1.1 ABOUT THE SMTC

1.1.1 Overview

The Syracuse Metropolitan Transportation Council is a state-designated Metropolitan Planning Organization, responsible for administering comprehensive, continuous, and cooperative transportation planning. The Council’s planning jurisdiction, called the Metropolitan Planning Area (Figures 1.1 and 1.2), covers Onondaga County and portions of Madison and Oswego counties. As the Metropolitan Planning Organization for the Greater Syracuse Metropolitan Area, the SMTC, as directed through federal metropolitan transportation planning policy, acts as a clearinghouse where long-term and immediate transportation planning decisions are made for the region. These decisions are made through a committee structure that uses models of consensus building and cooperative decision making. The committees are made up of “member agencies” from the local, county, state, and federal level that have a vested interest in the planning and function of the transportation system. The SMTC also provides an opportunity for citizens to participate in the discussion of specific transportation issues.

1.1.2 History of MPOs

Current federal surface transportation legislation requires that an MPO exist for every urban area within the U.S. with a population of at least 50,000 people. This basic definition of an MPO was first established in the Federal Highway Act of 1962. (The SMTC was established in 1966.) Although MPOs had existed since the 1960s, the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 substantially increased the role of the MPOs in the transportation planning process. Along with the Clean Air Act Amendments of 1990...
and the Americans with Disabilities Act (ADA) of 1990, ISTEA ushered in a new era of transportation planning that emphasized alternative modes of travel, intermodal connectivity, environmental sustainability, preservation of existing infrastructure (since the Interstate Highway System had, essentially, been completed by that time) and the interactions between land use and transportation. ISTEA also called for increased public involvement in the transportation planning process.

Since the passage of ISTEA in 1991, there have been four additional federal surface transportation laws passed: the Transportation Equity Act for the 21st Century (TEA-21) in 1998; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005; Moving Ahead for Progress in the 21st Century (MAP-21) in 2012; and the Fixing America's Surface Transportation (FAST) Act in 2015. Each new law has modified the requirements placed on MPOs, while maintaining the essential elements and philosophy introduced in ISTEA. The most recent transportation legislation, the FAST Act, maintained the same basic planning factors of the previous legislation, but brought new requirements for performance-based planning reflecting a general move towards increased accountability for publicly-funded programs. The performance-based approach requires the establishment of measureable objectives, associated performance measures and targets, and monitoring of progress over time. The FAST Act is set to expire on September 30, 2020.

1.1.3 Core functions of the MPO

All metropolitan planning organizations fulfill three core functions, embodied in three guiding documents: long range planning through the Long Range Transportation Plan; an annual program of transportation planning activities through the Unified Planning Work Program; and administration of federal surface transportation funding through the Transportation Improvement Program.

**Long Range Transportation Plan.** The Long Range Transportation Plan (LRTP) guides transportation planning and investment over a period of at least 20 years. The LRTP describes the existing land use patterns, economic conditions, demographics, and transportation system conditions in the planning area; identifies future transportation
FIGURE 1.1: THE SMTC METROPOLITAN PLANNING AREA (MPA)

Legend

- Interstates
- US Routes
- City
- TOWN
- Village
- COUNTY
- Urban Area (2010 Census)
- SMTC MPA
- Parks
- Water

Note: The MPA includes all of the urban area.

Data Source: SMTC GIS, 2019
FIGURE 1.2: KEY TRANSPORTATION PLANNING FEATURES WITHIN THE SMTC MPA

Legend
- Hancock International Airport
- Regional Transportation Center
- CSX DeWitt Rail Yard
- Interstates/US Routes
- Major Roads
- Local Roads
- Rail Lines
- Parks
- City
- Town
- Village
- County
- Urban Area (2010 Census)
- SMTC MPA

Data Source: NYSDOT, 2012
system needs; and sets goals and objectives for future transportation planning and investment. A financial plan must be included in the LRTP, illustrating how the MPO intends to carry out the policies or projects identified in the LRTP with the resources that are reasonably expected to be available over the life of the plan. The SMTC’s LRTP is created by staff and an advisory committee of member agencies, along with input from the public, and is approved by the Policy Committee. The LRTP must be updated every five years.

**Unified Planning Work Program.** The Unified Planning Work Program (UPWP) lists annual transportation planning activities that are to be undertaken in the Syracuse Metropolitan Planning Area in support of the goals established in the LRTP. In short, it is an outline of the transportation planning activities that will be conducted by the SMTC and its professional staff over the course of one year. The UPWP includes both on-going activities, such as traffic data collection and Geographic Information Systems (GIS) work, as well as short-term (usually 12-24 months) individual planning studies for a sub-area of the MPA, such as corridor studies, parking studies, and bicycle and/or pedestrian studies. Maintenance of the LRTP and the Transportation Improvement Program (see below) are required elements of the UPWP; additional projects are selected from proposals made by member agencies and municipalities. The UPWP is updated annually.

**Transportation Improvement Program.** The Transportation Improvement Program is the five-year list of specific capital projects
for which federal funds are anticipated. Required by federal law, the TIP represents the transportation improvement priorities of the Greater Syracuse Metropolitan Area. The list of projects is multi-modal and includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects. The TIP represents the translation of recommendations from the LRTP and the UPWP. The projects are evaluated to assure consistency with the goals and objectives established in the LRTP.

1.1.4 Member Agencies and Committee Structure

The SMTC consists of federal, state, regional, county, and city offices and organizations, collectively referred to as the SMTC’s “member agencies.” Representatives from these member agencies participate in various SMTC committees. There are three standing committees that are responsible for decision making: the Policy Committee, the Planning Committee, and the Executive Committee. Each committee has a defined membership and purpose. The Policy Committee is the final decision-making body for the council.

Just about every study that the SMTC conducts (save for some minor technical analysis tasks) includes the formation of a Study Advisory Committee specifically for that project. The Study Advisory Committees generally consist of interested Planning Committee members and may, on occasion, include representatives of other community organizations whose input is deemed integral to the completion of the study.

1.1.5 MPO Funding

The federal funding that the SMTC administers (through the TIP) for transportation-related capital projects in our planning area comes primarily from the federal Highway Trust Fund (HTF). The majority of the money in the HTF comes from the federal gas tax, which has been set at 18.4 cents per gallon (24.4 cents per gallon for diesel fuel) since 1993. Annual revenue from gas taxes is on the order of $36 billion.

Before money from the HTF can be used to reimburse states for project costs, Congress must pass, and the President must approve, legislation authorizing the use of funds. These authorization bills govern how transportation funds are used for several years at a time.

SMTC Policy Committee Members

U.S. Department of Transportation
- Federal Aviation Administration*
- Federal Highway Administration*
- Federal Transit Administration*

New York State
- Department of Environmental Conservation
- Department of Transportation
- Thruway Authority
- Empire State Development

Onondaga County
- Office of the Executive
- Legislature
- Planning Board

Madison County
- Board of Supervisors*

Oswego County
- Legislature*

City of Syracuse
- Office of the Mayor
- Common Council
- Planning Commission

CNY Regional Transportation Authority
CNY Regional Planning and Development Board
CenterState Corporation for Economic Opportunity
Onondaga Nation*

* = Non-voting advisory agency
The SMTC operates with three primary standing committees (Policy, Planning, and Executive), plus a Capital Projects Committee and various study-specific committees and working groups. Representatives of the SMTC member agencies comprise the committees.

### Roles of the SMTC Committees

**Policy Committee**
- Establishes goals and long-term policies.
- Approves and adopts the UPWP, TIP, and LRTP.
- Reviews and acknowledges completion of planning studies.

**Planning Committee**
- Monitors progress of planning studies.
- Approves scope of work for planning studies.
- Established by the Policy Committee and composed of professional/technical representatives.

**Executive Committee**
- Manages administration within the SMTC.
- Coordinates with the SMTC Director, who manages SMTC staff.
- Consists of Planning Committee members.

**Capital Projects Committee**
- Managed by SMTC staff.
- Reviews, prioritizes, and recommends projects to be funded with federal transportation dollars to the Planning Committee.

**Study Advisory Committees and Working Groups**
- Managed by SMTC staff.
- Provides guidance throughout planning studies.
and include rules pertaining to what programs will be funded and how transportation planning and environmental review activities will be conducted. The FAST Act is the current funding authorization law. It set funding at over $305 billion for fiscal years 2016 through 2020.

The SMTC, as with all MPOs, does not own or maintain any infrastructure. The SMTC facilitates the development of the TIP, which lists the capital projects that will be undertaken by the facility owners that are members of the SMTC. The SMTC's current 2020-2024 TIP includes projects totaling nearly $385 million over 5 years.

The SMTC’s annual planning budget (for activities to be completed by staff or consultants, as listed in the UPWP) is approximately $1.2 million. These planning funds have historically been provided through a small set-aside from the total capital funding authorized in the current surface transportation legislation (typically around 1 percent of the total funding).

1.1.6 OTHER FUNCTIONS OF THE SMTC

In addition to the core functions previously discussed, the SMTC completes a number of other activities and documents for our region:

Congestion Management Process (CMP). A CMP is required by federal legislation in each metropolitan area with an urbanized-area population greater than 200,000 people (also known as Transportation Management Areas or TMAs). The urbanized area within the SMTC’s planning area includes 412,317 people (2010 Census) and therefore qualifies as a TMA. The FHWA defines a CMP as a “systematic approach to addressing congestion through effective management and operation.” This process aids in identifying locations that may need improvements to relieve congestion. The CMP is an on-going process that should be completed in advance of a Long Range Transportation Plan. The SMTC completed the most recent CMP report in 2019.

Functional Classification system review. Functional classification is the process by which roadways are grouped into various categories according to characteristics such as design, connectivity, relation to surrounding land uses, and anticipated traffic volumes. Functional classification is an integral component to determining eligibility for

The future of the Highway Trust Fund

The Highway Trust Fund is intended to provide a dedicated source of revenue for federally-funded surface transportation projects. Historically, revenue from the taxes associated with the fund (primarily gasoline and diesel fuel taxes, plus a few other related excise taxes) have been sufficient to cover the expenditures on the surface transportation system. However, improvements in fuel economy and a stagnant gas tax since the early 1990s have resulted in declining revenues.

The Congressional Budget Office (CBO) has projected that the HTF would face a shortfall of $189 billion by 2030, if taxes credited to the fund remain as-is and funding for highway and transit programs keeps pace with inflation. With the current federal authorization for highway programs set to expire on September 30, 2020, discussion about options to fund future highway programs is timely.

receipt of federal transportation funding assistance. MPOs have the
responsibility to examine the transportation network within their
planning area to ensure roadways are appropriately classified. This
review process typically occurs subsequent to the release of a decennial
Census urbanized area; however, revisions can occur to the system
at any time. The State Department of Transportation is responsible
for establishing the procedures by which modifications to the
transportation system classifications should be submitted. The SMTC
Policy Committee approves any change to the functional classification
system before transmittal to the State Department of Transportation
and then to US Department of Transportation for final approval.

Coordinated Public Transit-Human Services Transportation
Plan. Transportation legislation mandates that projects selected to
receive Federal Transit Administration Section 5310 funds (Elderly
Individuals and Persons with Disabilities) must be included in a locally
developed, Coordinated Public Transit-Human Services Transportation
Plan, or Coordinated Plan. A Coordinated Plan identifies the
transportation needs of individuals with disabilities, seniors, and people
with low incomes, provides strategies for meeting the local needs, and
prioritizes transportation services for funding and implementation.
The Coordinated Plan is developed with direct participation and
involvement from seniors, individuals with disabilities, representatives
of public, private and nonprofit transportation and human services
providers, and other members of the public. The Coordinated Plan is
updated every four years.

Title VI reporting and Environmental Justice analysis. Title VI
of the Civil Rights Act of 1964 prevents discrimination by government
agencies that receive federal funds. As recipients of federal funds from
the Federal Transit Administration (FTA) and the Federal Highway
Administration (FHWA), the SMTC and its member agencies are subject
to Title VI requirements. The current Title VI circular, FTA C 4702.1A,
includes guidance on conducting metropolitan transportation planning
and states “...MPOs should have an analytic basis in place for certifying
their compliance with Title VI.” To fulfill this regulation, the SMTC
completes a demographic profile of various socioeconomic groups,
including low-income, minority, seniors, Limited-English Proficient

No person in the United States shall, on the ground of race, color, or national
origin, be excluded from participation in, be denied the benefits of, or be subjected to
discrimination under any program or activity receiving Federal financial assistance. – Title VI of the
1964 Civil Rights Act

For more information...
SMTC has many resources available on our website at www.smtcmpo.org including:
• Latest versions of our TIP, UPWP, and LRTP
• Traffic counts for intersections and road segments throughout our planning area
• Final reports from past studies
• Maps, including our Bicycle Suitability Map and Waterway Destinations and Services Map
• Announcements about public meetings or other public involvement opportunities.
Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations in the United States. – Executive Order 12898

Environmental Justice (EJ) requirements stemmed from Title VI of the Civil Rights Act. In 1994, President Clinton issued Executive Order 12898 stressing the provisions of Title VI and stating in short that each federal agency shall make EJ a part of their mission. In 2002, the FHWA requested that the SMTC produce an EJ analysis report. Since that time, four reports, including the most recent one in 2018, have been completed. The EJ report evaluates whether capital and planning activities have been disproportionately distributed amongst the EJ target populations, which include the minority and low-income populations as well other identified underserved populations. The most recent analysis found that UPWP projects and activities going back as far as 2013 and projects from the 2014-2018 TIP and 2017-2021 TIP are not known to have been disproportionally distributed amongst the EJ target populations.

Data collection and analysis. The SMTC collects, stores, and analyzes a variety of data for our region. The SMTC provides a variety of services to the member agencies to assist with their own planning. Some notable current and past activities include:

- Collection and compilation of an extensive assortment of traffic count data.
- Maintenance of Bridge and Pavement Condition Management Systems and publication of an accompanying report on an annual basis.
- Publication of an updated Bicycle Suitability Map, a resource used by residents throughout our region, in 2020.
- Publication of a Waterway Destinations and Services Map in 2011.
- Maintenance of a regional travel demand model. This is a computer model that is used to determine the expected future travel conditions on major roads in our region based on projected population and employment changes. SMTC staff and member agencies employ this model for a variety of studies.
Public participation is vital to the transportation planning process. SMTC uses a variety of methods to engage the public in transportation planning for our region.

Three public meetings were held in 2016 and 2017 for the Syracuse Metropolitan Area Regional Transit Study Phase 1. Attendees could view display boards, interact with SMTC and Centro staff, and provide feedback on various aspects of the study.

Public participation is a key component to the success of any planning process. As required by federal legislation, the SMTC maintains an agency-wide “umbrella” Public Participation Plan and also creates individual Public Involvement Plans for specific projects. The SMTC provides an opportunity for citizens to participate in the discussion of specific transportation issues and encourages public participation via a variety of avenues such as public meetings, surveys, questionnaires, workshops, and open houses. The SMTC also conducts studies to gauge citizen desires, completes technical corridor reviews, and utilizes multimedia educational tools. The SMTC’s public meetings are held in ADA-accessible facilities, and in transit-accessible locations whenever possible. Translation and interpretation services, including American Sign Language, or other accommodations to facilitate participation are available upon request, and this is indicated on public meeting notices.

The public can access SMTC’s study reports and other publications from the agency’s website at www.smtcmpo.org. Public meeting notices are posted to the website as well. The website was completely revamped to a more modern and user-friendly format in mid-2019, and has averaged over 500 viewer “sessions” (during which a user might visit multiple pages on the site) per month since launch. Staff contact information is available on the website, and the agency maintains a general e-mail address (contactus@smtcmpo.org). The SMTC also has an online interactive, ArcGIS map gallery that is accessible from the website and includes information such as pavement ratings and TIP project locations; this site has averaged over 400 views per month over the past year. The SMTC maintains a Facebook page, which currently has 193 “likes.” SMTC typically posts project updates and other information one to four times a month.

The SMTC publishes a newsletter, Directions, typically two to four times each year. The newsletter includes summaries of recently completed studies or recently approved scopes of work, and announcements about upcoming public involvement opportunities. The newsletter is distributed in hard-copy to approximately 4,250 physical addresses and electronically to approximately 600 e-mail
addresses. These mailing lists have been compiled over many years primarily from sign-in information provided at public meetings and SMTC staff interactions with the community, and include a mix of individual members of the public and representatives of a variety of community organizations.

1.2 ABOUT THE LRTP

Creation of the LRTP is one of the core functions of every MPO. It is based on projections of growth and travel demand, coupled with financial assumptions and public input. The LRTP enunciates a vision and goals that guide annual transportation planning activities and capital funding in the Metropolitan Planning Area.

1.2.1 The evolution of SMTC’s Long Range Transportation Plan

This document is the first update to the 2050 Long Range Transportation Plan – Moving Towards a Greater Syracuse. The original 2050 LRTP (published in 2015) was the first entirely new plan generated by the SMTC since 1995, when the 2020 Long Range Transportation Plan was created in response to the planning requirements of the Intermodal Transportation Efficiency Act (ISTEA) of 1991. The original 2020 LRTP goals and objectives were created through brainstorming sessions with a Visioning Committee and were framed around ISTEA’s 15 “planning factors,” which addressed enhancing mobility for all users, safety, environmental sustainability, economic development, land use, and facility preservation.

The 2020 LRTP was updated in 1998, 2001, 2004, 2007, and 2011. These updates were not designed as independent documents, but as supplements to be used in conjunction with the original 2020 LRTP. The updated documents reviewed emerging transportation and demographic trends and responded to incremental changes in the federal legislation, but did not substantially alter the goals and objectives developed for the original plan in the early 1990s. The 2050 LRTP, and this update, includes new goals and objectives in response to recent changes in federal legislation and other recent planning efforts in our region. The current plan also encompasses a slightly larger area than the 2020 LRTP and its updates, as the SMTC’s Metropolitan Planning Area.

**2050 LRTP Update Study Advisory Committee members**
- Centerstate CEO
- Central New York Regional Planning and Development Board
- Centro
- City of Syracuse Department of Engineering
- City of Syracuse Department of Public Works
- City of Syracuse Planning Commission
- Empire State Development
- Federal Highway Administration
- Federal Transit Administration
- Madison County Highway Department
- Madison County Planning
- New York State Department of Transportation
- Onondaga County Department of Transportation
- Onondaga Nation
- Oswego County Community Development
- Oswego County Highway Department
- Syracuse-Onondaga County Planning Agency
Planning Area expanded farther into Oswego and Madison counties based on the 2010 Census.

1.2.2 PLANNING PROCESS AND PUBLIC PARTICIPATION

Development of the 2050 LRTP began in 2012 with the establishment of the Study Advisory Committee (SAC). All member agencies received a mailed (hard-copy) invitation to participate on the SAC. The SAC met 9 times during the development of the 2050 LRTP.

As in all SMTC activities, public participation is critical to the successful development of the LRTP. Major public outreach activities for the 2050 LRTP included the following:

- An online survey focused on the proposed goals and objectives for the new 2050 LRTP, which was conducted in December 2014/January 2015 and garnered 380 responses. (See Appendix B)
- A series of four open-house style public meetings in April 2015 to present existing demographic and infrastructure conditions, review the survey results, present financial analysis, and elicit feedback from the public on additional transportation issues and opportunities. One of these meetings was held in downtown Syracuse, and the other three meetings were held in suburban locations. A total of 38 people attended the meetings. The meeting materials were also made available on the SMTC’s website starting in mid-April 2015, and website traffic increased notably in April compared with the previous six months. (See Appendix C for a full summary of these public meetings.)
- A final public meeting in August 2015 to review the draft plan with the public (see Appendix E) and a 30-day public comment period from August 4 through September 3, 2015 (see Appendix F). Eighteen people attended this public meeting, and 14 individual comments were received via mail, email, or online comment form during the public comment period.

Although the SMTC utilized a variety of means to advertise public meetings in 2015 (including press releases, published legal notices, email blasts, hard-copy flier distribution at various locations including the Centro Hub and county libraries, and SMTC’s Directions newsletter), attendance at these meetings represented a very small fraction of the MPA population. The online survey was more successful in eliciting consultation with Tribal Nations

The FHWA is working with MPOs and the NYSDOT to consult with Tribal Nations in the transportation planning process. This includes the Onondaga Nation within the SMTC MPA. The Onondaga Nation is a non-voting advisory member of both the SMTC Planning Committee and Policy Committee, and, therefore, is sent all correspondence that is provided to these committees such as meeting notices and summaries of studies. The Onondaga Nation was included on the LRTP Study Advisory Committee (SAC) both for the 2015 process and the update process in 2020 and was sent all electronic and hard-copy correspondence directed to the SAC. The Onondaga Nation was also included on the list of land use management and environmental regulatory agencies that received notification, by mail, of the availability of the draft LRTP for review in 2015 and again in 2020.
public response, though still a small response rate as compared to total population. (This experience, coupled with the COVID-19 situation as noted below, also informed the decision to focus on online public engagement and a direct-mailed LRTP-specific newsletter during the 2020 update process.)

The required update process for the 2050 LRTP began in January 2019. The original SAC was reconvened (though individual representatives changed, the organizations involved remained the same) in April 2019. A subset of the full SAC formed a “future projects/financial plan working group,” consisting of NYSDOT, OCDOT, Centro, and City of Syracuse representatives; this group met in June 2019 and was consulted throughout the development of the financial analysis component of the LRTP.

Planning, and associated public engagement, is an on-going process. Since the original 2050 LRTP was adopted in 2015, the SMTC has conducted numerous studies to examine issues that are important to residents in our planning area. These studies have also yielded significant public input over the past five years, all of which is considered in our LRTP update; see insert below for more details.

Due to the COVID-19 public health emergency that the country (and the world) was facing beginning in March 2020, the SMTC was prevented from conducting in-person public outreach throughout the

<table>
<thead>
<tr>
<th>Public engagement in SMTC studies since 2015</th>
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<td>The Syracuse Metropolitan Area Regional Transit Study Phase 1 (SMART 1) – which recommended a Bus Rapid Transit (BRT) system for the region – included three public meetings in Downtown Syracuse in 2016 and 2017, multiple focus group meetings, and a series of popup meetings at bus stops. See Sections 2.4.3 and 4.4.3 for more information about the SMART 1 study. SMTC also conducted two surveys for Centro in 2017: a mailed survey for people who do not currently use the bus, and an in-person survey on Centro buses. Both of these surveys received over 1,100 responses. The Work Link study examined access to jobs in the region, and included a series of focus group meetings, stakeholder meetings, a survey, and a public meeting. More information about the Centro surveys and the Work Link study can be found in Section 4.4.3. Many recent SMTC studies – and public engagement efforts – have focused on bicycle and pedestrian mobility concerns; for a listing of all these studies see Publications &gt; Planning Studies &gt; Bike/Ped Planning on the SMTC’s website, <a href="http://www.smtcmpo.org">www.smtcmpo.org</a>. Section 4.4.4 also discusses bicycling and pedestrian facilities in our region.</td>
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spring and summer of 2020 leading up to the adoption deadline for this plan (September 30, 2020). Therefore, other avenues for public involvement had to be utilized.

In May 2020, the SMTC produced the 2050 LRTP Update Newsletter, which was mailed in hard-copy to over 4,000 addresses. An electronic version of the newsletter was available on the SMTC’s website, and the link was emailed to over 500 email addresses in the SMTC’s database and posted to the agency’s Facebook page. The four-page newsletter included brief summaries of the LRTP goals, other public engagement efforts since 2015, regional priority projects, performance measures, the financial plan, and the timeline for completion. The newsletter directed readers to the SMTC’s website for additional information and included contact information for the SMTC by various means (phone, email, web, etc.). The LRTP goals and objectives were listed on the LRTP Update page of the SMTC website for public review. No comments were received specifically pertaining to the LRTP goals and objectives in 2020.

The SMTC also utilized an online financial simulation tool called “Balancing Act” to share the draft financial plan with the public; a link to this was included in the 2050 LRTP Update Newsletter and posted to the SMTC’s Facebook page. The simulation had over 190 page views and 12 submissions of suggested financial plan adjustments. Links to the newsletter and to the financial simulation tool were also emailed to the LRTP SAC members, and members were asked to “spread the word” to their own contacts about the LRTP Update process and these online resources. See Appendix H for a more detailed summary of this outreach and the resulting feedback, along with a copy of the newsletter.

The draft LRTP Update was made available for public review and comment on the SMTC’s website from August 3 through September 2, 2020. At the same time, a narrated presentation was available on the agency’s YouTube channel (link from the LRTP page of the SMTC website), which provided a description of the SMTC, the LRTP process in general, and the specific elements of this LRTP update. This presentation received [insert number] views, and the SMTC received [insert number] comments on the draft plan. See Appendix I for a listing of the public comments that were received during this time.
The FAST Act also requires that MPOs consult with agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation during the development of the LRTP. To this end, the SMTC contacted the appropriate agencies by mail in August 2020 to provide notice of the availability of the draft LRTP document and presentation for their review. The contact list is included in Appendix G. [Note if Agency comments were received.]

Public input is incorporated throughout this document where it is most relevant: Sections 2.3 and 2.4.2 discuss public feedback related to the LRTP goals and objectives; Section 6.4 discusses public feedback on the financial plan.

1.2.3 What’s in the 2050 LRTP (2020 Update)

The remainder of the 2050 LRTP (2020 Update) is organized into the following chapters:

Chapter 2 describes the development of the plan's goals and objectives, taking into account other recent planning efforts and the public feedback received through our online survey.

Chapter 3 presents existing demographic and economic data for our region and Chapter 4 discusses existing infrastructure conditions, and includes our System Performance Report. Both of these chapters frequently reference the SMTC’s Transportation Atlas (published separately), which includes a wealth of transportation-related information for our planning area.

Chapter 5 describes the development of the ‘anticipated future’ scenario and the technical travel demand modeling work that was completed as part of this planning effort. This chapter also includes a discussion of emerging technologies and possible impacts on the future of transportation in our community.

The financial analysis is detailed in Chapter 6.

Finally, Chapter 7 summarizes the vision for our region and the actions necessary to achieve that vision.

Look for this icon throughout the LRTP - it will tell you where to find more information in the Transportation Atlas!