

## Chapter II - THE PLAN

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## L RTP 2035 Development

The objective of the *L RTP 2035* is to 1.) determine the current and projected transportation needs of the region's residents, businesses, and institutions over the next nearly 25 years; 2.) assess the ability of the existing transportation system to meet these needs; and 3.) identify a set of fiscally constrained strategies that best fill the gap between the capabilities of the existing transportation system and current and projected needs through 2035 within reasonably expected levels of available funding.

The *L RTP 2035* provides a strategic framework for policy, planning, and investment decision making to ensure that the multiple agencies that own, maintain, and operate transportation infrastructure and services are working continuously, cooperatively, and comprehensively in a coordinated fashion. It is not, nor is it intended to be, a capital or operating plan for any single transportation agency in the Genesee-Finger Lakes Region.

The data collected, technical documentation reviewed, analyses conducted, and alternatives considered in the development of the *L RTP 2035* are significant. To improve the readability of the *L RTP 2035* document, GTC has chosen to emphasize brevity and non-technical language. It is anticipated that this will facilitate increased understanding among all stakeholders about the future direction of transportation in the region.

## The Genesee Transportation Council

The mission of GTC is to maximize the contribution of the transportation system to the social and economic vitality of the Genesee-Finger Lakes Region. Simply put: GTC is not interested in transportation for transportation's sake. Every transportation policy, planning, and investment decision made by GTC is based on how quality of life and economic opportunity will be improved by that choice.

## Responsibilities

The U.S. Department of Transportation (USDOT) requires every metropolitan area with a population of over 50,000 to have a designated Metropolitan Planning Organization (MPO) to qualify for the receipt of federal highway and transit funds. GTC was designated as the MPO responsible for transportation policy, planning, and investment decision making in the Genesee-Finger Lakes Region by then-New York State Governor Hugh Carey in 1977.

Subsequent to GTC's designation, federal legislation has further increased the role of MPOs in transportation policy, planning, and investment decision making beginning in 1991 with the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA). The responsibilities of MPOs were further expanded in the subsequent Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), which was enacted in 1998, and its successor the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

SAFETEA-LU was enacted on August 10, 2005 and expired on September 30, 2009. The next federal surface transportation authorization legislation has yet to be created and SAFETEA-LU has been extended multiple times while the White House and Congress continue to deliberate on redefining federal interests and, as noted in the introduction, identifying revenues to support the funding programs that will be contained therein.

Beginning with ISTEA in 1991, GTC is responsible for the metropolitan transportation planning process in the Rochester Transportation Management Area (TMA). The Rochester TMA includes all of Monroe County and the adjacent developed areas of Livingston, Ontario, and Wayne counties. However, recognizing that the transportation system in the Rochester TMA both



# THE PLAN

greatly influences and is influenced by the transportation system in the surrounding area, GTC continues to conduct the metropolitan transportation planning process for the entire region.

A map of the nine-county Genesee-Finger Lakes Region, highlighting the Rochester TMA is presented on the following page (Map 1).

USDOT requires that MPOs conduct their activities using the following “3C” process:

## Continuing

The MPO must meet regularly to discuss and identify transportation solutions to the constantly changing needs of the region’s residents, businesses, and institutions that depend on the system for their economic, social, and domestic needs.

## Cooperative

The MPO must include stakeholders at all levels (local, regional, state, and federal) in recognition that their respective transportation infrastructure and services must be planned, implemented, and operated in a coordinated fashion to maximize benefits to the travelling public.

## Comprehensive

The MPO must consider and plan for the entire surface transportation system, which includes highways, bridges, public transportation, and bicycle and pedestrian facilities, emphasizing connections that improve safety, efficiency, and reliability.

To maintain the metropolitan transportation planning process required by USDOT in order to receive federal transportation funding, GTC must at a minimum produce and maintain three major products:

## 1. Long Range Transportation Plan (LRTP)

The LRTP must address no less than a 20-year horizon and lead to an integrated multimodal surface transportation system, giving priority to those elements that serve regional, statewide, and national goals. Beyond infrastructure preservation and maintenance, the LRTP must explicitly consider transportation system management and operations capabilities. The LRTP must be fiscally constrained in that system-level estimates of the costs of the recommendations contained in it cannot exceed reasonably expected revenues. The LRTP must be updated no less than every four years.

## 2. Unified Planning Work Program (UPWP)

The UPWP allocates federal transportation planning funds to activities conducted by GTC that maintain the federally-certified planning process required by USDOT. Because of the significant operating efficiencies realized by GTC, a large portion of UPWP funds are able to be provided directly to counties, municipalities, and others throughout the region to conduct regionally- and locally-needed plans that advance the LRTP by identifying specific projects and programs to be advanced in the future. The UPWP must be updated no less than every two years and is typically updated by GTC every year.

## 3. Transportation Improvement Program (TIP)

The TIP identifies and schedules the specific transportation improvements that will receive federal transportation implementation funds over the next four to five years. Projects included in the TIP advance with the recommendations of the LRTP and typically emerge from infrastructure needs identified by member agencies and through UPWP-funded plans and programs. The TIP must be updated no less than every four years and is typically updated by GTC every two years.





# THE PLAN

In addition to completing these three major products, GTC also undertakes various other USDOT-required activities and programs. Two examples are the Congestion Management Process (CMP) and air quality conformity determination for ground-level ozone; both of which are fully incorporated in the *LRTP 2035*.

All GTC activities and the resulting deliverables incorporate input from the public, technical professionals, and non-transportation organizations at all levels through direct outreach and consultation as prescribed in the adopted *GTC Public Participation Plan*. GTC also ensures that the metropolitan transportation planning process is responsive to federal mandates and guidelines including, but not limited to, the Americans with Disabilities Act, Clean Air Act Amendments of 1990, Title VI of the Civil Rights Act of 1964, and environmental justice considerations. Environmental justice builds on Title VI of the Civil Rights Act of 1964 by requiring agencies using federal funds to identify and address, as appropriate, any disproportionately high or adverse human health or environmental impacts on minority and low-income populations that may result from their activities.

## Goals and Objectives

The GTC Goals and Objectives reflect local and regional priorities within the context of the eight major transportation planning focus areas established by the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted in 2005. The GTC Goals and Objectives are presented in Exhibit 1.

The development of the *LRTP 2035*, the selection of planning activities carried out through the UPWP, the investments programmed in the TIP, and all other activities and programs conducted by GTC are guided by these goals and objectives.

## Exhibit 1 - GTC GOALS & OBJECTIVES

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency**
  - A. The transportation system should support balanced community and economic development of the metropolitan area
  - B. The transportation system should be a distinguishing competitive feature of the metropolitan area relative to other areas, serving the needs of existing businesses and enhancing the region's attractiveness to new business
- 2. Increase the safety of the transportation system for motorized and non-motorized users**
  - A. Transportation designs, services, and education programs should enhance and protect life, health, and property
- 3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users**
  - A. The transportation system, and its associated programs and services, should support both national and personal security initiatives
- 4. Increase the accessibility and mobility options available to people and freight**
  - A. The transportation system should provide the capacity, coverage and coordination necessary to provide mobility to the region's population and commercial activities in a fashion consistent with the overall intent of Goal 1

- B. Reasonable travel alternatives should be available to all persons in the area regardless of age, physical or mental ability, and/or income

## 5. Protect and enhance the natural environment, cultural heritage and community appearance, and promote energy conservation

- A. Transportation planning and decision making should support and reinforce local land use and development objectives
- B. Transportation planning and decision making should recognize local priorities balanced with broader community goals
- C. Transportation planning and decision making should strive to address issues on a corridor level, recognizing both the multi-jurisdictional component of travel and the interrelationship between transportation and non-transportation policies and investments
- D. The transportation system should encourage the efficient use of non-renewable energy resources and the exploration of renewable alternatives
- E. Transportation planning and decision making should strive to embrace designs and processes that respect the natural environment and enhance the overall contribution of the transportation system to community livability

## 6. Promote efficient system management and operations

- A. The transportation system should be designed and managed in a fashion that minimizes lifetime maintenance and user costs
- B. Transportation investments should advance the Long Range Transportation Plan's goals and objectives in a fashion which maximizes benefits relative to costs \*

- C. Transportation and land use planning should be integrated in a fashion that optimizes the use of existing transportation and other municipal infrastructure
- D. Transportation investments should be guided by cooperative planning, design, and maintenance standards to promote system continuity and uniformity across jurisdictional boundaries

## 7. Facilitate partnerships in planning, financing, and the execution of transportation initiatives

- A. The transportation planning and decision making process should be multi-jurisdictional, fostering coordination and cooperation among local, county, state, and federal governments, concerned agencies, and the private sector
- B. The transportation planning process should be conducted in as open and visible a manner as possible, encouraging community participation and interaction between and among citizens, professional staff, and elected officials
- C. Financial and non-financial support for transportation initiatives should be provided by all levels of government and the private sector in a fashion which reflects their relative responsibilities for, and/or benefits from, the initiatives and related economic and social impacts
- D. Innovative financing/partnerships for transportation initiatives that reflect the full scope of interests impacted or served should be explored
- E. Transportation and transportation-related information resources should be developed and shared in a fashion that promotes informed public and private sector decision making



# THE PLAN

F. Awareness should be promoted regarding the impact of individual, public, and private sector decisions on the quality of mobility and the potential impact of these decisions on others

\* Note: Benefits and costs are broadly defined, quantitative as well as qualitative, non-monetary as well as monetary, and involve non-transportation effects as well as those related to the direct provision of transportation services.

## Organizational Structure

GTC is governed by a 27-member policy committee (the GTC Board) which is supported by the Executive Committee, Planning Committee, and ad-hoc committees. Their various roles in the MPO process are discussed below.

### GTC Board

The GTC Board is the governing body of GTC. It provides direction and establishes policy with regard to the roles and responsibilities of GTC as the designated MPO for the region. The GTC Board approves all activities and work products, including the LRTP, UPWP, and TIP. The 27 members of the GTC Board include elected officials from the nine counties of the region, the City of Rochester, and representatives of other local, regional, state, and federal agencies. GTC Board Officers are elected from among the members.

The GTC Board meets quarterly, or as required. Each GTC Board meeting is open to the public and advertised as such through media outlets across the region. A public forum is included at the beginning of all meetings to allow for public comment on meeting agenda items before GTC Board action is taken.

A listing of current GTC Board members is presented in Exhibit 2.

## Exhibit 2 – GTC Board Members

### County Legislative/Boards of Supervisors (9)

Genesee County* Mary Pat Hancock - Chair	Livingston County* James Merrick - Chair
Monroe County Jeffery Adair - President	Ontario County* Theodore Fafinski - Chairman
Orleans County David B. Callard - Chair	Seneca County Chuck Lafler - Chair
Wayne County* James Hoffman - Chairman	Wyoming County A. Douglas Berwanger - Chair
Yates County H. Taylor Fitch - Chair	

### Other Local Members (9)

Monroe County Executive* Maggie Brooks - County Executive
Monroe County Planning Board Linda A. Faubel - Acting Chair
Monroe County Supervisors' Association Ronald Nesbitt, President
Monroe County At-Large Daniel Hogan - At-Large Member Daniel DeLaus - At-Large Member

Mayor - City of Rochester\*  
Thomas Richards - Mayor

Rochester City Council  
Lovely Warren - President

Rochester City Planning  
David L. Watson - Chair

Rochester At-Large  
Vacant - At-Large Member

## Regional Agencies (2)

Genesee/Finger Lakes Regional Planning Council\*  
Jerry Davis - Chair

Rochester-Genesee Regional Transportation Authority\*  
James Redmond - Chair

## State Agencies (4)

Empire State Development Corporation  
Kenneth Adams - Commissioner

NYS Dept. of Environmental Conservation  
Joe Martens - Commissioner

NYS Dept. of Transportation\*  
Joan McDonald - Commissioner

NYS Thruway Authority  
Michael R. Fleischer - Executive Director

## Federal Agencies (3)

Federal Aviation Administration\*\*  
Steven Urlass, District Manager

Federal Highway Administration\*\*  
Michael (Mike) Davies, Acting Division Administrator

Federal Transit Administration\*\*  
Brigid Hynes-Cherin, Regional Administrator

## Council Officers

Mary Pat Hancock, Chairperson  
James Hoffman, Vice Chairperson  
Robert Traver, Secretary\*\*

\* Executive Committee Member  
\*\* Non-Voting

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## Executive Committee

The Executive Committee is a subset of the GTC Board responsible for specific decision making related to administrative, organizational, and financial issues affecting GTC and its staff. The Executive Committee is comprised of the chairperson of the GTC Board, the lead elected officials of the Rochester TMA counties, the mayor of the City of Rochester, the chairperson of the Rochester Genesee Regional Transportation Authority (RGRTA), the chairperson of the Genesee/Finger Lakes Regional Planning Council (G/FLRPC), and the regional director of the New York State Department of Transportation (NYSDOT).

The Executive Committee meets as needed at the discretion of the GTC Board Chairperson.



# THE PLAN

## Planning Committee

The Planning Committee provides professional and technical direction to the GTC Board. With input from various other committees, the Planning Committee reviews and recommends action on activities and work products that are considered by the GTC Board. Each member of the GTC Board appoints a representative to the Planning Committee. The representative is typically a transportation or planning professional.

The Planning Committee meets eight times per year during the months that GTC Board meetings are not held, or as required. Each Planning Committee meeting is open to the public and advertised as such through media outlets across the region. A public forum is included at the beginning and the end of all meetings to allow for public comment on meeting agenda items before and after recommendation to the GTC Board is made or action is taken.

Other committees support GTC and meet as necessary based on the specific product (e.g., UPWP, TIP, etc.) or activity (e.g., project- and program-specific steering and advisory committees) for which they were formed.

## **Guiding Principles**

The uniqueness of regions is what defines them. Their combination of physical geography, history, existing development, and future goals for quality of life and economic development determine the opportunities to be maximized and the issues to be addressed. It is easy for planners to look solely at what other areas have completed or are implementing and recommend that the same projects and programs be advanced in their areas. This approach is easy to adopt – and often popular – but does a disservice to the region served. Successful communities don't simply copy others' answers; they ask the same questions rec-

ognizing that their answers may differ (sometimes significantly) based on their own characteristics and resources, learning from others' successes and failures.

To ensure that GTC properly considers how best to improve transportation in this region, the questions asked in developing the *LRTP 2035* have been guided by the four principles discussed below. Each stage in the development of the *LRTP 2035* adheres to these principles to connect the presence of transportation infrastructure and services with broader community goals related to the social and economic vitality of the region over the next nearly 25 years. In every instance, the *LRTP 2035* strives to improve livability and promote economic development within the context of limited financial resources and decision making that must consider more than transportation exclusively.

### **Plan for People**

Too often the approach to transportation policy, planning, and investment decision making is to consider infrastructure and services as the customers. Safely, reliably, and efficiently moving persons and the products of their labor should be the most important consideration, and is in the development of the *LRTP 2035*. In short, the *LRTP 2035* considers people as the customers; not highways, bridges, buses, streetcars, trails, or any other means of transport. This first and primary guiding principle is wholly consistent with and is key to advancing the mission of GTC.

### **Place Matters**

The region's residents live and its businesses operate in diverse settings. While transportation needs are similar across the region (everyone needs both mobility and access to their home, economic opportunities, needed services, etc.), how these needs can and should be met will differ. Regions that are more homogenous in terms of types of places (i.e., do not include rural areas to the significant extent that our region does) do not have



to consider the range of issues that GTC does. Accordingly, the *L RTP 2035* emphasizes that where people live, work, and play will determine the appropriate solutions to their transportation needs.

## Maximize Existing Assets

Funding for transportation infrastructure and services has been and will continue to be significantly less than the amount required to address recognized needs. This requires that publicly-funded investments produce the most “bang for the buck.” Given the significant investment in our current system, the *L RTP 2035* identifies how best to use what we have to meet existing and future transportation needs. Part and parcel of this approach is the emphasis on asset management and the application of appropriate treatments at appropriate times, as well as identifying ways to better manage and operate the transportation system to get the most out of it. Empowering travelers to make better decisions based on fuller and timelier information is critical to accomplishing this, recognizing that strategic expansions will also be necessary.

## Accept Uncertainty

Funding for transportation at all levels is extremely limited. Lack of revenue for federal transportation funding programs is delaying the enactment of the next multi-year surface transportation authorization legislation. Not only is federal transportation funding critical to the region given the current and projected level of commitment of state and local funds, but the next multi-year surface transportation authorization is expected to establish the necessary direction for how the national transportation system will support global economic competitiveness and local quality of life. As such, the *L RTP 2035* considers how this region can chart its own course toward making the transportation system a distinguishing factor in social and economic vitality.

## Development Phases

The development of the *L RTP 2035* began in earnest in December 2008 with the creation of a critical path schedule that identified and scheduled the primary phases (i.e., major tasks) and their specific work items. The critical path schedule was updated as needed to ensure that the *L RTP 2035* incorporated the timeliest data and information available, provided adequate resources for essential analysis, and allowed for thorough review and input over the next two-plus years. As with previous LRTPs, GTC recognized that the process used to develop the *L RTP 2035* would determine its success in identifying recommendations that most effectively meet the needs of transportation system users over the next nearly 25 years.

The primary phases were conducted consistent with the Guiding Principles to ensure that the *L RTP 2035* not only meets federal requirements but is meaningful to this region. The primary development phases and a synopsis of each are provided below.

## Identification of Regional Opportunities and Issues

A review of historical and current demographic and economic data and information from a variety of national, state, regional, and local sources was conducted along with the development of future population and employment projections. The associated analysis sought to determine not only the current socioeconomic characteristics of the region but, more importantly, to identify emerging opportunities and issues.

## Assessment of the Regional Transportation System

The regional transportation system was inventoried by mode (e.g., highway and bridge, public transportation, bicycle and pedestrian, freight, etc.) and associated travel characteristics were assessed. This inventory included the presence, condition, and operating attributes of the assets that comprise the regional transportation system (infrastructure and services). An assess-



# THE PLAN

ment of associated travel characteristics compared to the inventory of the regional transportation system provided insights into not only how it is being used currently but might be used differently in the future.

## Determination of Regional Transportation Needs

Based on the identification of regional opportunities and issues and the assessment of the capabilities of the regional system, the transportation needs of people and freight were determined based on the ability of the system to make the most of the opportunities and eliminate or mitigate the issues. This determination incorporated a broad view of travel to fully capitalize on the opportunities and accepted that some issues occur or are made more intense by non-transportation decisions.

## Development of Alternatives

The full range of possible transportation improvements through 2035 was identified. These alternatives encompassed physical improvements and operational improvements, new and modified services, and other strategies that would respond to the transportation needs of the region's residents, businesses, and institutions. Recommendations from UPWP-funded plans, local comprehensive plans, and regional and statewide plans, as well as projects and programs suggested by technical professionals, the public, and GTC staff, were considered.

## Estimation of Costs and Reasonably Expected Revenues

Per federal requirements, the amount of funding to advance recommendations included in the *L RTP 2035* cannot exceed reasonably expected revenues and must account for changes in the cost of transportation improvements (e.g., prices for materials, labor, etc.). The estimation of these future costs and revenues are contained in the financial plan for the *L RTP 2035*. This financial plan ensures the credibility of the *L RTP 2035* with policymakers, the public, and others regarding what can actually be achieved over the next nearly 25 years.

## Selection of Preferred Alternatives

The generalized costs and benefits of the assembled alternatives (i.e., how well the determined needs could be addressed) were evaluated against the revenues that are reasonably expected to be available for transportation in the region. A risk assessment was undertaken to identify what combination of alternatives would represent the optimal set of preferred investments. This portfolio represents the recommendations of the *L RTP 2035*. Funding is allocated among the categories of recommendations – preservation and maintenance, management and operations, and expansion.

## Adoption of the *L RTP 2035*

The *L RTP 2035* is anticipated to be adopted by the GTC Board at its June 2011 meeting upon recommendation by the GTC Planning Committee. The final *L RTP 2035* document represents the maximum effort possible to identify those strategies that can be justified for implementation based on the needs of the region and the financial resources available.

## Stakeholder Participation

The *L RTP 2035* was developed with significant stakeholder participation. This included review and input from the public, technical transportation professionals, and other entities in the region responsible for planning and development that are affected by transportation. The public involvement component was conducted in accordance with and exceed the requirements of the *GTC Public Participation Plan*.

## Public Involvement

The development of the *L RTP 2035* included two public involvement periods with four public meetings held during each. Public comments were accepted via e-mail, fax, and a comment sheet, as well as verbally at the public meetings. The public comment periods were advertised on the GTC website with advance no-



tices sent to over 40 media outlets (print, television, and radio) throughout the region and via legal notices published in the *Democrat & Chronicle* (the daily newspaper with the largest circulation in the region). A direct mailing was sent to contacts in the GTC Environmental Justice Database, which includes approximately 200 organizations in the region that serve or represent groups not traditionally well-represented in the transportation planning process; namely, low-income and minority persons.

The first round of public involvement was held in November and December 2010 to review and gather input on opportunities and issues facing the region and potential transportation alternatives to be considered. The four public meetings included a presentation by GTC staff prior to accepting and responding to public comments. The presentation provided an overview of GTC; the purpose, primary elements, and guiding principles of the *L RTP 2035*; regional demographic, economic, cultural, and travel characteristics; opportunities and issues facing the region; the transportation system by mode; proposed performance measures; and remaining milestones in the process. It was emphasized that GTC has not selected any recommendations and that all proposed projects and programs would be considered.

The second round was held in March and April 2011 to present and solicit input on the draft recommendations (i.e., preferred alternatives) of the *L RTP 2035*. As with the first round, four public meetings were held and included a presentation by GTC staff prior to accepting and responding to public comments. The presentation provided an overview of the topics discussed in the first round of public involvement; regional transportation needs; range of alternatives considered; components of the financial plan; draft recommendations; and remaining milestones in the process.

## Technical Review

The input, guidance, and critical review of transportation professionals was obtained at key points in the development of the *L RTP 2035* to ensure that the analysis conducted and conclusions reached were technically sound. Previous LRTP Development Committees consisted of representatives from the Rochester TMA counties, City of Rochester, RGRTA, G/FLRPC, and NYS-DOT. For the *L RTP 2035*, the full Planning Committee served as the LRTP Development Committee. This was done to ascertain that the framework provided by the *L RTP 2035* for future planning and investment decision making incorporated as much input from transportation planning professionals as possible.

The Planning Committee was updated on the status of the development of the *L RTP 2035* at each of its meetings since the adoption of the last LRTP in June 2007. The collection and analysis of data, information, and alternatives was completed in the spring of 2010. The Planning Committee discussed the direction and purpose of the *L RTP 2035* at its August 2010 meeting taking into consideration the absence of a successor to SAFETEA-LU. The approach for developing the *L RTP 2035* based on the agreed upon direction and purpose of the plan was considered and finalized at the October 2010 Planning Committee meeting prior to the first round of public involvement.

Based on the first round of public involvement, the draft *L RTP 2035* document was developed. A special meeting of the Planning Committee was held in March 2011 to review and comment on the draft *L RTP 2035* document, which was revised prior to conducting the second round of public involvement. In addition to making the draft *L RTP 2035* document available to the general public, it was sent to agencies and officials responsible for non-transportation planning activities within the region, the Tonawanda Indian Reservation, and federal land management agencies.



# THE PLAN

Comments received from the public and affected agencies during this round were considered by the Planning Committee at its April and May meetings. At the May meeting, the Planning Committee concurred on additional modifications and recommended adoption of the revised draft *LRTP 2035* to the GTC Board. In addition, the Planning Committee authorized the preparation of and reviewed the draft of the air quality conformity statement for the *LRTP 2035* to demonstrate that it conforms to the Clean Air Act Amendments of 1990.

## Additional Participation

The *LRTP 2035* included extensive participation beyond the two rounds of public involvement and technical review discussed above. Many of the recommendations of the *LRTP 2035* emerged from UPWP-funded plans. Per the *GTC Public Participation Plan*, plans developed using federal transportation planning funds through the UPWP must be guided by steering/advisory committees that include community stakeholders and GTC member agencies and are required to hold two public meetings. Like the requirements for the LRTP, one of the meetings must be held to identify opportunities and issues and the other to solicit input on the proposed recommendations.

Over 50 UPWP-funded plans that included public involvement and technical review were evaluated as part of the development of the *LRTP 2035*. These plans were conducted for all modes and many were multimodal, resulting in the alternatives that were considered and ultimately selected as recommendations for inclusion in the *LRTP 2035*. In addition, over 25 technical and data collection studies were completed using UPWP funds and these activities were instrumental in the identification of regional opportunities and issues, assessment of the regional transportation system, and determination of regional transportation needs.

