



SPRING/SUMMER 2010

Volume 2 Issue 1

The Newsletter of the Genesee Transportation Council

## 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).

## GTC Adopts 2011-2014 Transportation Improvement Program

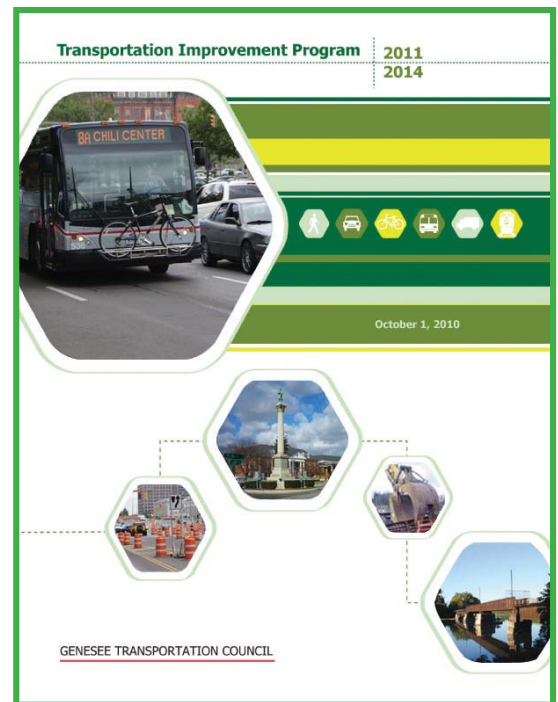
At its June 17, 2010 meeting, the Genesee Transportation Council (GTC) Board adopted the *2011-2014 Transportation Improvement Program (TIP)*. The *2011-2014 TIP* includes 230 transportation projects funded with approximately \$560 million of federal transportation revenues and over \$115 million from other state and local sources. The *2011-2014 TIP* includes the projects in Genesee, Livingston, Monroe, Ontario, Orleans, Wayne, and Wyoming counties that are scheduled to receive federal transportation funding from October 1, 2010 through September 30, 2014.

The United States Department of Transportation requires that the metropolitan transportation planning process include the cooperative development of a TIP: a staged, multi-year program of projects to be advanced with federal surface transportation funds.

The TIP identifies the timing and funding of all highway, bridge, transit, intelligent transportation system, bicycle, pedestrian, and transportation-related air quality projects, as well as select railroad projects. The GTC TIP is developed cooperatively by GTC and the New York State Department of Transportation (NYSDOT).

Development of the *2011-2014 TIP* began with the solicitation of updated project costs and schedules for existing projects. Given increases in the costs of construction materials (e.g., steel, asphalt, cement, etc.) from when these projects were originally programmed, additional federal funds were committed to them to ensure that they could be delivered as originally proposed. Based on anticipated funding levels, a targeted solicitation for new bridge and transportation-related air quality projects was conducted.

(Continued on page 2)





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. 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)

(TIP - Continued from page 1)

In late-2009 and early-2010, GTC and NYSDOT worked with the TIP Development Committee to develop a recommended program of projects to be included in the *2011-2014 TIP*. This effort was made more challenging when funding allocations were provided to the region in December 2009 that resulted in a \$36.3 million reduction in funding for the Federal Fiscal Year (FFY) that began October 1, 2009 (FFY 2010) when compared to the funding allocations previously provided in September 2008. This reduction coupled with others in future years (FFYs 2011 through 2014) forced the construction of some existing projects to have to be deferred beyond the period covered in the *2011-2014 TIP*.

On February 11, 2010, the GTC Planning Committee approved the draft *2011-2014 TIP* Project List for a 30-day public review from Thursday, February 25, 2010 through Friday, March 26, 2010. Groups serving and representing minority and low-income populations as well as those with limited English proficiency were sent a direct mailing regarding the public review period. In conjunction with the 30-day public review, four public meetings were held to solicit public input. Public comments could be made at the meetings or submitted to GTC via fax, mail, or e-mail. On April 8, 2010, the GTC Planning Committee recommended that the GTC Board adopt the *2011-2014 TIP* at its June 17, 2010 meeting.



The adoption of the *2011-2014 TIP* represents the culmination of the over two years of work by member agencies and GTC staff to improve the delivery of federally-funded transportation projects and address the reduced amount of funding to the region. The *2011-2014 TIP* maintains the region's commitment to getting the most from our existing transportation infrastructure through improved asset management and increased operations capabilities, as well as supporting public transportation and strategically expanding bicycle and pedestrian choices; all in the most cost-effective manner possible given funding constraints. GTC staff have and will continue to work with all member agencies and communities in the region to refine the procedures used to develop and manage the TIP to ensure that projects are delivered on time and on budget in the most fiscally responsible manner possible.

## How Long Does It *Really* Take to Get There?

One of the commonly stated clichés about our region is that you can get from anywhere to anywhere in 20 minutes. According to the most recent data from the American Community Survey (ACS), it's a cliché because it's true – at least when it comes to commuting to and from work. The average travel time to work for residents in the region is 21.3 minutes based on information collected for the ACS between 2006 and 2008.

The vast majority of these work-related trips occur during the weekdays in the morning and evening peak periods, resulting in the transportation system serving the largest volumes of travelers at these times. As a result, most of the recurring (or non-accident/non-event related) congestion on the region's highways occurs during the weekday morning and evening peak periods.

In an effort to better understand where recurring congestion occurs in the Rochester Transportation Management Area (TMA) and be able to monitor changes in associated delay, GTC has implemented the Travel Time Data Collection Program to collect reliable, real-world data on major roadways in the morning and evening peak periods. The Rochester TMA includes all of Monroe County and adjacent developed areas in Livingston, Ontario, and Wayne counties.



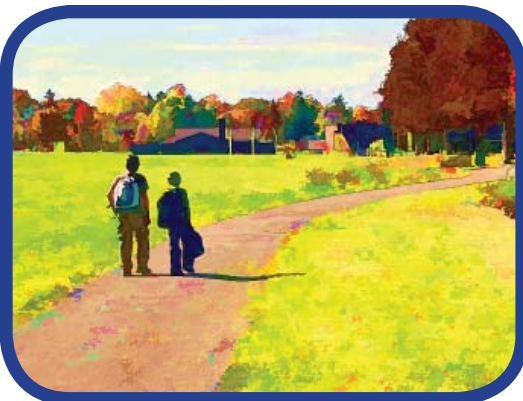
Travel times are collected by Global Positioning System (GPS)-equipped vehicles that record the time it takes the vehicle to travel a segment of roadway. This technique is referred to as the “floating car” method. Multiple travel time runs are conducted on each segment in the morning and evening peak periods. In addition, travel times are collected during off-peak times to determine free-flow conditions.

Based on the difference between the time it takes to travel a roadway segment in the peak periods versus the off-peak period, a travel time index is developed. A congested segment is one that has a travel time index of 1.3 or greater. In other words, to travel the segment during a peak period takes one-third longer than to do the same during off-peak times.

(Continued on page 4)

---

### *Fast Fact*



In 2005, the Journal of the American Medical Association reported that since 1974 the percentage of 6-19 year old children considered severely overweight has tripled. A 2008 study by the University of Rochester Medical Center found that 16.8 percent of Rochester's children ages 2-18 are overweight and 22.5 percent are obese.

Obesity can result in negative health consequences including premature death, diabetes, heart disease, high blood pressure, asthma, and cancer. Efforts to improve the health and wellness of children by encouraging them to engage in physical activity and to eat right are underway at the federal, state, and local level.

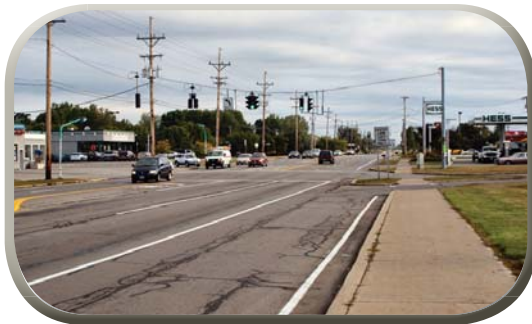
One way for children to engage in physical activity is to walk and bicycle to school. Safe Routes to School (SRTS) programs encourage and support “active transportation” while improving traffic safety, air quality, and strengthening the bond between schools and the local community. GTC has developed a guidebook to assist communities and schools in developing individualized SRTS programs. The SRTS guidebook can be accessed on the GTC website at <http://www.gtcmpo.org/Resources/Topics/SRTS.htm>.

# Then and Now

## Baytowne Plaza - Empire Blvd.



1969



2009

## Suburban Plaza Park & Ride



1972



2010

(Travel Time - Continued from page 3)

Travel times were collected on all expressways (excluding the NYS Thruway) in the Rochester TMA in fall 2007 and spring 2008, and travel times on other major roadways were collected in fall 2009 and spring 2010. Travel times will again be collected on all expressways this fall and in spring 2011. It is anticipated that travel times will be collected for each roadway segment every three years to create a time-series dataset.

Using the data from the Travel Time Data Collection Program, GTC will work with member agencies to identify and consider alternatives to reduce congestion, incorporate real-world data into the Transportation Improvement Program project selection process, and monitor changes in delay both system-wide and on specific segments.

## 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 Mary Pat Hancock
- Vice Chairperson: Honorable James Hoffman
- 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@gtcempo.org](mailto:contactgtc@gtcempo.org)*