

GENESEE TRANSPORTATION COUNCIL

Annual Listing of Federally Obligated Projects
for Federal Fiscal Year 2011
(October 1, 2010 through September 30, 2011)

Purpose

Federal regulations require an "Annual Listing" of transportation projects, including investments in pedestrian walkways and bicycle facilities, for which federal funds have been obligated in the preceding year be made available for public review by the Metropolitan Planning Organization (MPO). The listing must be consistent with the funding categories identified in the Transportation Improvement Program (TIP).

In order to meet this requirement, Genesee Transportation Council (GTC) staff solicited information from the New York State Department of Transportation (NYSDOT) and the Rochester Genesee Regional Transportation Authority (RGRTA), and compiled a list of projects located in the seven-county NYSDOT – Region 4 area for which federal transportation funds were obligated in Federal Fiscal Year (FFY) 2011 (i.e., between October 1, 2010 and September 30, 2011).

An obligation is the U.S. Department of Transportation's legal commitment to pay the federal share of a project's cost. Projects for which funds have been obligated are not necessarily initiated or completed in a given program year, and the amount of the obligation in a single year will not necessarily equal the total cost of the project.

Background

The U.S. Department of Transportation requires every metropolitan area with a population over 50,000 to have a designated MPO to qualify for receipt of federal highway and public transportation funds. The Governor of New York State designated GTC as the MPO responsible for transportation planning in the nine-county Genesee-Finger Lakes region, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties.

As the designated MPO, GTC is responsible for programming transportation improvements in the Rochester Transportation Management Area (TMA). The Rochester TMA includes all of Monroe County plus the adjacent developed areas of Livingston, Ontario, and Wayne counties. GTC works cooperatively with NYSDOT to develop the TIP for the seven-county NYSDOT – Region 4 area, including the Rochester TMA but excluding Seneca and Yates counties.

Transportation Improvement Program

The TIP programs the timing and funding of all transportation improvements involving federal funds over at least a four-year period for the seven-county NYSDOT – Region 4 area, including the Rochester TMA. These projects may emerge from the Unified Planning Work Program, and must be consistent with the overall objectives and strategies identified in the region's Long

Range Transportation Plan. The TIP can be viewed online at <http://www.gtcmppo.org> under "Documents".

To guide the TIP development process, GTC established a TIP Development Committee (TDC) comprised of representatives from the TMA counties (Livingston, Monroe, Ontario, and Wayne), the City of Rochester, Rochester Genesee Regional Transportation Authority (RGRTA), and NYSDOT. This Committee also meets regularly to assist GTC and NYSDOT in maintaining the TIP between updates, including review of substantive changes in projects that may require amending the adopted TIP. The Genesee/Finger Lakes Regional Planning Council serves as an advisory member to the TDC.

The key steps in the TIP development process are:

- Solicit project proposals
- Evaluate and rank proposals
- Develop preliminary program
- Conduct public review
- Develop final program
- Adoption by GTC Board

Public Involvement

The GTC *Public Participation Plan* establishes specific requirements for public involvement in the development of the TIP. A draft is published for a minimum 30-day public review and is made available in public locations throughout the seven-county NYSDOT – Region 4 area, including the county planning offices, central repository libraries in the Rochester TMA counties, and offices of other public agencies affiliated with GTC. This public review document is also made available through the GTC website.

During the public review period, GTC sponsors at least three public meetings at locations across the Rochester TMA (i.e., City of Rochester, west side suburb, and east side suburb) that include a presentation on the TIP and identification of proposed projects. The purpose of these meetings is to receive verbal and written comments on the public review document. Written comments can also be submitted via fax, email, and regular mail throughout the public review period.

GTC staff provides a synopsis of verbal comments, copies of written comments, and a summary of comments by common project focus to the TDC and the GTC Planning Committee for consideration. If the Planning Committee deems any changes made in response to the public comments to be significant, it must approve a revised public review document that is available for a subsequent 10-day public review period. This public review document includes an explanation of what was changed from the initial public review document. Written public comments may be submitted via fax, email, and regular mail throughout the 10-day public review period.

After the 10-day public review period concludes, the GTC Planning Committee considers any additional public comment and recommends a final draft TIP for GTC Board consideration. The

GTC Board considers any public comments and adopts the TIP. All GTC Planning Committee and GTC Board meetings are open to the public.

This Annual Listing furthers the GTC commitment to public involvement by providing information regarding the implementation of projects that are programmed in the TIP.

Annual Listing

The list of obligated projects is organized and presented in a manner consistent with the Transportation Improvement Program (TIP). For each project, the list includes:

- the identifier (TIP #) that GTC uses to track projects;
- the identifier (Project Identification Number or PIN) that NYSDOT uses to track projects;
- the project name and description;
- the project sponsor;
- the project phases and amount of federal funds that were programmed by phase;
- the amount of federal funds that were obligated by phase prior to FFY 2011; and
- the amount of federal funds that were obligated by phase in FFY 2011.

The TIP identifies project costs and schedule by phase. These phases are:

- Scoping: This phase includes meetings with project developers and designers, local government representatives, and other involved parties. Decisions are made regarding specific elements that will be included in the project and the range of design alternatives that will be investigated.
- Preliminary Engineering: This phase includes basic engineering work on each alternative, traffic studies, environmental analyses, and other work specific to the project. Public outreach in accordance with state and federal requirements is used to gain community input on the project. A preferred alternative is selected to advance the project.
- Detailed Design: This phase includes detailed engineering work on the preferred alternative. This phase results in the plans and specifications that the construction contractor will work from.
- Right-of-Way Incidentals: This phase includes preparation work required prior to right-of-way acquisition.
- Right-of-Way Acquisition: This phase includes the acquisition of right-of-way (property) necessary to complete the project. Acquisition can be achieved through the purchase of property or an easement.
- Construction: This phase includes all work necessary to build the project.
- Construction Inspection: This phase includes ongoing inspection to ensure construction is performed properly and conforms to specifications.

- Other: This phase is usually associated with public transportation projects and involves the purchase and acquisition of vehicles and associated preventive maintenance, though in some cases, such as for station, parking, and maintenance/storage facilities, the construction of fixed or permanent facilities is undertaken.

This phase also includes funding for agency staff and/or contractors to perform work that supports the management and operation of the transportation system (e.g., bridge inspection, traffic center operations, etc.).

The attached table lists all projects from the *2011-2014 TIP* in the seven-county NYSDOT – Region 4 area for which federal transportation funds were obligated in FFY 2011 and the corresponding phases of the project. Maps presenting the above mentioned projects located within the Rochester TMA are provided.

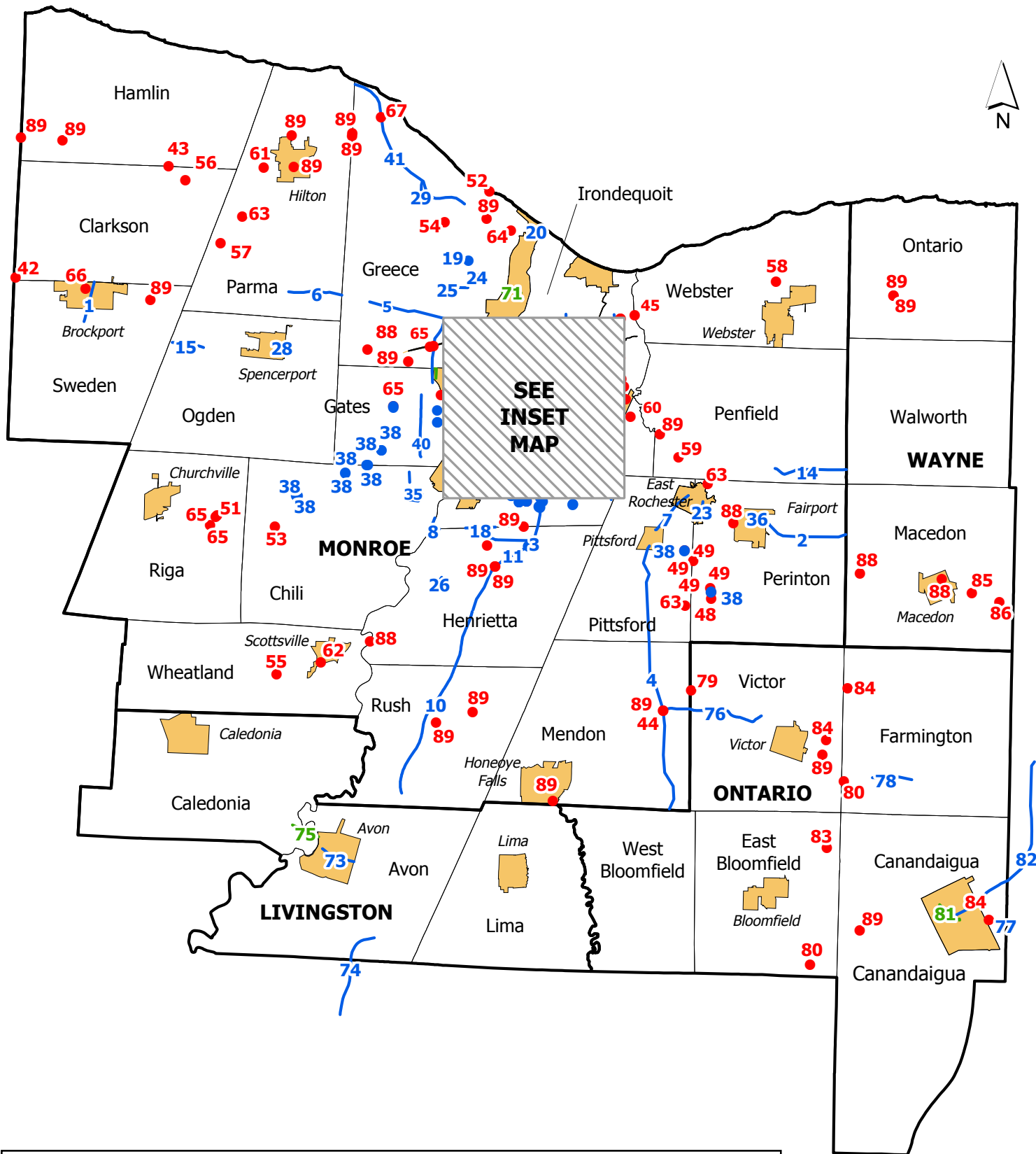
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Federally Obligated Projects for FFY 2011

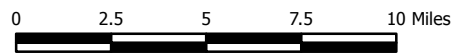
Rochester Transportation Management Area



| | | |
|----------------------------|---------------|----------------------|
| ● Intersection/Interchange | ● Bridge | — Highway |
| ● Public Transportation | ▲ Air Quality | — Bicycle/Pedestrian |

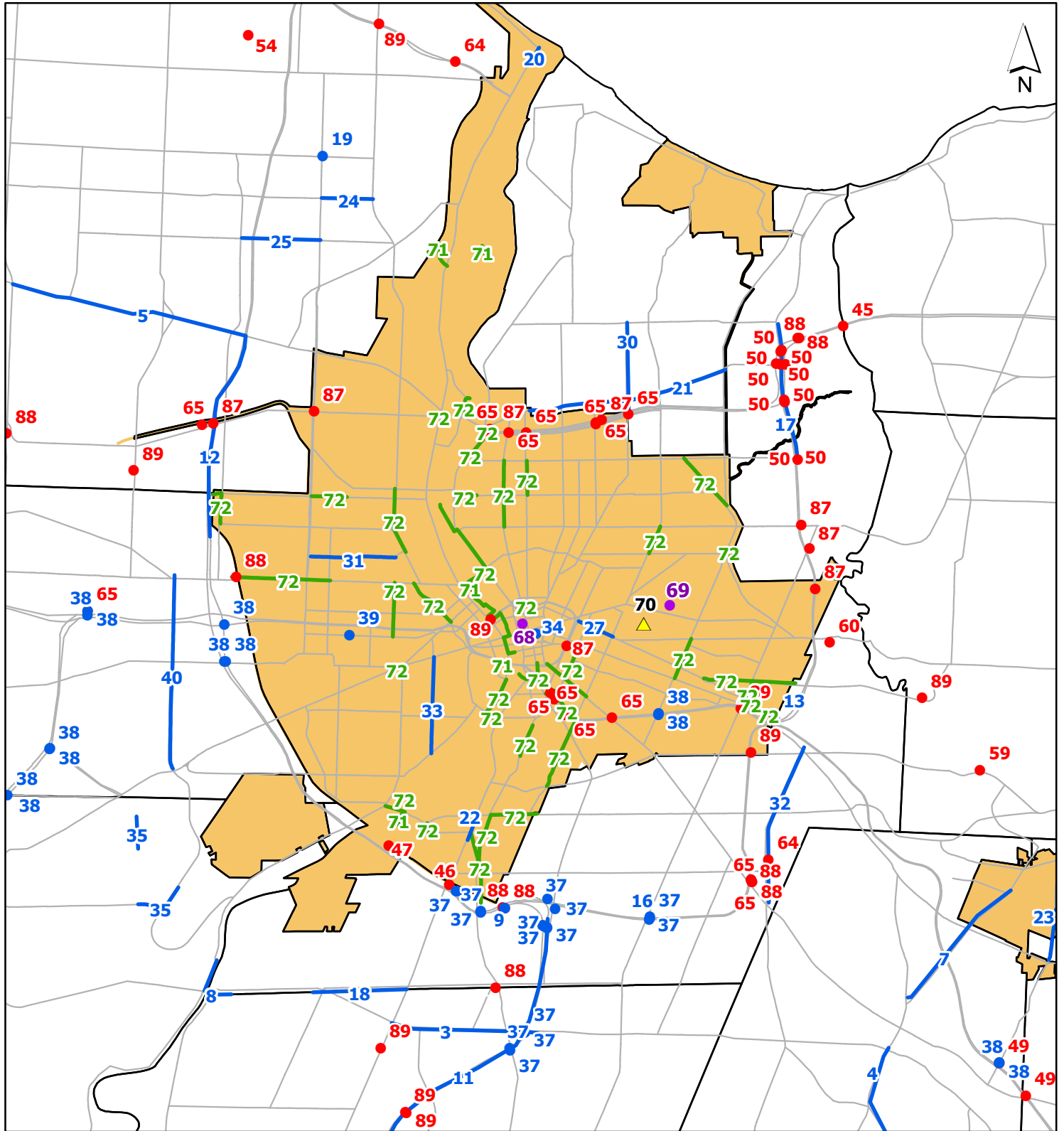
Note:
Some projects do not appear on this map. These include most transit projects and other projects not specific to one location.

Data Sources:
Federally Obligated Project Locations - GTC, 2011
Base Map (Counties, Municipalities, Roads) - NYS OCS, 2005



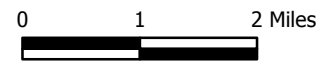
Federally Obligated Projects for FFY 2011

Rochester Inset



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