

Transportation Improvement Program Guidebook

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Transportation Council

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Transportation Improvement Program Guidebook

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Syracuse Metropolitan Transportation Council

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Contacts

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<ul style="list-style-type: none">• Bridge Ratings• Functional Classification• Pavement Scores• Traffic Count Data		SMTC	315.422.5716	contactus@smtcmpo.org

Chapter 1

INTRODUCTION

Preface

Federal regulations require that a metropolitan area's transportation planning process include the cooperative development of the Transportation Improvement Program (TIP), a multi-year program of projects consistent with the goals, objectives and performance measures of a Long Range Transportation Plan (LRTP) and planning factors associated with federal surface transportation authorization. Planning factors from the surface transportation authorization, the Fixing America's Surface Transportation (FAST) Act are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL) was signed into law in November 2021. This new surface transportation authorization maintains the same programs of the FAST Act along with several new opportunities. Additional information on policy changes and new funding program guidance will be released in the coming months. Details are available at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>.

What is a Metropolitan Planning Organization (MPO?)

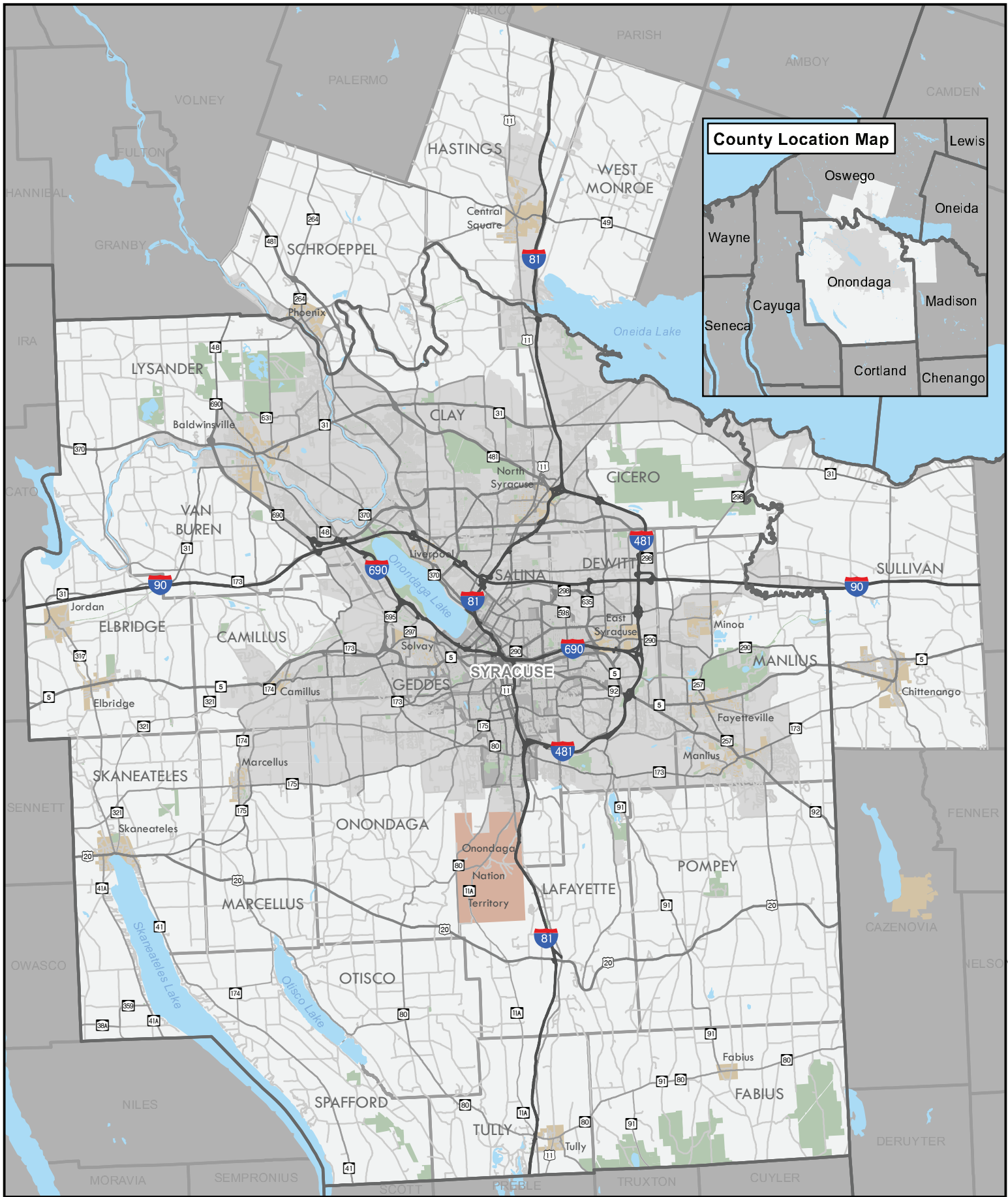
Metropolitan Planning Organizations (MPOs) are composed of elected and appointed officials representing local, state, and federal governments or agencies having an interest or responsibility in comprehensive transportation planning. MPOs are responsible for carrying out the metropolitan transportation planning process through the development of a LRTP and a multi-year TIP. The Syracuse Metropolitan Transportation Council (SMTTC) Metropolitan Planning Area (MPA), as shown in the figure below, is comprised of all of Onondaga County and portions of Madison and Oswego Counties.

The SMTTC's Policy Committee, which has oversight responsibility of the agency consists of those identified below or official designee.

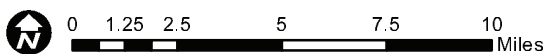
- Mayor of the City of Syracuse
- President of the Syracuse Common Council
- Chairperson of the City of Syracuse Planning Commission
- Onondaga County Executive
- Chairperson of the Onondaga County Legislature
- Chairperson of the Onondaga County Planning Board
- Chairperson of the Board of the Central New York Regional Transportation Authority
- Chairperson of the Board of the Central New York Regional Planning and Development Board
- Commissioner of the Empire State Development
- President of CenterState Corporation for Economic Opportunity
- Commissioner of the New York State Department of Environmental Conservation
- Commissioner of the New York State Department of Transportation
- Chairperson of the New York State Thruway Authority

Non-Voting/Advisory Agencies include:

- Federal Aviation Administration
- Federal Highway Administration
- Federal Transit Administration
- Madison County Board of Supervisors – Chair
- Onondaga Nation
- Oswego County Legislature – Chair.



**Map 1:
Metropolitan Planning Area**



This map is for review purposes only. The SMTC does not guarantee the accuracy or completeness of this map.

- County Boundary
- MPA_Roads
- Water Features
- Onondaga Nation
- City of Syracuse
- Villages
- Urban Area
- SMTC MPA

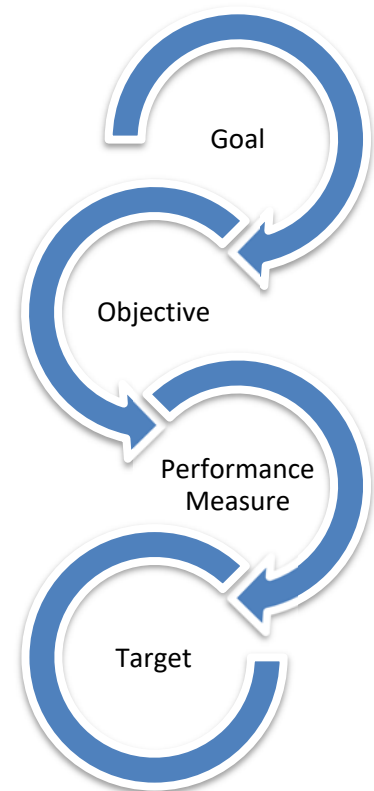


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What is the Transportation Improvement Program (TIP)?

The TIP identifies the timing and funding of all highway, bridge, transit, bicycle and pedestrian capital transportation projects scheduled for implementation in the MPA using federal transportation funds. The TIP reflects the priorities and direction of the MPA in the transportation planning process and is developed cooperatively by the SMTC, its member agencies and the public. The TIP and the numerous projects it documents must be consistent with the LRTP.

The TIP is a part of the area's effort to establish and maintain the planning process required by the federal government as a condition for the receipt of federal transportation funding. The federal government requires that the TIP be updated and adopted by the MPO at least every four years. The TIP development process requires only projects eligible for federal aid; however, non-federal funded transportation projects may be shown as well to provide a complete overview of transportation improvements in each area. The SMTC's multi-year TIP does not include individual non-federal transportation projects. In many cases, these non-federal transportation projects are available through separate municipal budgets.



What is the Statewide Transportation Improvement Program (STIP)?

The Statewide Transportation Improvement Program (STIP) is a compilation of the various MPO TIPs throughout the state and all other transportation projects in the rural areas (i.e., those areas without a designated MPO) where federal transportation dollars are programmed. Additional information on the STIP is available through the New York State Department of Transportation at <https://www.dot.ny.gov/programs/stip>.

What geographic area does the TIP cover?

As indicated, the SMTC MPA consists of Onondaga County and portions of Madison and Oswego Counties. Please refer to Figure 1 (page 3).

What types of projects should be included in the TIP?

Federal regulations require that any transportation project within a Metropolitan Planning Area that is to be funded with U.S. Department of Transportation funds (i.e., Federal Highway Administration [FHWA] or Federal Transit Administration [FTA]) must be included in the TIP.

The types of projects listed below are eligible for federal funding. Any municipality or agency desiring federal transportation funding to advance any of the project types noted below should submit a project proposal for inclusion in the TIP. A more detailed listing of eligible projects, although not inclusive, is presented in Chapter 3.

- Projects on the federal-aid system (road and/or bridge construction, reconstruction, resurfacing, restoration, rehabilitation, replacement, and preventive maintenance).
- Public transportation (vehicle maintenance and operations, capital improvement projects, mass transit system construction).
- Other projects eligible for federal funding for other reasons. The projects, however, must be linked to the transportation network and not strictly for recreational use.
 - bridge projects
 - bicycle and pedestrian
 - safety related
 - electric vehicle charging infrastructure
 - resiliency improvements, including protective features

Who can submit project proposals?

Most member agencies of the SMTC and any municipality within the SMTC planning area can submit project proposals for the TIP. This includes the transit authority, counties, city, town and village governments, the State of New York, and its transportation department, among others.

Private individuals and organizations may recommend project proposals if the project is sponsored by one of the eligible sponsors in which the project is located. It is important to note that the municipal sponsor must agree in writing that it will provide funding and maintenance for the proposed project. The TIP is a reimbursement program and only those municipalities or government entities that can enter into a formal agreement with the New York State Department of Transportation (NYSDOT) can apply for federal transportation funding. Also, a TIP project proposal must be submitted by the sponsoring agency or municipality.

What agencies are involved in the TIP development process?

Federal surface transportation law specifically states that the local MPO of an area will work with the State Department of Transportation and the area's transit authority to develop the TIP. In accordance with federal surface transportation policy, the SMTC, NYSDOT and the Central New York Regional Transportation Authority (CNYRTA) work as a cooperative team with other interested parties to develop and manage the TIP.

To guide the TIP development process, the SMTC has an established committee comprised of member agency representatives. This committee also assists the SMTC and NYSDOT in

maintaining the TIP between updates, including review of substantive changes in projects that may require amending the adopted TIP.

How are projects selected for the TIP?

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

1. A brief Cover Letter that includes a list of projects which proposals are being submitted.
2. One electronic version or one completed hardcopy of the appropriate Project Application for each new project. There are separate project applications for the following types of projects. A separate TIP application must be completed for each project which federal funds are requested.
 - a. Bicycle/Pedestrian,
 - b. Bridge,
 - c. Paving,
 - d. Safety,
 - e. Transit, and
 - f. Transportation Systems Management & Operations.
3. An 8 ½ x 11 photocopy-ready map illustrating project location and boundaries for each project.

All applications must be received by the date noted in your project solicitation letter. Complete application packages shall be sent to tip@smtcmpo.org. If it is not possible to submit an electronic copy, a hardcopy may be submitted. Deliver or mail the completed application to the attention of Mario Colone, SMTC, 126 N. Salina St., Suite 100, Syracuse, NY 13202.

All applications must be complete when submitted to the SMTC. Copies of application forms in hardcopy or digital form may be obtained by calling the SMTC at 315.422.5716, sending an email to tip@smtcmpo.org, or visiting its website (<https://smtcmpo.org/about-us/planning-process/tip/>). Applications will be rejected if the provided forms are not used.

Chapter 2

DEVELOPMENT PROCESS

The TIP/STIP development process consists of the steps listed below.

1. Confirm TIP Development Process

At the beginning of each TIP cycle, the SMTC convenes a committee responsible for capital projects. The appropriate MPO committee considers regional transportation investment priorities, project evaluation criteria, the development schedule and other process elements.

2. Determine TIP Project Status

Project applicants should begin reviewing projects they sponsor in the adopted current TIP, as well as projects they are proposing for the new TIP to determine which projects require new applications. TIP projects fall under one of the following project status categories:

A. Committed Projects with No Significant Changes:

Projects included in the currently adopted TIP with no significant change in scope or federal funds will be considered committed projects and need not be re-submitted for inclusion in the new TIP.

Committed projects are defined as:

- Projects included in the currently adopted TIP and have no significant changes to project scope, federal funding, or cost.
- Routine project progressions reflecting project schedule adjustments and minor funding revisions.
- Existing projects that have been identified as ongoing commitments at historic funding levels.
- Project phase(s) received obligation from the Federal Highway or Transit Administrations.

B. Committed Projects with Significant Changes:

Projects in the currently adopted TIP that have experienced significant project scope or funding need changes must be resubmitted for inclusion in the new TIP. These projects will be evaluated and ranked with new project proposals.

C. New Projects:

Projects not included in the adopted TIP.

D. Existing Projects without Funding Obligation:

Projects included in the adopted TIP with funding first programmed in years 4 or 5 will be re-evaluated for inclusion on the subsequent capital program. Also, projects in years 1, 2 or 3 with no federal obligation shall also be re-evaluated.

If there are questions about the status of a project in the TIP, please contact the SMTC.

3. *Solicit Project Applications*

The SMTC will send a “call for projects” letter to member agencies and the appropriate officials of eligible counties, tribal nation, municipalities, and authorities, notifying them of the opportunity to submit project proposals, funding dependent.

Letters may also be sent to private citizens or private sector organizations that have requested TIP notification. These groups may suggest project applications provided an eligible sponsor has formally agreed to sponsor and fund the proposed project. The application must come from a municipality or entity that can enter into a formal municipal agreement with NYSDOT.

4. *Prepare and Submit Project Applications*

Applicants are given a schedule to prepare and submit project applications in accordance with the instructions in the “call for projects” letter and TIP Guidebook. If additional help is needed to complete the forms, applicants may contact the appropriate SMTC staff noted in the front of the guidebook.

5. *Project Evaluation*

The TIP Development Process provides an objective evaluation of each project. However, the TIP must be financially constrained to available resources, as well as balanced by project type. Therefore, not all submitted proposals may be included in the final adopted TIP.

Before new projects are considered, existing TIP commitments will be evaluated and summarized to assure that SMTC staff and committee members have the information necessary for assessing how new projects will complement or supplement the already-approved program of projects.

All newly proposed TIP projects and current TIP projects with significant changes to scope, cost or no activity will be evaluated using the following two-step process:

A. TIP Eligibility Screening

Each project must meet certain minimum requirements. Please refer to Chapter 4 for additional detail.

B. Detailed Project Evaluation

The MPO/NYSDOT team will assess each project that meets the minimum requirements relative to overall and mode-specific evaluation criteria. Consistency with the transportation system performance goals and objectives contained in the SMTC’s Long Range Transportation Plan will be examined.

The results from this assessment provide a preliminary basis for ranking projects submitted for funding.

6. Prepare Preliminary List of TIP Projects

The preliminary rankings are reviewed and discussed with the appropriate committee, and adjustments to rankings are made as necessary to reflect overall funding considerations, mobility impacts, performance measures attainment, and other system-level issues or factors not specifically captured by the Project Evaluation Criteria.

Based on available revenue estimates, funds are assigned to the ranked projects in accordance with funding availability, eligibility restrictions and timing considerations. This is a delicate optimization process where the MPO/NYS DOT team attempts to fund as many proposed projects as possible within the funding and project ranking parameters.

The MPO/NYS DOT team will use the funding sources outlined in Chapter 3 to determine potential funding sources for a given type of project. The basic goals, restrictions, and other pertinent information about each funding program are outlined.

Please note that the TIP must be fiscally constrained. That is, the total amount of funds programmed for projects in the TIP for each year of the multi-year period must not exceed the projected total amount of funds available to the MPO for that period. The MPO/NYS DOT team must ensure that the test of fiscal constraint is met for each of the federal funding categories programmed in the TIP. The preliminary list of TIP projects and funding assignments that emerges from this step constitutes the basis of the Draft TIP.

7. Public Involvement

At this point, a complete Draft TIP document is made available for public review and comment, including any public meetings/outreach, press releases, legal notices, social media postings, and website postings, as necessary, to solicit input on the proposed program of projects. At this stage, “interested parties” and “environmental, federal land management agencies, and tribal nations” as identified in federal Metropolitan Planning regulations are notified for their review and comment on the draft prior to advancing forward for adoption.

Note that the principal public review concerns at this stage are related to assuring that projects are consistent with the LRTP, addressing regional issues and the establishment of project priorities. Public involvement related to specific project proposals, or the package of proposals recommended by an applicant/sponsor shall be conducted by the applicant/sponsor prior to proposal submittal to the SMTC. The SMTC’s TIP public involvement process fulfills Centro’s federal program of projects requirements.

8. State/Federal Agency Review of Draft TIP

Following, or corresponding with, the public review period and subsequent committee review and recommendations, the SMTC will prepare and forward a recommended program of capital

projects for review by the appropriate State and Federal agencies, including NYSDOT Main Office, the Federal Highway Administration, and the Federal Transit Administration.

9. Approve Final TIP

Following review by state and federal agencies, the draft final TIP document will be presented to the SMTC Planning Committee. The Planning Committee reviews the document and then sends its recommendation to the SMTC Policy Committee for official adoption. Public comments are welcome at the committee presentations and addressed accordingly within a draft/final TIP. As noted in the SMTC's Public Participation Plan, all written public comments submitted to the SMTC will be included in an appendix to the final TIP as they are received, along with a staff response; verbal comments will be summarized by staff and included in this appendix as well. Public suggestions for modifying the draft TIP will be considered and may be incorporated into the final document prior to the adoption by the SMTC Policy Committee. If the final TIP differs significantly from the version first made available for public comment and raises new material issues not reasonably foreseen from the public involvement effort, an additional public comment period of 10-days will be provided. Major comments that generate significant revisions between publicly distributed draft document and final document will be summarized and included as an appendix to the final document.

10. Publish and Distribute Final TIP

Following adoption by the SMTC Policy Committee, the SMTC staff will finalize the TIP document, publish it (paper copy and electronically), and distribute to interested parties. Effective October 1st, the document becomes the basis for on-going management of transportation investments in the MPA.

Chapter 3

ELIGIBLE PROJECT TYPES BY FEDERAL FUND SOURCE

Please be advised that applicants/sponsors are not expected to identify funding sources for their submitted projects. This information is included to illustrate the various projects that may be eligible for specific funding programs under the Federal Highway Administration or Federal Transit Administration programs. The latest infrastructure authorization, the Infrastructure Investment and Jobs Act, also referred to as the Bipartisan Infrastructure Law (BIL), was signed into law by President Biden in November 2021. BIL funds highway and transit programs for 5 years (FY 2022 – 2026). All funding programs from the prior surface transportation authorization, the FAST Act, continue, plus several new funding programs. Several changes to existing programs were also made. At time of writing, USDOT was beginning to provide guidance and resources on the new BIL.

A simplified capital programming process is shown in the figure below. All federal transportation funds start at the Federal level and then apportionments are given to the State. From the State level, planning targets are provided to the various NYSDOT Regions. A portion of the regional planning targets by fund source are then identified for programming on the TIP within the MPO area. Once funds are programmed on the multi-year TIP, project sponsors (e.g., member agencies and municipalities) then implement the capital projects.

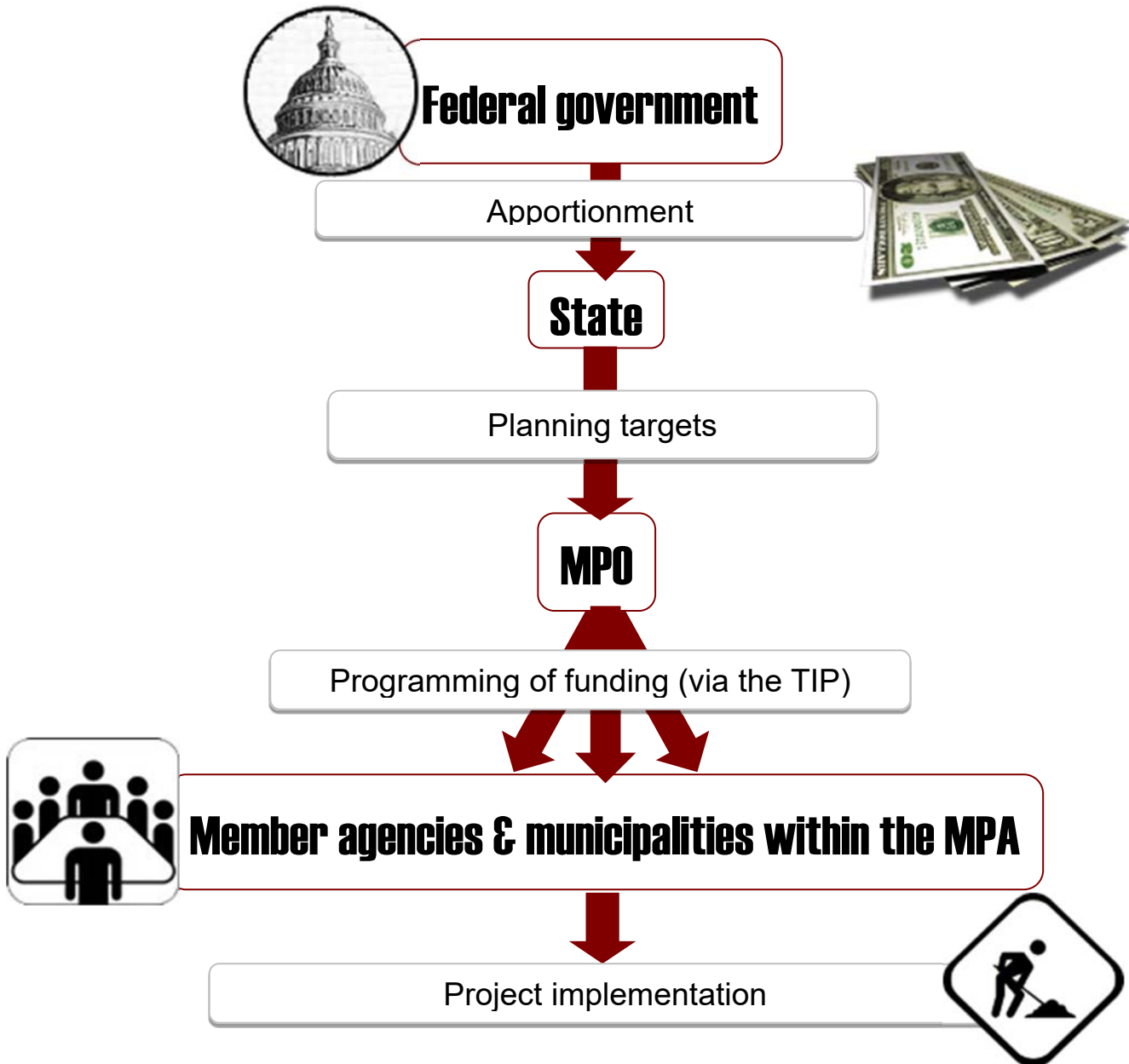
The list of activities includes, but is not limited to, the sampling of eligible project types for the various funding programs. The most utilized FHWA and FTA funding programs in the SMTC's planning area are described below. Additional information on each federal transportation program found below, plus several others, is available at:

FHWA – https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm

FTA – <https://www.transit.dot.gov/funding/grants/fta-program-fact-sheets-under-bipartisan-infrastructure-law>

It is anticipated that the major use of available federal transportation funding will be for the programming of preventive/corrective maintenance projects. It is also important to note that the federal-aid program is a reimbursement program, not a grant, and requires in most cases a minimum 20% non-federal cost sharing and "first-instancing" requirements. The 20% non-federal share is often derived from a sponsor's municipal budget or bonding. The "first-instancing" requirement means that a sponsor puts forward 100% of funding, often for an individual project phase. These requirements have a financial impact on the sponsors of those projects selected for implementation.

Capital programming process



Federal Highway Administration

Highway Safety Improvement Program (HSIP)

HSIP funds are to be used for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Eligible activities include, but are not limited to:

- Highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail;
- Installation of vehicle-to-infrastructure communication equipment;
- Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands; and
- Other physical infrastructure projects not specifically enumerated in the list of eligible projects.

Systemic or site-specific activities consistent with the SHSP may be submitted that show a reduction in fatalities and/or serious injuries.

National Highway Performance Program (NHPP)

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

The NHS includes:

- The Interstate System.
- Principal arterials not previously designated as part of the NHS prior to the Moving Ahead for Progress in the 21st Century (MAP-21) legislation, and border crossings on those routes.
- Other NHS facilities as approved by FHWA.
- Intermodal connectors -- highways that provide motor vehicle access between the NHS and major intermodal transportation facilities.
- STRAHNET -- the network of highways important to U.S. strategic defense.

Eligible activities include, but are not limited to:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the NHS;
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of bridges on the NHS;

- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, U.S.C., if
 - i. the highway project or transit project is in the same corridor as, and in proximity to, a fully access-controlled highway on the NHS;
 - ii. the construction or improvements will reduce delays or produce travel time savings on the fully access-controlled highway described in clause (i) and improve regional traffic flow; and
 - iii. the construction or improvements are more cost-effective, as determined by benefit-cost analysis, than an improvement to the fully access-controlled highway on the NHS.
- Bicycle transportation and pedestrian walkways. The project or activity must be associated with an NHS facility;
- Highway safety improvements on the NHS;
- Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment. The project or activity must be associated with an NHS facility; and
- Preferential parking for carpools associated with an NHS facility, including the addition of electric vehicle charging stations or natural gas vehicle refueling stations.

Surface Transportation Block Grant Program (STBG)

Types of facilities for which STBG funds can be used are noted below. Funds under the STBG can be used on all facilities except roads functionally classified as local or rural minor collectors unless the project is a bridge or tunnel replacement or rehabilitation on any public road (not new construction).

Example projects eligible for STBG funding include, but are not limited to:

- Construction of highways, bridges, and tunnels, transit capital projects, infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs;
- Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings;
- Trails projects; pedestrian and bicycle projects; and
- Any type of project in effect on the day before the FAST Act was enacted. Among these are:
 - Replacement of bridges with fill material;

- Transit capital projects, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service.

STBG funding is distributed into three areas: Urban, Flex and Off-System Bridge.

- Urban dollars can be used to fund the transportation project types mentioned above within an urbanized area designated as a Transportation Management Area (TMA). The urbanized area is an area with 50,000 or more persons living within a central city or cities and the surrounding densely settled area (see Figure 1). Conversely, a TMA has an urban population of 200,000 or more.
- Flex dollars can be used to fund the project types mentioned above in any area of the SMTC Metropolitan Planning Area – urban, or rural.
- Off-System Bridge funds can be used only on bridges that are not part of the federal-aid system (i.e., roads classified as either local or minor collector).

Federal Transit Administration

Section 5307 (Urbanized area formula)

The following types of projects are eligible for these funds:

- Capital investments in bus and bus-related activities
- Planning, engineering, design, and evaluation of transit projects.

Section 5309 (Fixed guideway capital investment)

Eligible projects include:

- New fixed-guideways or extensions to fixed guideways;
- Bus rapid transit projects operating in mixed traffic;
- Projects that improve capacity on an existing fixed-guideway system.

Section 5310 (Enhance Mobility of Seniors and Individuals with Disabilities)

Projects include:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- Projects that exceed the requirements of the ADA.
- Projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
- Alternatives to public transportation that assist seniors and individuals with disabilities.

A complete listing of eligible projects under the Section 5310 program are contained within the area's Coordinated Public Transit – Human Services Transportation Plan developed by the SMTC. The most recent version from 2018 is available in the “Publications” section of the SMTC web site (<https://smtcmpo.org/all-publications/>).

Sect 5339 (Bus and bus facilities)

Activities include capital projects to replace, rehabilitate and purchase buses and related equipment and to construct bus related facilities.

Chapter 4

PROJECT ELIGIBILITY AND EVALUATION

As indicated in Chapter 1, all projects submitted for funding consideration and inclusion on the SMTC's TIP are subjected to eligibility screening and evaluation. Eligibility criteria include:

- Is the proposed project eligible for receipt of federal transportation funding?
- Does the applicant have reasonable cost estimates and a funding plan?
- Does the project fulfill a legitimate transportation need?
- Does the applicant have reasonable anticipation of either completing the project within the TIP timeframe (the multi-year program horizon) or spanning another multi-year program?

The SMTC/NYS DOT team will use the information provided in the project proposals to complete the screening process. Once it is determined that a project meets the minimum requirements, the project will undergo detailed Project Evaluation. The primary evaluation procedure at this stage of funding consideration is the relationship of a suggested capital project to the goals, objectives, and performance measures in the SMTC's adopted LRTP. Quantitative criteria may be examined to supplement the evaluation procedure. The current LRTP, which provides a blueprint to guide transportation development in the Syracuse metropolitan area, was adopted in September 2020. The document includes 7 goals, and 30 objectives (table 1). Additionally, the 2050 LRTP contains several performance measures and anticipated performance measure targets, where available, as directed by federal policy that emphasizes a performance-driven and outcome-based planning process. Performance measures are found in Chapter 4 of the 2050 LRTP.

Table 1: 2050 LRTP Goals and Objectives

Goal	Objective
Support efficient freight movement within our region.	<ul style="list-style-type: none"> • Maintain a high degree of reliability for truck travel. • Maintain adequate infrastructure conditions on primary freight corridors. • Reduce congestion on the CMP Freight Network.
Increase the safety, security, and resiliency of the transportation system.	<ul style="list-style-type: none"> • Reduce serious injuries and fatalities from vehicle crashes. • Reduce the number of fatalities and serious injuries from crashes involving a pedestrian and bicyclist. • Reduce the number of height- and weight-restricted bridges, especially along primary freight and commuter corridors.
Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.	<ul style="list-style-type: none"> • Reduce congestion in priority commuter corridors as appropriate based on the character of the adjacent development. • Provide essential transit service to urban and suburban areas. • Provide higher-quality transit service to TOD nodes throughout the community. • Provide more on-road bicycle facilities throughout the community. • Provide more trails to connect destinations throughout the community, including the completion of existing regional and local trail systems. • Provide more pedestrian facilities to connect destinations throughout the community.
Protect and enhance the natural environment and support energy conservation and management.	<ul style="list-style-type: none"> • Reduce VMT in the region. • Reduce on-road source mobile emissions. • Increase the percentage of non-single occupant vehicle commute trips. • Increase the availability of alternative fueling and electric charging stations.

Goal	Objective
<p>Improve the reliability of the transportation system and promote efficient system management and operations.</p>	<ul style="list-style-type: none"> • Maintain a high degree of reliability on Interstate, non-Interstate NHS, and other primary commuter corridors. • Improve transit on-time performance. • Improve utilization of transit vehicles. • Increase the use of park-and-ride lots. • Implement TDM strategies, with a focus on strategies for downtown and University Hill that have been recommended through previous SMTC studies.
<p>Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.</p>	<ul style="list-style-type: none"> • Preserve and maintain pavement. • Preserve and maintain bridges. • Preserve and maintain ancillary transportation structures (culverts, etc.) • Preserve and maintain pedestrian facilities. • Assist communities in our planning area in creating, maintaining, and utilizing asset management systems. • Maintain transit assets (rolling stock, equipment, and facilities) in a State of Good Repair.
<p>Ensure that transportation system performance improvements are distributed equitably.</p>	<ul style="list-style-type: none"> • Improve transit service between employment centers and priority target areas (as identified in SMTC’s Environmental Justice Analysis). • Improve transportation options for off-peak commuters without cars. • Ensure that pavement conditions within priority target areas are at or above ratings for the remainder of the MPA. • Provide accessible sidewalks and curb ramps, in accordance with ADA requirements.

Appendix A
2023-2027 TIP Schedule

Activity**Date**

Call for new projects

February 18, 2022

Project applications due

March 18, 2022

Project reviews

March 2022 – April 2022

Preliminary project listing

April 2022

Initial 30-day public review

May 2022

Planning Committee review

June 2022

Policy Committee adoption

June 2022