

# TRI-COUNTY REGIONAL PLANNING COMMISSION

Planning Mid-Michigan's Future Together Since 1956

3135 Pine Tree Road, Suite 2C  
Lansing, Michigan 48911  
Toll Free: 1.800.619.6676 Phone: 517.393.0342 Fax: 517.393.4424  
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## TRANSPORTATION REVIEW COMMITTEE

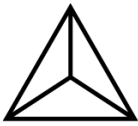
February 8, 2017

4:00 p.m.

TCRPC Conference Room

### Proposed Agenda

- I. **Call to Order/Introductions**
- II. **Approval of Agenda** (Action)
- III. **Approval of Minutes** (Action)  
Minutes of the December 7, 2016 meeting are enclosed
- IV. **Opportunity for Public Comment**
- V. **Election of Vice Chair** (Action) – The committee will be asked to nominate and elect a vice chairperson for calendar year 2017.
- VI. **New Member Welcome** – Staff will provide a brief presentation on the major work tasks that are scheduled to be addressed in the coming year.
- VII. **2017-2020 Transportation Improvement Program (TIP) Revisions**
  - A. Herbison Road Path Phase I & III and Phase III (Action)
  - B. Clark Road Path (Action)
  - C. TIP Administrative Revisions (Information)
- VIII. **Transportation Planning Public Participation Plan** (Action) – Staff will present an update to the transportation element of the TCRPC Public Participation Plan. TRC will be asked to make a recommendation to the full Commission.
- IX. **2045 Metropolitan Transportation Plan (MTP) Goals and Objectives** (Review) – Staff has enclosed information related to updated Goals and Objectives for the 2045 MTP. The committee will be asked to review the enclosed information and make a recommendation to the full Commission.
- X. **2016 Annual Obligated Projects Report** (Information) – Staff will provide the committee with a report on the transportation project that received federal funding during FY 2016.
- XI. **Bus Rapid Transit Project Update**– (Information) – Staff from CATA, will present information on the status of the Lansing Area Bus Rapid Transit (BRT) project.
- XII. **Other Business**
  - A. Non-Motorized Plan Update
  - B. FY 2018 Unified Work Program and Budget
  - C. March/April meeting schedule and agenda items
- XIII. **Adjourn**



## TRANSPORTATION REVIEW COMMITTEE MINUTES

December 7, 2016 (Tuesday) at 4:00 p.m.  
Tri-County Regional Planning Commission  
3135 Pine Tree Road, Ste. 2C  
Lansing, MI 48911

**I. Call to Order/Introductions/Approval of Agenda**

Chair Armentrout called the meeting to order at 4:00 p.m.

**II. Approval of the Agenda**

**III. It was MOVED by C/Swope, SUPPORTED by C/Watkins, to approve the meeting agenda as printed. MOTION CARRIED UNANIMOUSLY.**

**IV. Approval of Minutes**

**It was MOVED by C/Swope, SUPPORTED by C/Watkins, to approve the meeting minutes from November 9, 2016, as printed. MOTION CARRIED UNANIMOUSLY.**

**V. Opportunity for Public Comment**

No public comment.

**VI. FY 2017-2020 Congestion Mitigation and Air Quality (CMAQ) Funding Options**

Ch/Tennis stated that at last month's meeting other options were presented on this issue. He stated TCRPC staff had further worked with CATA staff to come up with another alternative that is solely transit amendments. Ch/Tennis stated that this alternative plan meets the needs of the BRT and provides additional time to determine if the plan needs to be enacted. Chief Planner Snell stated that this may not come before the Committee again, but will mostly be a staff action when deemed necessary.

**It was MOVED by C/Pohl, SUPPORTED by C/Swope, to approve the FY 2017-2020 Congestion Mitigation and Air Quality Funding Alternative as presented as TRC's recommendation to the TCRPC Commission as the preferred alternative funding plan. MOTION CARRIED UNANIMOUSLY.**

**VII. Rural Task Force 6 Proposed Changes to the FY 2017-2020 Transportation Improvement Program**

Chief Planner Snell stated that the Rural Task Force 6 had recently met. Rural Task Force 6 has received a new FY 2017 estimated for funding, that included \$269, 699 additional funding. The Rural Task Force proposes spending the additional funding by expanding already programmed projects. He also stated that the task force also move a FY 2018 project to as an advanced construct project in FY 2017, incase additional funding is available.

**It was MOVED by C/Pohl, SUPPORTED by C/Watkins, to recommend the Rural Task Force 6 Proposed TIP changes as presented to the TCRPC Commission. MOTION CARRIED UNANIMOUSLY.**

**VIII. TCRPC's Traffic Count Program Report**

Planner Dionne reported that to assist in the collection of local traffic count data, TCRPC had initiated a traffic count collection program. This past fall, TCRPC had gathered data from 66 local locations. A map and sample data set were distributed for review.

**IX. FY 2016 List of Obligated Projects**

TIP Coordinator Strach stated that after review the past list of obligated projects, she would like to make some changes that shows some analysis. The list of obligated projects would be distributed

**X. Congestion Mitigation Process (CMP)**

Chief Planner Snell stated that TCRPC would like to give the committee a preview of the plans and processes that are needed for Federal Certification. CMP is a tool to identify alternatives to address traffic congestion. Chief Planner Snell explained that TCRPC would determine what alternatives are viable for the region. He also explained an example data set. This process will be presented more in depth in February.

**XI. Bus Rapid Transit Project Update – (Information)**

D. Alexander gave a brief update on the BRT project. The Federal Transit Administration has received comments from the Michigan Department of Transportation.

Chief Planner Snell thanked Ms. Alexander for her 25 years of service to the Capital Area Transportation Authority (CATA) and the Tri-County region. Ms. Alexander is retiring from CATA in the beginning of January. The Committee joined in thanking Ms. Alexander and wishing her well in the future.

**XII. Other Business**

**A. Non-Motorized Plan Kick-off Meeting**

Chief Planner Snell reported that a Non-Motorized Plan Kick-off Meeting took place on December 6<sup>th</sup>. There was a good turnout for the meeting. The Capital Area Transportation Study Committee will be working to determine a core work group for the non-motorized plan.

**B. January/February Meeting Schedule**

Typically, meetings in January are typically canceled. The next committee meeting will be on February 15, 2017.

**IX. Adjourn**

***There being no further business, the meeting was adjourned at 5:25 p.m.***

## 2016 Transportation Review Committee Attendance

Representing	Member	MEETING DATE											
		1/13	2/10	3/9	4/13	5/11	6/8	7/6	8/10	9/14	10/12	11/9	12/7
Capital Area Transportation Authority (CATA)	Robin Lewis	C	X	X		X	X		C			X	
City of Lansing, Council	Judi Brown Clarke	C							C				
City of Lansing, Council	Chris Swope	C	X	X	X	X		X	C	X	X	X	X
Clinton County Board of Commissioners	Dave Pohl	C	X	X	X	X	X		C	X	X	X	X
Clinton County Road Commission	Gail Watkins	C	X	X	X	X	X		C	X	X	X	X
Eaton Area Transit Authority (EATRAN)	Kent Austin	C	X	X		X	X	X	C	X	X	X	
Eaton County Board of Commissioners	Howard Spence	C	X	X	X	X	X	X	C	X	X	X	
Ingham County Road Department	Teri Banas	C		X	X	X	X		C	X	X	X	
Eaton County Road Commission	Darrell Tennis	C	X	X	X	X	X	X	C	X	X	X	X
Michigan Department of Transportation (MDOT)	John Watkin	C	X		X	X	X	X	C	X	X		
Total Voting Members:			8	9	7	9	8	5		8		8	4

**2/10/2016:** Tim Potter, Bob Lovell, Steve Readett, Tri-County Bicycle Association; Dave Meade, Share-A-Bike; Chris Gulock, MDOT; Lane Masoud and Nicole Wilson, CATA; Sue Pigg and TCRPC Staff

**3/9/2016:** Maggie Striz Calnin, Greater Lansing Clean Cities; Chris Gulock, MDOT; Lane Masoud, CATA; Sue Pigg and TCRPC Staff

**4/13/2016:** Chris Gulock, MDOT; Sue Pigg and TCRPC Staff

**5/11/2016:** Debra Alexander, Lane Masoud, CATA; Sue Pigg and TCRPC Staff

**6/8/2016:** Bradley Sharlow, Chris Gulock, MDOT; Debra Alexander, Lane Masoud, CATA; Sue Pigg and TCRPC Staff

**7/6/2016:** Ernest West, Delta Township; Joe Pulver, Clinton County Road Commission; Erick Mullen, Lynnette Firman, MDOT; Claudine Williams, Eaton County; Scott DeVries, City of Williamston, Roger Marks, C2AE; Doug Riley, Clinton County; Maggie Striz Calnin, GLACC, Jim Snell, Steve Skinker, Paul Dionne, & Andrea Strach, TCRPC; and CARTS Members.

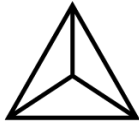
**9/14/2016:** Elizabeth Hude, CATA; Chris Gulock, Keith Simons, MDOT; Sue Pigg and TCRPC Staff

**10/12/2016:** Debbie Alexander, Elizabeth Hude, CATA; Keith Simons, MDOT; Patrick Andridge, OPUS; Sue Pigg and TCRPC Staff

**10/12/2016:** Debbie Alexander, Bradley Funkhouser, CATA; Tom Doyle, Chris Gulock, MDOT; Sue Pigg and TCRPC Staff

**11/9/2016:** Debbie Alexander, Bradley Funkhouser, CATA; Tom Doyle, MDOT.

**12/13/2016:** Debbie Alexander, Ericka Hartigan, CATA; Tom Doyle, MDOT.



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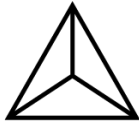
## MEMORANDUM

To: Robert Peterson, Ingham County Road Department  
Cc: Alex Nikoloff, MDOT; Tom Doyle, MDOT; Dan Armentrout, CARTS Chair;  
Vacant, TRC Chair, Jim Snell, TCRPC  
From: Andrea Strach, TIP Coordinator  
Date: December 22, 2016  
Re: FY 2017-2020 TIP Revision # 3  
*Jolly Road Non-motorized Facility (Dobie to Meridian) - JN 130436*

TCRPC took Administrative Modification Action on 12/2/2016. The Action was submitted to MDOT for processing on 1/11/2017.

Cost changes are due to Transportation Alternative Program Funding becoming available through State-wide funding. This change is at MDOT's request.

Year	Name	Limits	Length	Project Scope	Federal Cost	Federal Funding Source	Local Match	Total Cost
2017	Jolly Rd. Non-motorized Facility	Dobie to Meridian	2.4	Construction of non-motorized facility along Jolly Road	<del>\$1,997</del> \$717,000	TA	<del>\$998,003</del> \$239,000	<del>\$1,000,000</del> \$956,000



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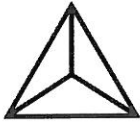
## MEMORANDUM

To: Dean Johnson, City of Lansing  
Cc: Tom Doyle, MDOT; Dan Armentrout, CARTS Chair; Vacant, TRC Chair; Jim Snell, TCRPC  
From: Andrea Strach, TIP Coordinator  
Date: December 29, 2016  
Re: FY 2017-2020 TIP Revision # 4  
*Jolly Rd (over Sycamore Creek)- JN ~~133269~~\* 123007*  
*Cavanaugh Rd (over Sycamore Creek)- JN 129374*

TCRPC took Administrative Modification Action on 12/29/2016. The Action was submitted to MDOT for processing on 1/11/2017.

Year	Project Name	Limits	Length	Project Scope	Federal Cost	Federal Funding Source	Local Match	Total Cost
<del>2016</del> 2017	Jolly Road			Bridge Replacement	\$411,200	BHT	\$77,100	\$514,000
<del>2018</del> 2017	Cavanaugh Road			Bridge Replacement	\$317,600	BHT	\$59,550	\$397,000

\*a new job number was requested for the project, MDOT instructed to use old job number.



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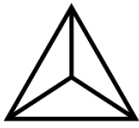
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**MEMORANDUM**

To: Christopher Gulock, Transportation Planner- MDOT University Region  
Cc: Tom Doyle, MDOT; CARTS; TRC; TCRPC  
From: Andrea Strach, TIP Coordinator  
Date: January 20, 2017  
Re: FY 2017-2020 TIP Revision # 5  
*US 127- JN 129166*

TCRPC will take Administrative Modification Action for next MPO submittal to MDOT on 3/24/2017.

Year	Project Name	Limits	Length	Project Scope	Federal Cost	Federal Funding Source	Local Match	Total Cost
2017	US 127	Henry Rd. to Plaines Rd. Henry Rd. to Cedar St.	11.2 16.4	Single course mill and resurface	\$4,366,699	ST	\$968,302	\$5,335,001



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## MEMORANDUM

To: CARTS Members, TRC Members, and Tri-County Regional Planning Commissioners

From: Andrea Strach, TIP Coordinator

Date: February 1, 2017

Re: FY 2017-2020 TIP Revision # 6 *Herbison Road Path Phase I & II and Phase III- JN 130450*

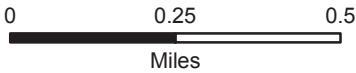
Clinton County Road Commission (CCRC) is requesting amendments to its Herbison Road Path Phase I & II and Herbison Road Path Phase III projects programmed in FY 2017 thru FY 2019. CCRC was awarded \$301,578 in State Transportation Alternative Program (TAP) Funding. Please see the below changes. The changes do not effect fiscal constraint in the TIP.

Note: The Clark Rd. project is a new project requested to be approved in the FY 2017-2020 TIP.

Year	Project Name	Limits	Length	Adv. Const.	Federal Cost	Federal Funding Source	Local Match	Total Cost	Comments
2017	Herbison Road Path Phase I&II	BR-127 to 800' of Turner	<del>1.34</del> 1.39	AC	\$161,148	TA	<del>\$503,901</del> \$176,879*	<del>\$665,049</del> \$338,027	*includes \$136,592 ACC in FY 2018.
2017	Herbison Road Path Phase I&II	BR-127 to 800' of Turner	<del>1.34</del> 1.39		\$301,578	Statewide TA	\$75,395	<del>\$665,049</del> \$376,973	Money awarded from Statewide TAP
2018	Herbison Road Path Phase I&II	BR-127 to 800' of Turner	<del>1.34</del> 1.39	ACC	<del>\$368,901</del> \$136,592	TA	\$0	<del>\$368,901</del> \$136,593	AC from FY 2017.
2018	Clark Road Path	Airport to DeWitt	0.66		\$232,309	TA	\$67,691	\$300,000	New Project, Funding from local TA funding offset by Statewide TA awarded for Herbison Rd.
2019	Herbison Road Path Phase III	Rambler to US-127 DeWitt to Panther	<del>0.45</del> 0.38		\$259,800	TA	\$64,950	\$324,750	Limits/Length Corrected Only



# Proposed TIP Amendment - February 2017



**Recommended Amendment**  
■■■■ Non- Motorized Project



## MEMORANDUM

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To: Capital Area Regional Transportation Study (CARTS) Committee  
Transportation Review Committee

From: Jim Snell, Chief Transportation Planner

Date: January 31, 2017

Re: Draft 2045 Metropolitan Transportation Plan Goals and Objectives review

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One of the initial steps in the development of the TCRPC 2045 Metropolitan Transportation Plan (MTP) process is to reaffirm goals, objectives, and actions. Goals generally define a desired result, or outcome, while objectives support a specific goal and provide additional details, or strategies, on how the goal will be achieved. Actions are typically activities that will be implemented to address the objectives as developed.

Goals and objectives are extremely useful in the planning process as they provide the necessary direction and basic framework upon which future decisions can be made. The goals and objectives of the TCRPC MTP will contribute strongly to the selection and evaluation of alternatives in the transportation system. As goals embody a desired state of affairs to be realized through future efforts, the transportation goals and objectives embraced by TCRPC will affect an overall design for the 2045 MTP. These goals and objectives also influence the development of the short range Transportation Improvement Program, and indeed are meant to guide the entire regional transportation planning process.

For each plan over the years the Goals and Objectives have been redeveloped and edited to reflect the general desires of the time. The attached version of the draft Goals and Objectives was gleaned from the 2040 effort with some structure provided to address the federally mandated planning factors.

Please review the attached. There is no action scheduled on this item during the February meeting. In March, CARTS and TRC will be asked to make a recommendation to the full Commission regarding the Goals and Objectives for the 2045 MTP.

If you have any questions prior to the meeting or would like to suggest revisions, please let me know.

## **DRAFT TCRPC Goals and Objectives**

One of the initial steps in the development of the TCRPC 2045 Metropolitan Transportation Plan (MTP) process is to develop goals, objectives, and performance measures. Goals generally define a desired result, or outcome, while objectives support a specific goal and provide additional details, or strategies, on how the goal will be achieved. Performance measures are typically tied to each objective and are used during the project evaluation, or scoring process, to assess the effectiveness of policies and multimodal projects to address future year transportation issues and deficiencies. The results of the evaluation process help prioritize projects that best support the overall MTP vision

Goals and objectives are extremely useful in the planning process as they provide the necessary direction and basic framework upon which future decisions can be made. The goals and objectives of the TCRPC MTP will contribute strongly to the selection and evaluation of alternatives in the transportation system. As goals embody a desired state of affairs to be realized through future efforts, the transportation goals and objectives embraced by TCRPC will affect an overall design for the 2045 MTP. These goals and objectives also influence the development of the short range Transportation Improvement Program, and indeed are meant to guide the entire regional transportation planning process.

The goals and objectives of the Metropolitan Transportation Plan are revisited with each MTP development cycle and are developed by the TCRPC Transportation Committees and adopted by the full TCRPC. Several of the goals and objectives are more specific than the final MTP conclusions can support. However, this specificity will become important during subsequent studies which will be completed after the MTP is adopted. It may appear that some of the goals and objectives compete or conflict with each other. This occurs because the list that is presented below is comprehensive in nature and is designed to accommodate several different types of situations. When applying these goals and objectives to any effort, regional decision-makers will need to find balance between different goals and different objectives. The goals and objectives are not ranked or listed in order of importance.

Applicable policy statements related to the goals and objectives will be developed and listed in an Appendix of the final MTP. The policy statements are intended to provide the structure and guidelines for transportation planning in the region. In addition, the policy statements improve the overall transportation planning practices currently in use in the area. The combination of the MTP goals, objectives, and policies will help guide the implementation of the 2045 Metropolitan Transportation Plan.

## **Vision Statement**

The 2045 MTP establishes a vision of how the future multimodal transportation system will serve the people and businesses of Clinton, Eaton and Ingham counties. The vision statement, adopted by the TCRPC may appear as follows:

**“With an engaged community, equitably provide and maintain a sustainable multi-modal transportation system for the safe and efficient movement of people and goods throughout the Tri-County region. Enhance the connectivity within the region by establishing an economically, environmentally, and socially sustainable transportation system that offers viable travel choices, enhances public health, and fosters regional inter-jurisdictional cooperation.”**

To achieve this vision, the transportation system will be well maintained and the region’s agencies and jurisdictions will work cooperatively to develop strategies to effectively distribute transportation funding. As such, the following goals are supported by several measurable objectives that are described in association with specific transportation components. Following the list of goals below is a more detailed outline of full Goals, Objectives and Performance Measures that are to be used in the development of the TCRPC 2045 MTP.

The Goals listed are a vast departure from those adopted for past long range planning efforts. They are crafted in a manner meant to directly address the 10 Federal Planning Factors outlined in various federal transportation bills starting with Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) signed into law in 2005, reemphasized with MAP-21 and most recently the FAST Act. The essence of previous Goals and Objectives have been preserved in the proposed Goals that follow. The changes are being proposed in an effort to provide a format conducive to the implementation of measuring the effectiveness of the plan using performance measures tied directly to the objectives listed below.

## **2045 TCRPC 2045 MTP Goals List**

- Goal 1: Enhance the economic vitality of the region by supporting global competitiveness, productivity, and efficiency.
- Goal 2: Increase the safety of the transportation system for motorized and non-motorized users.
- Goal 3. Increase the security of the transportation system for motorized and non-motorized users.
- Goal 4: Equitably provide enhancements to the accessibility, connectivity and mobility of people and for freight.
- Goal 5: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

- Goal 6: Enhance the integration and connectivity of the transportation system, across and between modes, jurisdictions, people and freight.
- Goal 7: Promote efficient system management and operation.
- Goal 8: Emphasize the preservation of the existing transportation system.
- Goal 9: Improve the resiliency and reliability of the region’s transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Goal 10: Enhance travel and tourism.

**2045 TCRPC 2045 MTP Goals, Objectives and Actions in detail**

**Goal 1: Enhance the economic vitality of the region by supporting global competitiveness, productivity, and efficiency.**

- Objective 1: Maintain, improve, and integrate a multi-modal transportation system that fosters and supports job creation, retention, and investment.
- Objective 2: Provide transportation services and intermodal connectivity that helps retain and expand existing businesses and attracts new businesses.
- Objective 3: Foster regional cooperation and transportation management that reduces business costs, increases investments, and improve opportunities.
- Objective 4: Improve operations by prioritizing projects that enhance all modes and provide balance to the transportation system.
- Objective 5: Promote the efficient transportation of people, goods and services by supporting the development, maintenance and improvement of multi-modal infrastructure connections between transportation facilities including airports, rail facilities and highways.

*Action 1: Consider amending the TCRPC Project Prioritization Process to include emphasis on projects that contribute to enhancing economic vitality*

*Action 2: Consider increasing the presence of representation from the economic development community on TCRPC transportation committees*

**Goal 2: Increase the safety of the transportation system for motorized and non-motorized users.**

- Objective 1: Design, manage and maintain transportation systems consistent with safety standards, with community character, and with the “Regional Growth” plan goals.
- Objective 2: Encourage traffic control measures and Intelligent Transportation Systems applications, lighting, signage, and innovative construction and design solutions to improve safety for all modes of travelers.
- Objective 3: Encourage Complete Streets ordinances and designs. Use safety programs to minimize conflicts between modes with traffic calming, pedestrian and rail crossings, paved shoulders, bicycle lanes, safety education, and enforcement.
- Objective 4: Use accepted management systems to evaluate, prioritize, and develop cost effective strategies to address congestion, traffic safety, bridges, and intermodal management and pavement assets conditions.

*Action 1: Conduct safety audits for areas of high concentrations of crashes or non-motorized activity.*

*Action 2: Enact the recommendations of the TCRPC Regional Safety Plan through increased emphasis on potential safety improvements within the scope of infrastructure improvements.*

*Action 3: Initiate regional “safe routes to school” program*

**Goal 3: Increase the security of the transportation system for motorized and non-motorized users.**

Objective 1: Identify and maintain appropriate capacity along evacuation corridors

Objective 2: Improve transportation security for facilities and in operations

Objective 3: Ensure transportation options are available during declared emergencies for the elderly and persons with disabilities

Objective 4: Ensure security at airports, and major intermodal centers/terminals

*Action 1: Coordinate planning activities with MDOT and other regional emergency management entities to ensure proper coordination of resources and technology.*

**Goal 4: Equitably provide enhancements to the accessibility, connectivity and mobility of all people and for freight.**

Objective 1: Develop a multi-modal transportation system that maximizes accessibility and offers choices for efficient movements of all and address special needs of persons regardless of economic, physical and social characteristics.

Objective 2: Encourage land use planning techniques such as mixed use, infill, and transit-oriented-development that enhance access.

Objective 3: Encourage connectivity within and across jurisdictions and with statewide systems. Provide a system that serves high travel demand corridors and centers, such as Michigan State University.

Objective 4: Offer various opportunities and venues for participation in planning

Objective 5: Involve social service and health agencies, underrepresented and minority groups, and other stakeholders to help meet regional goals of inclusion and environmental justice.

*Action 1: Prioritize projects that improve access to intermodal facilities*

*Action 2: Work with economic development entities to develop a regional Freight Advisory Committee as an improved communications line to the freight sector*

*Action 3: Continue efforts to integrate land use planning into transportation planning efforts*

*Action 4: Use modern communications media including social media, email, and websites along with standard methods to solicit input and feedback.*

**Goal 5: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.**

- Objective 1: Develop a transportation system that reduces energy consumption, greenhouse gas emissions and encourages sustainable development
- Objective 2: Coordinate transportation projects with capital improvement projects to minimize disruption in affected communities.
- Objective 3: Emphasize context-sensitive designs that preserve historic character.
- Objective 4: Resize facilities with excess vehicle capacity to achieve community character goals.
- Objective 5: Minimize transportation-generated noise.

*Action 1: Evaluate projects for their impacts on greenhouse gases, vehicle miles of travel and energy sustainability.*

*Action 2: Promote use of cleaner fuels and sustainable energy technologies.*

*Action 3: Consider the context of land uses and human activity in review and development of transportation project proposals and planning products.*

**Goal 6: Enhance the integration and connectivity of the transportation system, across and between modes, jurisdictions, people and freight**

- Objective 1: Better integrate aeronautics and rail facilities and services into the regional transportation network. Increase intermodal passenger and freight transportation connections.
- Objective 2: Encourage passenger and freight facilities and services that provide multi-modal connections. Encourage efficiency in freight movement.
- Objective 3: Support airports and rail station services and improvements.
- Objective 4: Improve intermodal access to the region's air and rail facilities
- Objective 5: Increase intermodal linkages between transit, auto, rail, air, and non-motorized travel modes. Provide stronger connections between all transit services.

*Action 1: Prioritize projects that improve access to intermodal facilities*

*Action 2: Pursue balanced regional funding for Capital Region International Airport*

**Goal 7: Promote efficient system management and operation.**

- Objective 1: Maximize the transportation system's efficiency by balancing its multi-modal performance and by using integrated management systems
- Objective 2: Improve operations by prioritizing projects that enhance all modes and provide balance to the transportation system
- Objective 3: Improve transportation system management during peak periods, special events, incidents, and poor weather.
- Objective 4: Enhance public transit service and attractiveness with ITS systems

*Action 1: Form regional traffic operations and safety committee with the charge of coordinating regional traffic operations and ITS implementation*

**Goal 8: Emphasize the preservation of the existing transportation system.**

- Objective 1: Allocate highest funding priority to preserving, enhancing, and wise management of the existing multi-modal system
- Objective 2: Use accepted management systems to evaluate, prioritize, and develop cost effective strategies to address pavement assets conditions
- Objective 3: Consider life cycle costs to maximize long term benefits of transportation improvements.
- Objective 4: Coordinate transportation projects with capital improvement projects to minimize disruption in affected communities

*Action 1: Prioritize roadway projects that improve existing facilities over those that develop new roadways and encourage the use of existing right-of-ways for the development and expansion of the transportation system for all users.*

*Action 2: Cooperatively work with local, state, and federal officials to educate decision-makers and constituents about transportation funding needs*

**Goal 9: Improve the resiliency and reliability of the region's transportation system and reduce or mitigate stormwater impacts of surface transportation.**

- Objective 1: Minimize air, noise, and water pollutant emissions and concentrations.
- Objective 2: Encourage projects and programs that use low-polluting fuels and alternative fuel and engine technology in vehicles and vehicle fleets.
- Objective 3: Develop the transportation system to minimize disruption of existing neighborhoods, households, prime farmlands, natural habitats, and open spaces.
- Objective 4: Prioritize transportation projects which reduce the frequency and length of trips, minimize the energy resources consumed for transportation, and promote a reliable and sustainable transportation system.

*Action 1: Prioritize projects and programs that contribute to the achievement of federal air and water quality standards*

*Action 2: Develop report outlining impacts of highway runoff on local water quality*

**Goal 10: Enhance travel and tourism**

- Objective 1: Support cultural travel, tourism and our regional transportation history
- Objective 2: Minimize negative effects of improvements to the transportation system on historic sites and recreational, cultural, religious and educational activities.
- Objective 3: Emphasize context-sensitive designs that preserve historic character
- Objective 4: Provide and maintain economical bicycle, pedestrian and shared-use path facilities in rural, suburban and urban areas that may transform the region into a non-motorized travel destination
- Objective 5: Integrate water trails into the transportation framework as a means for promoting travel and tourism in the region.

*Action 1: Strengthen relationship with regional travel and tourism industry.*