTA	Preventive Maintenance - RTS & RTS Access (FFY 2026)	Transit	Monroe	\$8,525,960	\$6,820,768	\$852,596	\$852,596
482315	RGRTA	Preventive Maintenance - RTS & RTS Access (FFY 2027)	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 Buses	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

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
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
482363	RGRTA	Preventive Maintenance - RTS & RTS Access (FFY 2028)	Transit	Monroe	\$6,417,295	\$5,133,836	\$641,729	\$641,730
482364	RGRTA	Preventive Maintenance - RTS & RTS Access (FFY 2029)	Transit	Monroe	\$6,260,396	\$5,008,317	\$626,039	\$626,040
482365	RGRTA	Preventive Maintenance - RTS & RTS Access (FFY 2030)	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

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
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
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
493397	NYS DOT	Railroad Crossing Enhancement @ Quaker Rd and Canandaigua Rd Safety enhancements at the railroad crossings of	Safety	Wayne	\$1,510,000	\$1,208,000	\$302,000	\$0
494104	NYS DOT	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,	Bridge Replacement	Monroe	\$45,576,891	\$36,461,493	\$9,115,398	\$0
494736	NYS DOT	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	\$26,794,229	\$21,435,383	\$5,358,846	\$0

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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	Bridge Rehabilitation	Monroe	\$9,999,200	\$7,890,200	\$2,109,000	\$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	Highway Preventive Maintenance	Monroe	\$11,701,044	\$9,360,855	\$2,340,189	\$0
40C103	NYSDOT	Rt 31, 31A, and Redman Rd Intersection Improvements Construct intersection improvements to reduce	Safety	Monroe	\$8,461,350	\$7,615,215	\$846,135	\$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	\$15,475,631	\$5,812,558	\$9,663,073	\$0
40C106	NYSDOT	Rt 31, Rt 36 (Washington St) Intersection Safety Enhancements This project will enhance the safety of the	Safety	Monroe	\$381,015	\$342,900	\$38,115	\$0
40N010	Ontario County	CR 4 at Freshour Rd Intersection Improvements Construct intersection improvements to reduce crashes at CR 4 and Freshour Rd in the Town of	Safety	Ontario	\$3,992,010	\$3,592,770	\$0	\$399,240
40N011	Ontario County	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	\$5,125,645	\$4,202,300	\$0	\$923,345

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
40N012	Ontario County	Lake-to-Lake Road Bridge Replacement Replace the Lake-to-Lake Road bridge (BIN 3318330) over Flint Creek in the Town of Gorham, Ontario	Bridge Replacement	Ontario	\$2,592,800	\$2,074,220	\$0	\$518,580
40N014	Ontario County	Ontario County Bridge Preventative Maintenance Conduct preventive maintenance on three bridges in the Towns of Phelps and Victor, Ontario County.	Bridge Preventive Maintenance	Ontario	\$1,626,100	\$1,300,860	\$0	\$325,240
40N015	Ontario County	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	Safety	Ontario	\$5,057,830	\$4,365,657	\$485,073	\$207,100
40N016	Ontario County	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	Bridge Replacement	Ontario	\$3,030,105	\$2,424,084	\$0	\$606,021
40N017	Ontario County	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	\$3,044,567	\$2,435,653	\$0	\$608,914
40R008	Orleans County	Orleans County Bridge Preventive Maintenance No. 2 Conduct preventive maintenance on nine bridges in the Towns of Carlton, Murray, Kendall, and Shelby,	Bridge Preventive Maintenance	Orleans	\$2,493,800	\$1,972,500	\$0	\$521,300
40R009	Orleans County	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	Orleans County	Hindsburg Road over W. Branch of Sandy Creek Bridge Replacement Replace the Hindsburg Road Bridge over the West	Bridge Replacement	Orleans	\$2,009,480	\$1,607,584	\$0	\$401,896

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
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	\$3,645,000	\$2,459,500	\$1,185,500	\$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	Highway Preventive Maintenance	Monroe	\$9,058,000	\$7,246,400	\$1,811,600	\$0
4BNY49	Village of Newark	East Avenue over Erie Canal Bridge Rehabilitation Rehabilitate the East Ave bridge over Erie Canal (BIN 4437130) in the Village of Newark, Wayne County	Highway Rehabilitation	Wayne	\$703,300	\$596,900	\$0	\$106,400
4BNY50	Monroe County	Jacobs Road over Yanty Creek Bridge Replacement Replace the Jacobs Rd bridge over Yanty Creek (BIN 3317670) in the Town of Hamlin, Monroe County	Bridge Replacement	Monroe	\$1,492,600	\$1,417,900	\$0	\$74,700
4BNY51	Monroe County	Mile Square Road over Irondequoit Creek Bridge Replacement Replace the Mile Square Rd bridge over Irondequoit	Bridge Replacement	Monroe	\$2,130,700	\$1,416,300	\$0	\$714,400
4BNY53	Ontario County	CR 36 over Honeoye Lake Inlet Bridge Replacement Replace the CR 36 bridge over Honeoye Lake Inlet (BIN 3371070) in the Town of Canadice, Ontario	Bridge Replacement	Ontario	\$2,668,300	\$2,078,400	\$0	\$589,900
4BNY54	Wyoming County	CR 31 (Orangeville Center Rd) over Stony Brook Bridge Replacement Replace the CR 31 (Orangeville Center Rd) bridge over	Bridge Replacement	Wyoming	\$2,131,400	\$1,772,500	\$0	\$358,900

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
4BNY55	Town of Hamlin	Wiler Road over West Creek Bridge Superstructure Replacement Replace the superstructure of the Wiler Rd bridge	Bridge Rehabilitation	Monroe	\$2,000,100	\$1,900,000	\$0	\$100,100
4BNY57	Genesee County	Silver Road over Little Tonawanda Bridge Replacement Replace the Silver Rd bridge over Little Tonawanda	Bridge Replacement	Genesee	\$2,470,037	\$1,242,700	\$0	\$1,227,337
4BNY58	Village of Red Creek	Hawley Road over Red Creek Bridge Superstructure Replacement Replace the superstructure of the Hawley Rd bridge	Bridge Rehabilitation	Wayne	\$1,856,017	\$1,763,217	\$0	\$92,800
4BNY59	Monroe County	Moscow Road over Yanty Creek Bridge Replacement Replace the Moscow Rd bridge over Yanty Creek (BIN 3317110) in the Town of Hamlin, Monroe County	Bridge Replacement	Monroe	\$1,753,200	\$1,665,600	\$0	\$87,600
4BNY60	Monroe County	Walker Road over Moorman Creek Bridge Replacement Replace the Walker Rd bridge over Moorman Creek	Bridge Replacement	Monroe	\$2,196,100	\$1,629,300	\$0	\$566,800
4BNY77	Genesee County	Ellinwood Rd over Murder Creek Bridge Replacement (BIN 3315470) Replace the Ellinwood Road Bridge (BIN 3315470)	Bridge Replacement	Genesee	\$3,109,000	\$2,953,550	\$0	\$155,450
4BNY78	Livingston County	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	Bridge Replacement	Livingston	\$1,902,000	\$1,780,000	\$0	\$122,000
4BNY79	Orleans County	Gillette Rd over Unnamed Creek Bridge Replacement (BIN 3319280) This project will replace the Gillette Road Bridge over	Bridge Replacement	Orleans	\$1,492,270	\$959,000	\$0	\$533,270

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
4BNY80	City 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	Bridge Rehabilitation	Ontario	\$1,076,000	\$917,000	\$0	\$159,000
4BNY81	Wayne County	Joy Road over Salmon Creek Bridge Replacement (BIN 3314700) This project will replace the Joy Road Bridge over	Bridge Replacement	Wayne	\$1,919,702	\$1,716,652	\$0	\$203,050
4BNY82	Wyoming County	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	Bridge Replacement	Wyoming	\$2,123,000	\$1,870,000	\$0	\$253,000
4BNY83	City 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	Bridge Rehabilitation	Monroe	\$4,913,000	\$4,667,350	\$0	\$245,650
4BNY84	Monroe County	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	Bridge Replacement	Monroe	\$5,369,000	\$5,000,000	\$0	\$369,000
4BNY85	Monroe County	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,	Bridge Replacement	Monroe	\$4,346,000	\$1,540,000	\$0	\$2,806,000
4BNY86	Ontario County	Wood Drive over East Branch of Beaver Creek Bridge Replacement Replace the Wood Drive Bridge (BIN 2270490) over	Bridge Replacement	Ontario	\$1,952,360	\$1,663,360	\$0	\$289,000

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4BNY87	Orleans County	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	\$1,212,950	\$1,151,400	\$0	\$61,550
4C9003	NYSDOT	I-390 from I-90 (Exit 12) to I-590 (Exit 15) Preventative Maintenance Conduct preventative maintenance on I-390 from I-	Highway Preventive Maintenance	Monroe	\$30,485,750	\$20,219,175	\$10,266,575	\$0
4CR017	City of Rochester	Inner Loop North Transformation Project Remove the existing Inner Loop North limited access highway and make improvement to the surface transportation system in the corridor.	Highway Reconstruction	Monroe	\$220,000,000	\$100,000,000	\$100,000,000	\$20,000,000
4CR020	City 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	Highway Reconstruction	Monroe	\$15,517,900	\$1,116,600	\$1,383,300	\$13,018,000
4CR022	City 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	Highway Reconstruction	Monroe	\$8,165,700	\$6,133,900	\$0	\$2,031,800
4CR023	City 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	Highway Reconstruction	Monroe	\$13,607,600	\$10,839,000	\$0	\$2,768,600

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
4CR024	City of Rochester	Genesee Park Boulevard Reconstruction Reconstruct Genesee Park Boulevard from Books Avenue to Genesee Street in the City of Rochester,	Highway Reconstruction	Monroe	\$14,495,880	\$1,063,104	\$0	\$13,432,776
4CR025	City 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	Highway Preventive Maintenance	Monroe	\$11,287,790	\$9,030,232	\$0	\$2,257,558
4CR026	City 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

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
4CR027	City of Rochester	<p>Supplemental Planning, Traffic Calming Demonstration Project & Project Monitoring</p> <p>This project is part of the 2024 Safe Streets for All (SS4A) grant to the City of Rochester for the Critical Pedestrian and Safety Corridors project.</p> <p>The "Other" phase will include the completion of the first nine (9) recommendations defined in the City's Active Transportation Plan. The Traffic Calming Demonstration Project includes design and construction of new types of traffic calming techniques as described in the City's Traffic Calming Toolbox using temporary materials. Locations will be identified as part of the planning and design phase. Monitoring includes the purchase of equipment to collect data and monitor outcomes of street improvements over time and to assess safety impacts, which will serve as a model for future</p>	Other		\$1,040,000	\$0	\$0	\$1,040,000

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
4CR028	City of Rochester	<p>North Clinton Avenue Implementation Project</p> <p>This project is part of the 2024 Safe Streets for All (SS4A) grant to the City of Rochester for the Critical Pedestrian and Safety Corridors project.</p> <p>This project will include design and construction of North Clinton Avenue from Marietta Street to East Ridge Road. SS4A eligible improvements are focused on pedestrian and bicycle safety. Ineligible improvements are mostly preventive maintenance related. This project will resemble a preventive maintenance project with more robust pedestrian and bicycle safety related improvements. The preliminary design phase is complete and awaiting</p>	Other	Monroe	\$13,452,000	\$0	\$0	\$13,452,000
4CR029	City of Rochester	<p>Chili Avenue and East Main Street Implementation Project</p> <p>This project is part of the 2024 Safe Streets for All (SS4A) grant to the City of Rochester for the Critical Pedestrian and Safety Corridors project.</p> <p>This project will include design and construction of Chili Avenue from City Line to West Main Street and East Main Street from University Avenue to North Goodman Street. SS4A eligible improvements are focused on pedestrian and bicycle safety. Ineligible improvements are mostly preventive maintenance</p>	Other	Monroe	\$14,690,000	\$0	\$0	\$14,690,000

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
4CR030	City of Rochester	<p>Lexington Avenue Street Implementation Project</p> <p>This project is part of the 2024 Safe Streets for All (SS4A) grant to the City of Rochester for the Critical Pedestrian and Safety Corridors project.</p> <p>This project will include design and construction of Lexington Avenue from City Line to Lake Avenue. SS4A eligible improvements are focused on pedestrian and bicycle safety. Ineligible improvements are mostly preventive maintenance related. This project will resemble a preventive</p>	Other	Monroe	\$11,630,000	\$0	\$0	\$11,630,000
4CWS01	NYS DOT	<p>Curve Warning Sign Upgrades, Region 4</p> <p>Upgrade curve warning signs at various locations in NYSDOT Region 4.</p>	Safety	Regionwide	\$3,375,000	\$3,375,000	\$0	\$0
4GN007	Genesee County	<p>Fisher Rd over Oak Orchard Creek Bridge Replacement</p> <p>Replace the Fisher Road bridge over Oak Orchard</p>	Bridge Replacement	Genesee	\$1,770,200	\$1,641,340	\$0	\$128,860
4GN008	Genesee County	<p>Attica Rd over Tannery Brook Bridge Replacement</p> <p>Replace the Attica Road Bridge (BIN 3315600) over Tannery Brook in the Town of Alexander, Genesee</p>	Bridge Replacement	Genesee	\$1,125,600	\$900,480	\$0	\$225,120
4GN009	Genesee County	<p>Junction Rd Bridge over Oatka Creek Rehabilitation</p> <p>Rehabilitate the Junction Road Bridge (BIN 3316040) over Oatka Creek in the Town of Pavilion, Genesee</p>	Bridge Rehabilitation	Genesee	\$2,545,860	\$2,036,688	\$0	\$509,172
4GN010	Genesee County	<p>Sumner Rd over Crooked Creek Bridge Replacement</p> <p>Replace the Sumner Road Bridge (BIN 3315510) over Crooked Creek in the Town of Darien, Genesee</p>	Bridge Replacement	Genesee	\$2,068,514	\$1,654,812	\$0	\$413,702

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
4GN011	Genesee County	Griswold Rd over Murder Creek Bridge Replacement Replace the Griswold Road Bridge (BIN 3315590) over Murder Creek in the Town of Darien, Genesee	Bridge Replacement	Genesee	\$2,451,526	\$2,328,949	\$0	\$122,577
4HLP28	NYSDOT	Highway Emergency Local Patrol FFY 2026-2030 Operations of Highway Emergency Local Patrol (HELP) roadside services on limited-access highways in Monroe County for FFY 2026-2030.	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
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
4LC103	NYSDOT	Replacement of Various Culverts in Livingston, Monroe, Ontario Counties This project will replace various culverts in Livingston, Monroe, and Ontario Counties. CINs C420128, C440033, C450037, C450053, C450101, C088009.	Other	Regionwide	\$15,033,250	\$3,387,375	\$11,645,875	\$0
4LC104	NYSDOT	Large Culvert Replacement - Part 2 This project will replace various culverts in Monroe, Wayne, Livingston, and Ontario Counties. CINs C480008, C430048, C450010, C440060, C075808,	Other	Regionwide	\$17,905,030	\$5,105,059	\$12,799,971	\$0

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
4LC105	NYSDOT	Culvert Replacement/Rehabilitation at Various Locations in Livingston, Monroe, and Wayne Counties Rehabilitate or replace various culverts in Livingston, Monroe, and Wayne Counties.	Other		\$15,315,561	\$8,638,196	\$6,677,365	\$0
4LC204	NYSDOT	Culvert Rehabilitation and Replacement at Various Locations Repair or replace Large Culverts in various locations in Livingston, Monroe, Ontario, and Orleans Counties. CINs CA00273, CA00274, C420175, C420178,	Other	Regionwide	\$6,205,405	\$4,643,504	\$1,561,901	\$0
4LC205	NYSDOT	Replacement of Various Culverts in Livingston and Ontario Counties Replace several culverts at various locations in	Other	Livingston, Ontario	\$5,512,000	\$1,904,600	\$3,607,400	\$0
4LV007	Livingston County	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	Bridge Replacement	Livingston	\$2,239,950	\$1,791,960	\$0	\$447,990
4LV008	Livingston County	CR-84 (River Road) Pavement and Culvert Rehabilitation Rehabilitation of pavement and large culverts, roadway realignment, and access improvements on	Highway Rehabilitation	Livingston	\$9,374,500	\$7,499,600	\$0	\$1,874,900
4MN015	Monroe County	Monroe County Traffic Signal Replacements - Group 1 Replace traffic signals at 7 locations in Monroe	Other	Monroe	\$3,313,500	\$2,650,800	\$0	\$662,700
4MN017	Monroe County	Monroe County Highway Preventive Maintenance (No. 11) Conduct preventive maintenance on five segments in	Highway Preventive Maintenance	Monroe	\$13,207,900	\$6,936,800	\$0	\$6,271,100

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
4MN018	Monroe County	Monroe County Highway Preventive Maintenance (No. 12) Conduct pavement preventive maintenance on Hylan Dr. (from Rt. 252 to Calkins Rd.) and Elmwood Ave.	Highway Preventive Maintenance	Monroe	\$4,420,100	\$2,952,060	\$0	\$1,468,040
4MN019	Monroe County	Bridge Preventive Maintenance 2028 Conduct preventive maintenance on the North Main Street Bridge (BIN 3317290) in the Village of Churchville, the Crittenden Road Bridge (BIN 3361580) in the Town of Brighton, and the Woolston Road Bridge (BIN 3317850) in the Town of Perinton,	Bridge Preventive Maintenance	Monroe	\$1,540,780	\$1,232,624	\$0	\$308,156
4MN020	Monroe County	Bridge Preventive Maintenance 2029 Conduct preventive maintenance on the Hamlin Parma Townline Road Bridge (BIN 3317790) in the Towns of Hamlin and Parma and on the Parma Center Road Bridge (BIN 3317200) in the Town of Parma,	Bridge Preventive Maintenance	Monroe	\$1,321,595	\$1,255,513	\$0	\$66,082
4MN024	Monroe County	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	Highway Preventive Maintenance	Monroe	\$7,411,725	\$5,929,380	\$0	\$1,482,345
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	\$0	\$0	\$0	\$0
4T3523	NYSDOT	NYSDOT Pavement Markings (FFY 2027) Eastside Replace and modify pavement markings for safety or operational reasons in Monroe, Ontario, and Wayne	Highway Preventive Maintenance	Regionwide	\$8,733,700	\$3,365,795	\$5,367,905	\$0

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
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	\$5,470,000	\$2,423,360	\$3,046,640	\$0
4TCC25	NYSDOT	Regional Traffic Operations Center Operations Staffing 2025-2029 Contracted staffing to support operations of the	Other	Monroe	\$13,514,050	\$10,811,240	\$2,702,810	\$0
4TMC26	Monroe County	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 County	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 County	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 County	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 County	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

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FFY 2026-2030 TIP Project List

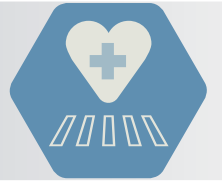
Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
4V2611	NYSDOT	Rt 98 from Edgerton Rd to Orleans CL and Rt 262 from Rt 63 to Rt 98 This project will repave Rt 98 from Edgerton Rd to the Orleans County Line and Rt 262 from Rt 63 to Rt 98 in the Towns of Oakfield and Elba, Genesee County	Highway Preventive Maintenance	Genesee	\$2,476,320	\$1,981,056	\$495,264	\$0
4V2621	NYSDOT	I-390 from Steuben CL to Exit 6 (Rt 36) This project will repave Rt I-390 from the Steuben County Line to Exit 6 (Rt 36) in the Towns of North Dansville, West Sparta, and Groveland, Livingston	Highway Preventive Maintenance	Livingston	\$7,312,800	\$6,581,520	\$731,280	\$0
4V2631	NYSDOT	I-490 from Exit 2 (Rt 33A) to Exit 6 (Rt 204) This project will repave Rt I-490 from Exit 4 (Rt 33A) to Exit 6 (Rt 204) in the Towns of Gates, Chili, Riga, and Bergen, Monroe and Genesee Counties. Work	Highway Preventive Maintenance	Genesee, Monroe	\$8,844,000	\$7,959,600	\$884,400	\$0
4V2632	NYSDOT	Rt 286 from Rt 250 to Monroe/Wayne CL This project will repave Rt 286 from Rt 250 to the Monroe/Wayne County line in the Town of Penfield,	Highway Preventive Maintenance	Monroe	\$811,250	\$649,000	\$162,250	\$0
4V2641	NYSDOT	Rt 14 from the Ontario/Yates County Line to the City of Geneva (South CL) This project will repave Route 14 from the Ontario/Yates County Line to the City of Geneva (South CL) in the Town of Geneva, Ontario County.	Highway Preventive Maintenance	Ontario	\$1,443,750	\$1,155,000	\$288,750	\$0
4V2651	NYSDOT	Rt 98 from Rt 104 to Lake Ontario State Parkway This project will repave Rt 98 from Rt 104 to the Lake Ontario State Parkway in the Towns of Gaines and	Highway Preventive Maintenance	Orleans	\$1,425,600	\$1,140,480	\$285,120	\$0

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Proj. #	Lead Agency	Project Name and Description	Project Type	County (ies)	Total Cost	Federal	State	Local
4V2661	NYSDOT	Rt 104 from Furnace Rd to Pound Rd This project will repave Route 104 from Furnace Road to Pound Road in the Towns of Ontario and	Highway Preventive Maintenance	Wayne	\$4,413,750	\$3,531,000	\$882,750	\$0
4V2671	NYSDOT	Rt 78 from Wyoming/Erie County Line to Eastern End of RT 98/RT 77 Overlap This project will repave Route 78 from Wyoming/Erie County Line to the eastern end of the Rt 98/NY 77 overlap in the Towns of Sheldon and Java, Wyoming	Highway Preventive Maintenance	Wyoming	\$2,972,200	\$2,377,760	\$594,440	\$0
4WA008	Wayne County	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
4WY005	Wyoming County	Almeter Road over Tonawanda Creek Bridge Replacement Replace the Altmeter Rd bridge over Tonawanda	Bridge Replacement	Wyoming	\$1,711,260	\$1,369,048	\$0	\$342,212
4WY010	Wyoming County	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 County	Griffith Road (CR 64) Rehabilitation Conduct rehabilitation 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

HEALTH AND SAFETY






A well-designed transportation system naturally supports user safety and promotes incidental physical activity. Both user safety and public health are emerging issues, in the transportation system. Recommendations in this category seek to address these challenges, improve elements of the transportation system, and to promote the well-being of the entire region.

These recommendations address two key themes: roadways should encourage safe travel through self-enforcing design and should be accessible to all users. Recommendations also continue GTC support for federal safe-routes programs such as safe routes to schools. An effective system creates a safe environment that protects regional well-being and allows all users to access all the Region has to offer.



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

Action Statement	Description	Importance	Partners	Timeline
HS-1 Consider the safety needs of all users when planning, designing, and building transportation facilities.	Where appropriate, pedestrian and bicycle facilities should be included in projects. Intersections should accommodate all roadway users, and all facilities should be safe to use.	Improperly designed intersections and corridors are more likely to cause harm, especially vulnerable road users such as people with disabilities or non-traditional roadway users.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
HS-2 Continue the expansion of sidewalk connectivity in appropriate locations throughout the region in a coordinated and cohesive manner.	Follow FHWA guidance for inclusion of sidewalks along roadways. Develop new local codes that require the inclusion of sidewalks adjacent to and within new developments based on nearby land use and density. Follow existing policies and develop new codes to retrofit sidewalk gaps adjacent to existing developments.	Sidewalks improve pedestrian safety and convenience and ensure that vehicle travel is not hindered by non-vehicular travel on the road. Sidewalks provide a firm, solid, and slip resistant surface separate from the roadway, decreasing the likelihood of a motor vehicle collision with pedestrians.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
HS-3 Expand the existing on-street bicycle network in appropriate places throughout the region.	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

HEALTH AND SAFETY



Action Statement	Description	Importance	Partners	Timeline
HS-4 Prioritize development of context-sensitive bicycle facilities.	While on-street bicycle facilities are accessible to many roadway users, less confident riders prefer to use off-street, or street adjacent bicycle facilities. Not every location can support this type of facility, but where applicable, designs should incorporate recommendations based on 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 an interest in cycling as a means of transportation but only feel secure on separated bikeways.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
HS-5 Revitalize multi-use trails to maintain a state of good repair and improve safety for all users.	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
HS-6 Conduct Health Impact Assessments of regional transportation facilities and incorporate those results into future projects.	Improvements alone do not measure success. Gathering data on the impacts of regional projects can help better understand the effects these projects have on the region and give valuable insight for future studies.	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

PROJECT SPOTLIGHT

Lakeville Corridor Strategic Plan

Livingston County worked closely with the Genesee Transportation Council to conduct a corridor analysis of Big Tree Road in the town of Livonia. This minor arterial road serves residences and businesses along its length, but it lacks amenities that could support pedestrian and bicycle movement along the corridor.



Photo: Canal Pond Park Conceptual Crossing

The project consultants evaluated existing conditions, corridor history, zoning, stormwater management, and hazard events. Consultants identified strong community support for the project, and through this input, highlighted key targets for traffic calming measures.

The final recommendations of the study included implementation strategies to support a strong sense of place and increase safety. These include better wayfinding, additional street lighting, sidewalks along the entire corridor, and trees lining the road. These improvements will improve the comfort level of pedestrians and decrease risk of crashes.

The project supports the following recommendations:

- HS-12 Include Self-enforcing street design principles in transportation planning projects.
- AM-1 Design access and mobility options with the needs of all users in mind.
- SMM-9 Improve System Connectivity to remove gaps in the network.

HEALTH AND SAFETY

PROJECT SPOTLIGHT

Joseph Avenue Artwalk Master Plan

The Joseph Avenue Artwalk Plan is a comprehensive plan to redevelop the street into a high-quality place that fosters community and cultural activity. The community along this corridor has invested considerable time and effort into establishing this area as an arts corridor. However, transportation infrastructure and park space lacked the quality required to support the community's goal.




The City of Rochester conducted this study to address these infrastructure challenges. The study identified fourteen subsequent projects that would resolve both corridor wide challenges, and identified small scale, individual opportunities to support the corridor. These include additional crosswalks, street furniture, decorative pavement markings, and recreational services to foster the community.

The project supports the following recommendations:

- HS-10 Continue the implementation of local active transportation plans.
- HS-13 Employ self-enforcing street design principles in projects supported by GTC.
- SMM-9 Improve System Connectivity to remove gaps in the network.









Photo: Joseph Avenue Project Area

Action Statement	Description	Importance	Partners	Timeline
HS-7 Include self-enforcing street design principles in transportation planning projects.	Employ self-enforcing design principles in roadway design. Deliver a roadway system that allows for intuitive understanding of reasonable travel speed through design features including 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 safety of the road for all users.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
HS-8 Investigate safety concerns at rural intersections to identify safety improvements.	Using data including collision records, observed speeds, and physical factors, identify safety improvements at rural road intersections.	Rural intersections have unique safety needs that may differ from urban and suburban locations. Focusing on rural intersections enables	New York State Department of Transportation County Departments of Transportation	 Near-Term 1-5 Years
HS-9 Perform Pedestrian Intersection Safety Analyses.	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 reconfiguration and safety enhancements.	New York State Department of Transportation County Departments of Transportation Municipalities	 Near-Term 1-5 Years

HEALTH AND SAFETY



Action Statement	Description	Importance	Partners	Timeline
HS-10 Support the continued implementation of local active transportation plans.	Implement recommendations included in municipal active transportation plans throughout the region.	In the last several years, many of the region's municipalities have completed or started active transportation plans. These projects can help close many of the gaps and upgrade facilities in the active transportation network.	New York State Department of Transportation County Departments of Transportation Municipalities	 Near-Term 1-5 Years
HS-11 Perform a mid-block crossing safety analysis at appropriate locations.	Perform a region-wide analysis on both marked and potential mid-block crossing locations. Identify and prioritize locations for pedestrian activated 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 factor in the decision to travel as a pedestrian. Yield-to-pedestrian compliance varies depending 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 Implement bicycle specific roadway markings at appropriate locations throughout the region.	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 collision with vehicles at intersections or at trail crossings.	New York State Department of Transportation County Departments of Transportation Municipalities	 Near-Term 1-5 Years

Action Statement	Description	Importance	Partners	Timeline
HS-13 Continue the development of safe routes to community destinations.	Continue to develop Safe Routes to School, Safe Streets for All, and Transit Programs. Provide technical resources and staff support related to funding sources and physical/policy implementation 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-14 Reconfigure Pedestrian Facilities Identified and Prioritized by the Pedestrian Intersection Assessment.	Using the data gathered in the Pedestrian Intersection Assessment, implement interventions identified at high priority intersections. Improvements should focus on reductions of crossing distance, improved curb design, refuge islands, curb radii, and signalization.	Even well-connected segments of the pedestrian network experience collisions resulting in injuries. 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
HS-15 Support the implementation of safety improving upgrades across the transportation system.	Older transportation assets, including vehicles and infrastructure, may benefit from new safety improvements as technology improves. As new innovations progress, the region should adopt safety improvements to enhance the transportation network.	Automated vehicle detection alerts, turning and backup cameras, and automated alert systems all provide enhanced safety in the transportation system. GTC supports any advancement that may improve the quality of the transportation network.	New York State Department of Transportation County Departments of Transportation Transportation Agencies Municipalities	 Ongoing

ACCESS AND MOBILITY






The success of the transportation system is measured by the ability to use it. Both people and goods move through the region in many ways. New technology continues to shape and improve this. Mobility-as-a-service, rental e-bikes and scooters, and new types of transportation all provide new avenues for residents to get where they need to go. Recommendations in this group seek to promote these new systems and the infrastructure that supports this movement.

Design and implementation recommendations are more common here because of the specific challenges this group addresses. ADA compliance serves as the foundation of these recommendations and is further built on through the encouragement of safe infrastructure for other modes of transportation, such as walking or biking. Lastly, regional land use is also examined here due to its importance to transportation access.



Opening Day at the RTS Transit Center in Rochester

Action Statement	Description	Importance	Partners	Timeline
AM-1 Design access and mobility options with the needs of all users in mind.	All users should be able to access all modes where possible. New facilities and plans undertaken should consider all types of physical abilities to ensure that all users can enjoy them.	Transportation is only as useful to those who can access it. Traditionally, those with disabilities or mobility challenges have been underserved.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
AM-2 Continue enforcing and improving ADA accessibility.	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 accommodation increases mobility while ensuring that people 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
AM-3 Expand the existing Regional Trail Network.	Continue to develop 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 New York State Parks County Planning Departments	 Ongoing

ACCESS AND MOBILITY



PROJECT SPOTLIGHT

Regional Micromobility Expansion

Micromobility is on the rise in the region and the nation. Over the past five years, the GTC has worked and cooperated with RGRTA to develop several on-demand travel studies supporting RTS On-Demand. Micromobility provides offers flexibility and responsiveness while minimizing operating costs. This works best in low population communities where demand is low, but the need is still present.



Photo: RTS On-Demand Bus in Canandaigua

The Regional Rural On-Demand Service Study and the RGRTA Regional Village Local Service Study along with several others, provide a strong use case for micro transit. In these rural communities, population is small, but the transportation need still must be met. This is especially true in communities with significant amounts of car-free households, a challenge in some rural towns.




RTS On-Demand has been implemented in Henrietta, Brockport, Greece, Irondequoit, and Webster with other communities exploring the idea.

The project supports the following recommendations:

- AM-12 Support implementation of on-demand service in rural communities.
- SMM-9 Improve System Connectivity to improve gaps in the network.
- ED-9 Promote travel to the region.

Action Statement	Description	Importance	Partners	Timeline
AM-4 Update the Regional Trail Initiative based on successful studies and projects.	Assess progress on the 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
AM-5 Provide for more direct routes via non-motorized modes of transportation.	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 transportation modes for daily 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
AM-6 Encourage transit supportive street design.	Include transit supportive enhancements in street design 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 serve existing customers and increase the attractiveness of transit as an option.	RGRTA Municipalities	 Near Term 1-5 Years

ACCESS AND MOBILITY

Action Statement	Description	Importance	Partners	Timeline
AM-7 Facilitate partnerships, cooperation, and coordination across transit services areas.	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 services improve access to services, health care providers, and employment opportunities, especially those not found in rural communities.	RGRTA Yates County Transit	 Near Term 1-5 Years
AM-8 Encourage transportation efficient land-use decision making.	Encourage the adoption of polices at various tiers of government to revise zoning codes and site selection criteria to realize full-service neighborhoods that place less demands on motor vehicle infrastructure.	Mobility is a primary quality of life factor. Access to goods, services, and employment options at a lower transportation cost strengthens a community.	Counties Municipalities	 Near Term 1-5 Years
AM-9 Promote transit-oriented development (TOD) at appropriate locations around the region.	Investigate the implementation of transit-oriented development (TOD) in similar urban areas to see the potential applications in the region.	Transit-oriented development improves the coordination between the transportation system and local land use, spurring development around high-capacity transportation facilities. This development can spur economic growth and improved ridership.	Municipalities New York State Department of Transportation County Departments of Transportation	 Near Term 1-5 Years

PROJECT SPOTLIGHT

Comprehensive Active Transportation Strategies

Active transportation remains an important part of the transportation system. To continue improving this part of the system, GTC has facilitated studies focused on addressing network challenges like connectivity, directness, and safety.



Photo: Erie Canal in Fairport

The City of Rochester Active Transportation Master Plan provided a framework for addressing bike challenges within the city. Recommendations include improving facility and network infrastructure, developing staff capacity at city and transit authority levels, and establishing equitable safety programs and engagement strategies. The Monroe County Comprehensive Active Transportation Plan introduced a plan to expand the existing bike network to include 500 miles of connected paths, which serves as a focal point for their similar recommendations. The Monroe County ATP Implementation project seeks to put recommendations into action and is underway as of 2026.




GTC additionally is conducting additional Active Transportation Projects in Nunda, Ovid, Wyoming County, Rush, and the Town of Gates. These active transportation projects support economic development and accessibility by creating viable alternative means of transportation and leading to job creation in the region.



The project supports the following recommendations:

- AM-4 Expand on the existing Regional Trail Network.
- AM-7 Provide for more direct routes via non-motorized modes of transportation.
- SMM-11 Include active transportation in studies and new infrastructure development.

ACCESS AND MOBILITY



Action Statement	Description	Importance	Partners	Timeline
AM-10 Support investment in infill development projects.	Invest federal-aid resources in transportation infrastructure projects and services that support infill development.	Infrastructure and service improvements that support infill development maximize the impact of the existing transportation network and shift federal-aid investments away from costly new construction.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
AM-11 Support implementation of on-demand service in rural communities.	Support the implementation of RGRTA's 2024 Regional Rural On-Demand Service Study in implementing on-demand, or micro transit, services in regions where fixed route service are less viable.	Micro transit provides an opportunity to deliver quality transportation services in a convenient and economical manner to rural communities. These services operate similar to ride share apps that many travelers are familiar with at a far lower cost.	RGRTA New York State Department of Transportation County Departments of Transportation	 Near Term 1-5 Years
AM-12 Minimize system disruption by supporting a wide range of transportation options.	New mobility options are reaching large scale implementation in the region. Encouraging development of new curbside management policies and identifying funding sources can allow for implementation of these new mobility options in a way that creates a cohesive transportation fabric.	Mobility management services provide new and innovative ways to get around in the region. These services must be implemented in a coordinated way to harmonize with the existing transportation system rather than taking away from it.	RGRTA Municipalities	 Near Term 1-5 years

Action Statement	Description	Importance	Partners	Timeline
AM-13 Support projects that improve intermodal connections within and outside the region.	Intermodal hubs such as airports, train stations, and inter-city bus stations facilitate transfers from the region to the rest of the country. Projects should focus on increasing the user experience and support other local modes of transportation through investment in improvements like transit stops in proximity and bicycle parking.	Access to community resources, including inter-city transportation facilities, via multiple modes, is key to providing a complete regional transportation system.	RGRTA Shared Mobility Providers Inter-City Transportation Operators	 Near Term 1-5 Years
AM-14 Support projects that improve transit facilities.	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

SYSTEM MANAGEMENT AND MAINTENANCE






As the transportation system ages, maintenance and management have become an important part of GTC planning efforts. If infrastructure begins to wear down, people's quality of life is disrupted, and the economy suffers. Recommendations in this category aim to catch problems before they occur and preserve the system so that future generations can enjoy it.

Key topics in this section include management of intelligent transportation systems, reconnecting neighborhoods, strategic divestment studies, and access management policies. These principles and technologies all serve to increase the efficiency of movement in the region.



Control Room at the Regional Traffic Operations Center on Scottsville Road

Action Statement	Description	Importance	Partners	Timeline
SMM-1 Implement recommendations outlined in the Regional TSMO Strategic Plan.	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
SMM-2 Integrate ITS into plans and studies as a solution to safety, mobility, and other needs where appropriate.	Integration of Intelligent Transportation Systems (ITS) into transportation assets during the planning, design, and construction phases aids in the facilitation of future ITS deployments.	ITS aims to reduce travel time and enhance safety as well as comfort for 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
SMM-3 Expand and upgrade regional ITS communication infrastructure.	Due to high data transportation requirements that advanced ITS requires, improving the region's fiber optic and wireless communication facilities will aid in the implementation of future ITS projects.	Improved communication 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

SYSTEM MANAGEMENT AND MAINTENANCE






Action Statement	Description	Importance	Partners	Timeline
SMM-4 Continue supporting core TSMO-related programs.	Continue federal-aid funding for core TSMO-related programs, including the Regional Traffic Operations Center (RTOC) and the Highway Emergency Local Patrol (HELP) programs.	HELP trucks, dispatched via the RTOC, decrease the 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
SMM-5 Improve Traffic Signal Coordination to increase safety and system efficiency.	Coordinate traffic signal timing at interchanges and intersections along corridors, and for special events to enhance safety, efficiency, and reliability.	Traffic signal coordination reduces idling while preserving capacity and travel time reliability along critical travel corridors.	New York State Department of Transportation County Departments of Transportation	Ongoing
SMM-6 Facilitate Interagency Operations Coordination.	Facilitate interagency coordination committees to encourage cooperation among organizations 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

Action Statement	Description	Importance	Partners	Timeline
SMM-7 Promote interagency Traffic Incident Management (TIM).	TIM techniques provide for the safeguarding of the travelling 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 New York State Thruway Authority County Departments of Transportation	Ongoing
SMM-8 Maintain and periodically update the regional 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 agencies to implement context-sensitive solutions to enhance user safety while maintaining the capacity of critical travel corridors.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
SMM-9 Improve System Connectivity to remove gaps in the network.	Focus new infrastructure construction on connecting gaps in the regional transportation system. Link streets and roads to complete grid patterns, or extend 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.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing

SYSTEM MANAGEMENT AND MAINTENANCE



Action Statement	Description	Importance	Partners	Timeline
SMM-10 Implement access management principles to maintain functionality of roadways.	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 spacings.	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
SMM-11 Include active transportation elements in studies and new infrastructure development.	During transportation infrastructure repair, rehabilitation, and replacement projects, enhance assets with active transportation elements such as sidewalks, trail connections, and pedestrian crossing 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 Department of Transportation Municipalities	 Ongoing
SMM-12 Support active community gathering spaces at appropriate locations in the transportation system.	Support local communities via the creation of car free areas focused on providing a safe and comfortable place for non-motor vehicle traffic and recreation.	Transit infrastructure provides a unique place to create spaces that foster local businesses and communities as a gathering place. Non-automobile streets can revitalize spaces in larger metropolitan areas and create a unique amenity.	New York State Department of Transportation County Planning Departments Municipalities	 Ongoing

PROJECT SPOTLIGHT

Route 96 over Route 14 Interchange Redesign



Photo: Route 96 over Route 14 Interchange Project Area

The Route 96 and Route 14 Interchange, also known as Five Points, located north of Geneva was studied to investigate alternatives to the existing structure. The interchange was built to support large volumes of traffic that have not materialized as the region has developed. As the maintenance cost grows, and the bridge's condition deteriorates, NYSDOT investigated potential benefits of removing the existing grade-separated interchange.




The study area included 42 acres of land and identified two alternatives as preferred replacements for the interchange. These alternatives, a roundabout or signalized intersection, would remove the grade separation and significantly reduce the interchange's footprint. The roundabout emerged as the preferred alternative due to its projected better safety outcomes and lower costs while still achieving the efficiency required to support existing and projected traffic volumes.




This replacement will reclaim over 25 acres of land, support economic development and job creation as well as saving the region millions of dollars in maintenance costs.

The project supports the following recommendations:

- SMM-16 Conduct strategic divestment analyses at appropriate locations.
- SMM-18 Reconfigure intersections and interchanges to improve safety, efficiency, and reliability.

SYSTEM MANAGEMENT AND MAINTENANCE

Action Statement	Description	Importance	Partners	Timeline
SMM-13 Maintenance must consider the impact on all users.	Maintenance has historically prioritized motor vehicle throughput as the main metric for success, which disproportionately impacts those of high incomes. Those with limited access to vehicles, or those who have mobility challenges are often underrepresented in maintenance considerations.	Income inequality leads to many in poverty being underrepresented in conversations regarding roadway maintenance. Ensuring that all mobility options are considered allows the transportation system to provide for these users.	New York State Department of Transportation County Departments of Transportation Municipalities RGRTA	 Ongoing
SMM-14 Maintain assets in a state of good repair throughout the transportation roadway network.	Preventative maintenance is imperative to ensure the state of good repair before infrastructure becomes too expensive to maintain due to consistent wear and tear.	Preventative 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
SMM-15 Maintain the state of good repair on public transportation infrastructure.	As a part of preventative maintenance or other transportation improvement projects, ensure that transportation stops receive maintenance to allow all users to access transportation.	Maintenance is an imperative part of ensuring the transportation system continues operation. Particularly transportation stops, where many users are those that have limited transportation options.	Municipalities County Planning Departments	 Ongoing

Action Statement	Description	Importance	Partners	Timeline
SMM-16 Conduct strategic divestment analyses at appropriate locations.	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 decommissioning assets.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
SMM-17 Maintain ITS assets in a state of good repair.	Replace current ITS 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	 Ongoing
SMM-18 Reconfigure intersections and interchanges to improve safety, efficiency, and reliability.	Investigate and implement improvements to intersections and interchanges throughout the region that focus on enhancing overall intersection operations.	Infrastructure reconfigurations should be considered as a part of projects relating to potentially unsafe intersections and interchanges where appropriate to ensure that traffic congestion remains minimal.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing

SYSTEM MANAGEMENT AND MAINTENANCE



PROJECT SPOTLIGHT

Regional Traffic Operations Center Strategic Plan

The James R. Pond Regional Traffic Operations Center is one the region’s most valuable transportation assets. It provides a place for coordination between key transportation stakeholders including the Monroe County DOT, NYSDOT, and the New York State Police. The facility identifies crashes, accident locations, and congestion and can coordinate an effective response.



Photo: James R. Pond Regional Traffic Operations Center
Source: SWBR

However, the facility lacks modern equipment and software that could improve the effectiveness of this asset significantly. The Regional Traffic Operations Center Strategic Plan included a S.W.O.T. analysis of the facility and provided recommendations to conduct over the next decade of operation. These strategies include modernization of data collection and management technology, improvements in continuity of operations, and improving staff experience and training to better use the technology already available.




The project supports the following recommendations:



- SMM-7 Promote interagency traffic incident management (TIM).
- SSM-21 Upgrade older ITS Field Instrumentation as new models are developed.

Action Statement	Description	Importance	Partners	Timeline
SMM-19 Coordinate with municipalities to implement complete streets policies.	Support the recommendations from the 2023 Implementing Complete Streets in the Genesee-Finger Lakes Region guidebook.	A local Complete Streets Policy ensures that the safety of all users of the transportation system is considered through all steps of the planning process.	Counties Municipalities	Ongoing
SMM-20 Maintain roadside safety infrastructure in a state of good repair.	Guardrails, road signs, and pavement markings should remain in a state of good repair to ensure that transportation users are not harmed.	Supportive transportation safety features can reduce the amount and severity of impacts and collisions at all intersections. Periodic evaluations of the state of these critical parts of the infrastructure are imperative to remain good stewards of the transportation system.	New York State Department of Transportation County Departments of Transportation	Near Term 1-5 Years
SMM-21 Deploy non-motorized ITS instrumentation at important non-motor crossings.	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

SYSTEM MANAGEMENT AND MAINTENANCE



Action Statement	Description	Importance	Partners	Timeline
SMM-22 Support locally implemented access management policies.	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
SMM-23 Support Corrective Maintenance as needed in the region.	Maintain a state of repair by conducting corrective maintenance projects to address emerging maintenance issues before they require more costly repairs.	When preventative 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 Department of Transportation Municipalities	 Near Term 1-5 Years
SMM-24 Rehabilitate and repair transportation infrastructure assets at appropriate times.	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 infeasible, repair and rehabilitation of 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

Action Statement	Description	Importance	Partners	Timeline
SMM-25 Replace Infrastructure assets when repair and rehabilitation is not possible.	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
SMM-26 Upgrade older ITS Field Instrumentation as new models are developed.	Replace current ITS field instrumentation with next generation ITS devices as a part of coordinated deployment of new technologies and services.	Expanding coverage and enhancing ITS capabilities improves transportation safety, efficiency, and reliability through direct communication with roadway users.	New York State Department of Transportation New York State Thruway Authority County Department of Transportation	 Long Term 11-25 Years

INNOVATION AND RESILIENCE






Hazard events are a regular challenge facing the transportation system today. These can include small disruptions like a single car accident or large scale weather events that can affect the whole region. Large scale disruptions can interrupt the supply chain, hamper emergency efforts, and can significantly escalate the scope of a disaster. The innovation and resilience category focuses on reducing the impact of these hazard events. This is done through building resilient infrastructure that minimizes disruptions and adopting policies and technologies that allow for speedy recovery after hazard events.

Policy recommendations include stormwater management practices and improved coordination with emergency response. Technology recommendations include research into implementation of ai, improved monitoring systems, and automated driver alerts. These recommendations remain flexible, and GTC will continue to monitor the cutting edge of innovation to bring the best service to the Region.



Source: 13WHAM

Action Statement	Description	Importance	Partners	Timeline
IR-1 Prepare the transportation system to withstand disruptions from hazard events.	Minimize the impacts of hazards on transportation assets and services by implementing the recommendations in the Genesee-Finger Lakes Regional Critical Infrastructure Vulnerability Assessment.	Integrating resiliency considerations into planning, design, construction, operation, and maintenance safeguards facilities, minimizes disruptions, and protects lives and property.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation RGRTA	 Ongoing
IR-2 Implement stormwater management best practices as a part of transportation infrastructure projects.	Adopting stormwater management best practices include supporting policies that minimize runoff, remove pollutants, and ensure safety at agencies and municipalities throughout the region.	Effective stormwater management policies minimize flooding, pollution, erosion, sedimentation of waterways, and other negative impacts of flooding events.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
IR-3 Promote resilient environments near infrastructure.	Pursue hazard mitigation through development of natural barriers including wetlands, natural drainage systems, and forests to reduce the impacts of severe weather events on transportation assets.	Natural environmental mitigation provides a clean and relatively low maintenance system to reduce the impacts of severe weather. Secondary benefits also provide spaces for recreation, prevent air and water pollution, and improve aesthetics.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing

INNOVATION AND RESILIENCE



Action Statement	Description	Importance	Partners	Timeline
IR-4 Continue supporting investments in alternative fuels.	Continue to coordinate with stakeholders to educate the public and fleet operators on the benefits of alternative fuel vehicles.	Reliable information about alternative fuels enables informed decision-making about how domestically produced fuels can support the regional transportation system.	NYS Energy Research and Development Agency Greater Rochester Clean Cities Municipalities	Ongoing
IR-5 Monitor and investigate the impacts of autonomous, connected, and automated vehicles on the regional transportation system.	Monitor the advancements made 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 disruptive changes caused by new technologies.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Ongoing
IR-6 Support the expansion of alternative fuel infrastructure.	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 and Development Agency Greater Rochester Clean Cities Municipalities	Near Term 1-5 Years

PROJECT SPOTLIGHT

RGRTA's Adoption of Hydrogen Buses

In a first for New York State, RGRTA began operating the first of ten new hydrogen buses in its fleet in Fall 2024. These buses create no emissions other than water vapor and have a range of 275-325 miles. Their range is farther and their refueling time is shorter than traditional electric buses.



Photo: RTS Hydrogen Bus
Source: WXXI News

The buses reduce operating costs, improve air quality for the surrounding area, and produce far less noise than traditional engine powered buses. These buses continue to push RGRTA toward its zero emissions goal by 2040. RGRTA also expects to purchase some smaller hydrogen cell vehicles in the future based on the success of these vehicles.

The project supports the following recommendations:

- IR-5 – Continue supporting investments in alternative fuels.
- IR-6 – Support the expansion of alternative fuel infrastructure.
- IR-7 – Expand the use of alternative fuel fleet vehicles.

INNOVATION AND RESILIENCE

PROJECT SPOTLIGHT

Regional Resilience Improvement Plan

Natural hazards like flooding, winter storms, and high winds pose significant risks to regional infrastructure, disrupting travel and straining emergency services. Ensuring the transportation network can withstand these events is a critical long-term priority for the Genesee-Finger Lakes Region.






Photo: Flooding on NYS Thruway in Henrietta
Source: 13WHAM

The Regional Resilience Improvement Plan* is currently identifying vulnerable assets and potential hazards to develop targeted mitigation strategies. A regional map is being developed to highlight assets ranked by criticality. By including both overarching policy and asset-specific mitigation strategies, the plan will assist state and local agencies to improve the long-term viability of the regional transportation network.

The project supports the following recommendations:



- IR-8 Prevent hazard impacts on transportation assets where possible
- IR-9 Protect transportation assets from hazard impacts.

*The resilience improvement plan is an update of the Regional Vulnerability Assessment that was completed in 2016.

Action Statement	Description	Importance	Partners	Timeline
IR-7 Expand the use of alternative fuel fleet vehicles.	Expand the use of alternative fuel vehicles, such as municipal public waste 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	NYS Energy Research and Development Agency Greater Rochester Clean Cities Municipalities	 Near Term 1-5 Years
IR-8 Prevent hazard impacts on transportation assets where possible.	Relocate, elevate, and/or limit access to vulnerable transportation assets to reduce the impact of potential hazards.	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
IR-9 Protect transportation assets from hazard impacts.	Strengthen transportation assets to better withstand anticipated hazard impacts such as flooding and severe weather.	When hazard prevent 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

INNOVATION AND RESILIENCE



Action Statement	Description	Importance	Partners	Timeline
IR-10 Increase system and asset redundancy.	Incorporate redundant elements such as duplicate structural members and alternative 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
IR-11 Implement Recovery Operations using ITS.	Integrate recovery considerations such as traveler information dissemination and alternative route planning into infrastructure and service design. Where possible, incorporate new technologies to increase dissemination impacts.	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



ECONOMIC DEVELOPMENT



The movement of goods in the region is the backbone of the economy. Jobs, lives, and businesses all depend on the transport of food, medicine, and merchandise. Our region has an efficient system with low congestion and quick travel times. The region is well connected to state and national highways. The focus of this section is to ensure this remains true into the next twenty-five years.

The needs of the Region will continue to change into the future, so it is important that the network improves as well. The region will prosper by improving last-mile connections, and providing better access to shopping and work. The GTC will continue to be an active partner with businesses, localities, and residents to get people and goods where they need to be.






CSX Mainline Class I Railroad in Lyons

Action Statement	Description	Importance	Partners	Timeline
ED-1 Improve travel time reliability on regional freight corridors.	Support reliable travel times across the surface transportation system, especially along interstates and freight corridors, utilizing all available management tools and roadway designs 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 Support rail enabled businesses by expanding facilities.	Support rail enabled businesses through the development of new rail siding and adopt and use regulations that support industrial uses in proximity to rail facilities and reduce conflicts with residential 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 Maintain and modernize rail infrastructure to support modern use patterns.	Improving existing infrastructure entails improving the maximum allowed 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

ECONOMIC DEVELOPMENT



Action Statement	Description	Importance	Partners	Timeline
ED-4 Preserve existing transportation corridor rights-of-way for future developments.	Preserve existing linear rights-of-way by following the preservation strategies identified in the 2015 Regional Rights-of-Way Study. Coordinate with local landowners to maintain potential access.	Existing right-of-way offers options for future transportation needs that may not be currently realized. Procuring new right-of-way is difficult and expensive. Once right-of-way is disassembled, it is often impossible to restore.	Utilities Municipalities	 Ongoing
ED-5 Coordinate federal-aid investments on the transportation system with municipal, regional, state, and national economic development programs.	Invest federal-aid resources in transportation infrastructure and services that advance regional economic development, job growth, and private investment priorities.	The private sector relies on a safe, efficient, and reliable transportation system to obtain raw materials for manufacturing, deliver goods to market, and provide employees with access to job sites.	Economic Development Agencies New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
ED-6 Improve first and last mile access to manufacturing, warehousing, and other industrial and commercial sites.	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 operation needs are not properly planned.	New York State Department of Transportation County Departments of Transportation Municipalities	 Near Term 1-5 Years

PROJECT SPOTLIGHT

Inner Loop North Mobility and Development Strategy

Following the successful completion of Inner Loop East, the City of Rochester is continuing the transformation by studying Inner Loop North. Completed in December of 2025, the project analyzed the existing conditions in the area, challenges to reconstruction, and to gather community input.



Photo: Inner Loop North Project Area




The study was broken into three sub-areas, east, west, and central, each with their own challenges and opportunities. The plan includes significant investment into mixed-use development projects, green spaces, and improved connections between neighborhoods on either side of the existing Inner Loop.




This plan represents the first step in the redevelopment process and includes a multi-phase implementation strategy. Some projects are highlighted specifically, but most are design forward to ensure that the plan remains flexible to support a wide array of development strategies.

The project supports the following recommendations:

- HS-1 Projects initiated or supported by the GTC will ensure that all road users are considered in design recommendations.
- SMM-14 Conduct strategic divestment assessments where transportation facilities may be unfit for their location.
- IR-4 Support investment in infill development.

ECONOMIC DEVELOPMENT

Action Statement	Description	Importance	Partners	Timeline
ED-7 Support e-commerce through effective and efficient last mile transportation.	Ensure that last mile e-commerce deliveries can continue to be made in a safe and timely manner. Reconsider traditional commercial land use policy as brick-and-mortar retail continues to evolve. 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 competitive regional advantage.	New York State Department of Transportation County Departments of Transportation Municipalities	 Near Term 1-5 Years
ED-8 Ensure curbside deliveries are safe, efficient, and non-disruptive.	Ensure that delivery vehicles have adequate curbside accommodation 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-9 Expand and maintain interregional transit travel options.	Encourage transfers between all modes with particular attention to enhancing connections to local transit, active transportation, and rideshare. 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 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

Action Statement	Description	Importance	Partners	Timeline
ED-10 Promote recreational travel to and within the region.	Portray the transportation system as a distinguishing feature in providing access to events, natural attractions, historically significant places, and nationally acclaimed 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
ED-11 Increase active transportation and multimodal connections to and within rural communities.	Expand transportation options to employment and service 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-12 Study, design, and implement improved wayfinding.	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 allow users of a space to navigate to and from destinations which promotes feelings of comfort, safety, and security.	Business Associations Economic Development Agencies Municipalities	 Near Term 1-5 Years

ECONOMIC DEVELOPMENT



PROJECT SPOTLIGHT

GTC Regional Freight Plan, Ontario County Freight Corridor Plan - Area 2

Manufacturing has always been an important part of the regional economy. The Ontario County Freight Corridor plan was identified as a potential location for manufacturing development, as it meets the criteria as a shovel ready site in New York due to the parcel size, utility availability, roadway access, and zoning. While this site is highly desirable, the study recommends improvements to allow for the site to better support large scale industrial development.



Photo: Freight Train over Letchworth Park

Improvements in rail infrastructure, as well as development of the Ontario County site, can provide significant economic and job growth to the region. Corridor upgrades will improve safety, especially at at-grade crossings, optimize rail efficiency and access, and minimize the impact on surrounding properties.

The project supports the following recommendations:

- IR-9 Encourage municipalities to implement infill development.
- ED-3 Maintain and modernize rail infrastructure to support modern use patterns.
- ED-14 Improve rail corridors in the region to better enable concentrated business parks.

Action Statement	Description	Importance	Partners	Timeline
ED-13 Enhance air freight connections with the surface transportation system and services.	Improve airport cargo infrastructure to allow for smoother delivery of freight into the region.	Airport cargo infrastructure is a critical leg of the freight transportation system in the region. Ensure that airport infrastructure can remain a competitive part of the system.	Economic Development Agencies Greater Rochester International Airport New York State Department of Transportation	Medium Term 6-10 Years
ED-14 Revise parking requirements and management techniques.	Revise traditional parking requirements and management techniques given recently observed shifts in travel behavior. Changes in local land use regulations and codes should reflect changing parking needs in terms of new, infill, and existing development.	The continued growth 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 use over parking facilities.	Landowners Major Employers Municipalities	Medium Term 6-10 Years
ED-15 Encourage shared parking in new developments.	Encourage shared parking among new and infill development as well as existing districts. Develop and employ models that aid planning efforts to identify parking demand for sites and district areas based on land use and time of day.	Shared parking results in more productive land use, allow for increased flexibility in site design, reduces impervious surfaces, and improves stormwater management.	Business Owners Municipalities	Medium Term 6-10 Years

ECONOMIC DEVELOPMENT



Action Statement	Description	Importance	Partners	Timeline
ED-16 Improve rail corridors in the region to better enable concentrated business parks.	Support the implementation of recommendations in the 2024 Ontario Freight Rail Corridor Development Plan: Area 2 study.	The region has a robust rail infrastructure connecting and service many of the major industries in the area. To remain competitive, coordinating future development around specific, developable sites can provide maximum return on investment in both economic and job growth.	Economic Development Agencies Railroads New York State Department of Transportation County Departments of Transportation	 Long Term 11-25 Years
ED-17 Support workforce development opportunities.	Support workforce development through educational and job training opportunities related to careers in the transportation, freight, logistics, and manufacturing industries.	Employers require a skilled workforce to effectively operate and grow their business.	Workforce Development Agencies Economic Development Agencies	 Long Term 11-25 Years

