



## Economic Stimulus Benefits Region

### What is GTC?

The United States Department of Transportation (USDOT) requires every metropolitan area with a population over 50,000 to have a designated Metropolitan Planning Organization (MPO) to qualify for receipt of federal highway and transit funds. The Governor of New York State designated the Genesee Transportation Council (GTC) as the MPO responsible for transportation planning in the Genesee-Finger Lakes Region, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties.

GTC member agencies include local, regional, state, and federal stakeholders who work together in a cooperative, comprehensive, and continuous manner to identify and implement policies, plans, and projects that will maximize the contribution of the transportation system to the social and economic vitality of the region. We invite you to learn more about GTC by visiting our website at [www.gtcmpo.org](http://www.gtcmpo.org).



On February 18, 2009, the Genesee Transportation Council (GTC) held a special meeting to select projects to benefit from funding provided via The American Recovery and Reinvestment Act of 2009 (ARRA) that was enacted by President Obama the previous day. This economic stimulus legislation is providing approximately \$74.1 million in highway and bridge funding through the Federal Highway Administration (FHWA) to the seven-county GTC Transportation Improvement Program (TIP) Area, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Wayne, and Wyoming counties. In addition, approximately \$15.8 million in Federal Transit Administration (FTA) funding is being provided directly to the Rochester Genesee Regional Transportation Authority (RGRTA).

GTC conducted a public review period from January 9, 2009 through February 9, 2009 that identified 249 projects totaling \$315 million to be considered for FHWA and FTA funding available to the TIP Area via ARRA.

Each of the proposed projects was evaluated using criteria that assessed project eligibility, the readiness of the project, the physical condition of the road or bridge, the current use of the road or bridge, and the cost-effectiveness of the project. Consistent with ARRA, priority was given to those projects located either wholly or partially within an economically-distressed area.

The projects selected by GTC to receive funding provided via ARRA were those that best achieved the following:

- Create jobs immediately
- Provide lasting benefits
- Reduce future expenditures

GTC selected 121 projects valued at \$86.6 million to receive FHWA and FTA funding via ARRA. Of the 121 Selected projects, only three previously had any federal funds programmed to them. Of the 11 Department of Transportation Regions in New York State, this region had the highest percentage of new federal-aid projects. This is especially pertinent given that the primary intent of ARRA is to stimulate new jobs.

In addition to the Selected projects, GTC also identified and prioritized a list of Illustrative projects to receive funding provided via ARRA should additional funds become available to the region through redistribution of funds from other areas or savings on Selected projects.

The region is also benefitting from an additional \$8.8 million from statewide allocations of ARRA for Transportation Enhancements Program-eligible projects (\$4.4 million) and public transportation projects in small urban and rural areas (\$4.4 million).



GTC, as the Metropolitan Planning Organization for the Genesee-Finger Lakes Region, is responsible for soliciting, evaluating, and selecting projects to receive federal transportation funding. GTC programs federal funding to highway, bridge, public transportation, bicycle, pedestrian, and air quality improvement projects through its Transportation Improvement Program, including those selected to receive funding via The American Recovery and Reinvestment Act of 2009 (see page 1). The levels of funding available to the region are determined based on many factors including population, vehicle miles traveled, and the condition of transportation facilities.

For information on projects currently underway in the region, please visit the following websites:

- New York State DOT: [www.nysdot.gov/projects](http://www.nysdot.gov/projects)
- Monroe County DOT: [www.monroecounty.gov/dot-constructionlisting1.php](http://www.monroecounty.gov/dot-constructionlisting1.php)
- City of Rochester: [www.cityofrochester.gov/article.aspx?id=8589936612](http://www.cityofrochester.gov/article.aspx?id=8589936612)
- NYS Thruway: [www.nysthruway.gov/maps/laneclose.html](http://www.nysthruway.gov/maps/laneclose.html)

## Keys to Coordinated Land Use & Transportation Planning

The Genesee Transportation Council (GTC) has and continues to coordinate land use and transportation planning by providing both technical and financial resources to the local governments and transportation agencies that serve its more than one million residents and nearly 30,000 businesses.

Coordinating transportation and land use planning is essential as transportation facilities and services determine the types of land uses that can be reasonably supported while land use decisions determine the intensity of impacts on transportation facilities. Neither the transportation system nor the physical development of the region is static and the relationship between the two is constantly changing at varying rates.

Based on its experiences in communities throughout the region, GTC has identified the following "Keys to Coordinated Land Use and Transportation Planning":

### 1. Accept Existing Roles

- ✓ Acknowledge that local governments have and will retain land use planning and decision making responsibilities while state and regional agencies will continue to own, operate, and maintain the largest transportation facilities and services
- ✓ Recognize that the vast majority of development (new and reuse projects) will be driven by the private sector
- ✓ Be aware of the varying benefits and impacts that a single transportation facility will have on multiple jurisdictions based on local land use decisions and associated development

### 2. Increase Awareness

- ✓ Assist local governments in gaining a better understanding of the impacts that their land use decisions have on the transportation system
- ✓ Create appropriate expectations of generally achievable improvements to the transportation system given fiscal and physical constraints
- ✓ Recognize that transportation is one of many considerations in the development process

### 3. Provide Resources

- ✓ Develop resources for local governments to incorporate into their land use planning activities and provide related technical assistance
- ✓ Provide funding to local governments to retain professional services to develop plans that integrate transportation and land use
- ✓ Promote a transparent planning process by ensuring that the public, affected jurisdictions and transportation agencies, the business community, and other stakeholders are actively involved as early as possible.



# Greater Rochester Area Bicycling Map Now Available

The Genesee Transportation Council, with the valuable assistance of volunteer members of the Rochester Bicycling Club (RBC), recently published the Greater Rochester Area Bicycling Map – 2009 Edition. The map provides bicycle ratings for major roads in the Rochester area and can be used as a guide for selecting routes to travel between different origins and destinations.

The map rates each roadway segment as “good”, “fair”, or “poor” for bicycling based on the opinions of experienced RBC bicyclists considering existing road conditions and features such as pavement width and quality, traffic volumes, presence and type of shoulders, and posted speed limits. The volunteer members of the RBC rode each roadway segment before assigning its rating in order to ensure that the ratings reflect the point of view of the bicyclist facing “real-world” conditions.

The map rates the primary “through streets” which provide access to major points in the Greater Rochester Area. The map shows, but does not rate, low traffic roads such as local residential streets and/or roads where bicycles are prohibited by law including the Interstate Highway System. The map also shows major points of interest such as parks, libraries, colleges, important public buildings, and shopping centers.

Multi-use trails, which provide important connections in the Rochester area, are also shown on the map along with information about trail length, starting and end points, and who to contact for further information about each trail. In addition to these cartographic features, the map provides information about bicycle safety, organizations that promote bicycling and bicycle safety, and the addresses and contact information for local bicycle shops.

The map is intended to be an information resource for local cyclists and to encourage safe bicycling on the Rochester area’s streets, roads, and trails.

To request a free copy of the Greater Rochester Area Bicycling Map – 2009 Edition, please contact the Genesee Transportation Council by phone at (585) 232-6240 or by email at [trails@gtcmpo.org](mailto:trails@gtcmpo.org).

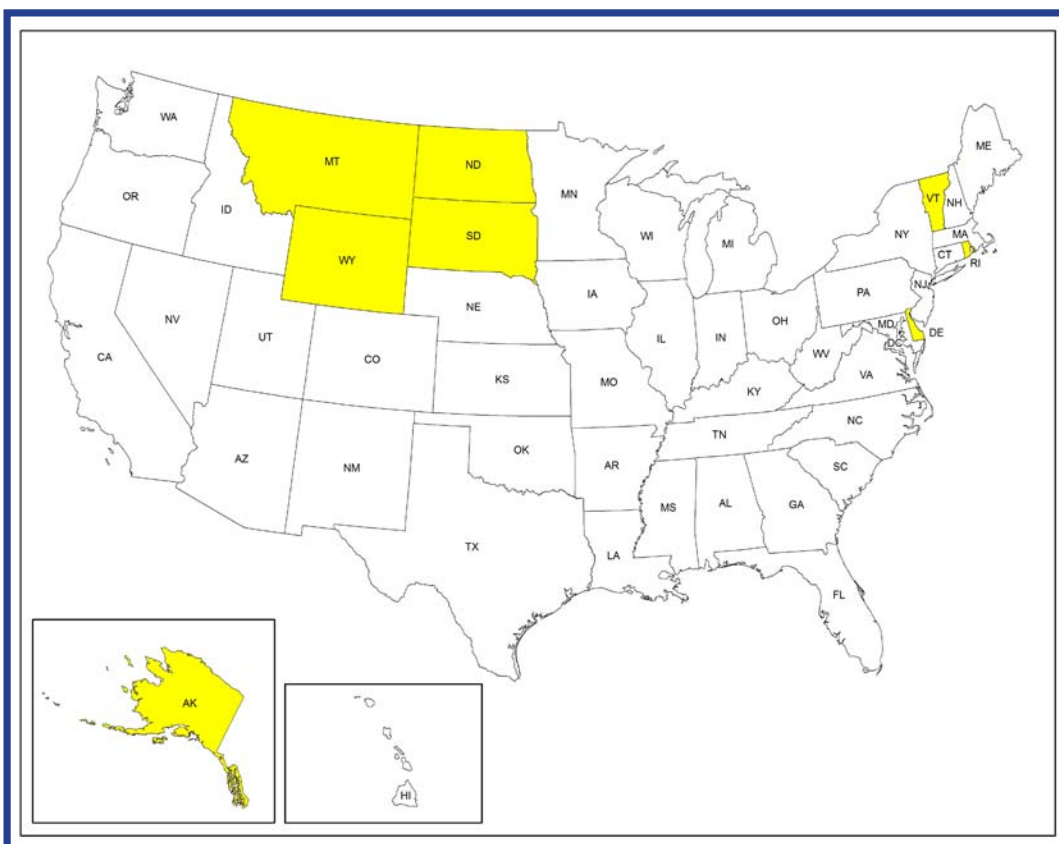


## Fast Fact

The population and number of jobs located in the Genesee-Finger Lakes Region exceed those located in the eight states highlighted on the map.

Accordingly, the transportation opportunities and issues addressed by GTC as the Metropolitan Planning Organization for the Region are extremely complex.

GTC continually strives to promote an objective, open process to identify and implement policies, programs, and projects that will provide the greatest benefits in terms of quality of life and economic development.



# Then and Now

## RTS Buses on Main Street



1969



2009

## NYS Route 104 Veterans' Memorial Bridge



1970



2009

(Coordinated Planning - Continued from page 2)

GTC has provided funding and technical assistance to local governments to conduct approximately 40 plans and studies that have incorporated coordinated transportation and land use planning. These have ranged from circulation and parking plans in the Rochester Central Business District, individual city neighborhoods, and villages to corridor plans that have included access management in suburban towns and rural counties. In every case, local governments have gained a sense of stewardship over the future of their communities including the roads and streets owned and operated by transportation agencies.

GTC has also developed (in cooperation with and via funding to its member agencies) numerous transportation resource guides for local governments and provides technical assistance to cities, towns, and villages to ensure that transportation is wholly integrated in comprehensive/master plan updates.

For more information on coordinated transportation and land use planning in the Rochester, New York area, visit the "Plans & Studies" page on the GTC website at <http://www.gtcmpo.org/Docs/PlansStudies.htm>.

### GTC Member Agencies

Local

- Genesee County
- Livingston County
- Monroe County
- Ontario County
- Orleans County
- Seneca County
- Wayne County
- Wyoming County
- Yates County
- City of Rochester

State

- Empire State Development Corporation
- NYS Dept. of Environmental Conservation
- NYS Dept. of Transportation
- NYS Thruway Authority

Federal

- Federal Aviation Administration
- Federal Highway Administration
- Federal Transit Administration

Regional

- Genesee/Finger Lakes Regional Planning Council
- Rochester Genesee Regional Transportation Authority

### Officers

- Chairperson: Honorable Maggie Brooks
- Vice Chairperson: Honorable Mary Pat Hancock
- Secretary: Robert A. Traver

*The mission of the Genesee Transportation Council is to maximize the contribution of the transportation system to the social and economic vitality of the Genesee-Finger Lakes Region*

*If you would like to begin receiving this newsletter electronically, please email us at [contactgtc@gtcmpo.org](mailto:contactgtc@gtcmpo.org)*