

## Chapter I - INTRODUCTION

## Introduction

Since the adoption of the last long range transportation plan for the Genesee-Finger Lakes Region in June 2007, the United States has gone through and is in the midst of what will likely be the long process of recovering from the greatest economic downturn since the Great Depression. In addition, volatility in energy prices not seen since the 1970s occurred in the summer of 2008 providing a glimpse of future impacts on American society if emphasis on lessening our dependence on oil from foreign countries is not increased.

Over the next two-plus decades, the region's senior population is projected to grow at a significant rate while the working age population is expected to decrease. Based on historical trends of the relationship between the size of the labor force and jobs, employment will increase modestly but could exceed projections if the region is able to attract more working age persons as a result of its high quality of life and affordable cost of living.

The multi-year federal legislation that provides direction and funding for transportation infrastructure and services expired on September 30, 2009 and successor legislation has yet to be enacted. The primary source of funding for programs contained in multi-year legislation is the federal gas tax. The federal gas tax was last increased in 1993 to its current flat rate of 18.4 cents per gallon. Combined with the appreciable increase in the fuel efficiency of vehicles since that time, it is no longer a viable means for generating the needed revenues to sustain the current transportation system much less develop the one needed for the future.

Global economic conditions and the cost of energy coupled with projected regional demographic trends requires that the mobility of an aging population and ensuring that the transportation sys-

tem is a distinguishing factor in retaining and attracting businesses be primary considerations. Achieving this via a regional transportation system that allows people and freight to move safely, efficiently, and reliably with the limited revenues expected to be available will be a challenge.

It is within this context that the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 (LRTP 2035)* sets the direction for transportation infrastructure and services over the next nearly 25 years and provides the framework for future federally-funded planning and investments.

The *LRTP 2035* is organized into six primary elements:

**LRTP 2035 Development** – Provides the objective of the *LRTP 2035*, the role of the Genesee Transportation Council (GTC) in transportation policy, planning, and investment decision making, and the guiding principles and process used to develop the *LRTP 2035*.

**The Region** – Discusses the existing and projected demographic and economic conditions, recreational and cultural resources, different types of places based on land use, and major emerging opportunities and issues in the region.

**The Transportation System** – Examines the regional transportation system by mode and associated travel characteristics, the congestion management process, and safety and security considerations as well as presenting transportation needs through 2035.

**Financial Plan** – Describes the anticipated change in costs of implementing transportation projects and programs and the revenues that can be reasonably expected to be available over the period covered by the *LRTP 2035*.



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**Recommendations** – Presents the strategies and actions to address existing and future needs within the financial resources reasonably expected to be available through 2035 for transportation projects and programs.

**Performance Measurement** – Identifies the metrics used to monitor changes in the performance of the regional transportation system in order to gauge progress toward addressing the identified needs of the *L RTP 2035*.



**GENESEE TRANSPORTATION COUNCIL**



**Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035**