



M E C K L E N B U R G - U N I O N
METROPOLITAN PLANNING ORGANIZATION

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WINGATE

TO: TCC Members
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: June 30, 2011
**SUBJECT: Technical Coordinating Committee (TCC) Agenda
July 2011 TCC Meeting—July 7, 2011**

The July 2011 TCC meeting is scheduled for **Thursday, July 7** at **10:00 AM** in **Room 267** of the Charlotte-Mecklenburg Government Center (600 East Fourth Street). Attached is a copy of the agenda.

In addition, please note that the Public Comment period for the draft 2012-2018 TIP (TIP), draft 2035 Long Range Transportation Plan (LRTP) amendments and draft Conformity Determination Report (CDR) was extended until June 30, 2011. If any additional comments are received, the TCC will be notified prior to its July meeting.

Please call me at (704) 336-8309 if you have any questions.

MUMPO TCC
AGENDA
July 7, 2011

1. Consideration of June Meeting Minutes

Bill Coxe

ACTION REQUESTED: Approve as presented, or with amendments.

2. MUMPO Website (5 minutes)

Nicholas Polimeni

ACTION REQUESTED: FYI

BACKGROUND: Over the past several months, staff has been working on creating a new MUMPO website. The new website has been designed to incorporate a modified MUMPO logo, an updated look and more information. An overview and highlights of the new website will be presented.

3. Transportation Improvement Program (TIP) (10 minutes)

Robert Cook

ACTION REQUESTED: Recommend to the MPO that it: a) Find that the 2012-2018 Transportation Improvement Program and the amended 2035 Long-Range Transportation Plan are in compliance with the provisions of the Clean Air Act amendments of 1990, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU); b) Adopt the 2012-2018 Transportation Improvement Program; c) Adopt amendments to the 2035 Long Range Transportation Plan.

BACKGROUND: See attached memorandum.

ATTACHMENTS: TIP Memorandum and Resolutions

4. I-485 Clark's Creek Greenway Crossing (5 minutes)

Tim Gibbs

ACTION REQUESTED: Recommend that the MPO endorse a resolution of support for NCDOT's construction of a bridge at the Clark's Creek Greenway crossing of I-485, using equity funds.

BACKGROUND: NCDOT has requested a resolution of support from MUMPO to upgrade the currently-planned double box culvert under I-485 at Clark's Creek to a full bridge. Funding would be 25% City of Charlotte (\$600K), 25% Mecklenburg County (\$600K), and 50% NCDOT (\$1.2M).

ATTACHMENTS: Draft Resolution of Support

5. SPOT Prioritization 2.0

Nicholas Polimeni

a. Highway Projects (10 minutes)

ACTION REQUESTED: Recommend that the MPO endorse the attached list of highway projects for inclusion in the prioritization database.

BACKGROUND: A staff meeting was held Wednesday, June 22 to select 15 highway projects to be entered into the NCDOT prioritization database. The 15 projects proposed to be submitted to NCDOT are based on a methodology endorsed by the TCC at its June meeting. The TCC will be asked to take action regarding the P2.0 highway projects.

ATTACHMENTS: Prioritization 2.0 Memo; Highway Project List

b. Bicycle & Pedestrian Projects (10 minutes)

ACTION REQUESTED: Recommend that the MPO endorse the attached list of bicycle & pedestrian projects for inclusion in the prioritization database.

BACKGROUND: A bicycle and pedestrian subcommittee of the TCC was formed to determine which projects to submit as part of P2.0. Each MPO is able to submit 10 bicycle and 10 pedestrian projects. Based on the subcommittee's review, a list of bicycle and pedestrian projects has been developed. The TCC will be asked to take action regarding the P2.0 bicycle and pedestrian projects.

ATTACHMENT: Bicycle & Pedestrian Project List

c. Transit Projects (10 minutes)

ACTION REQUESTED: Recommend that the MPO endorse a list of transit projects for inclusion in the prioritization database.

BACKGROUND: Each MPO/RPO is responsible for entering transit projects into the prioritization database from July5-July29. A list of transit projects, being developed with the assistance of CATS, is proposed to be included in the database. The TCC will be asked to take action regarding the P2.0 transit projects (based on a discussion at the July 6 transportation staff meeting).

6. 2009-2015 TIP Amendment for the Monroe Connector/Bypass (15 minutes) Barry Moose/
Reid Simons

ACTION REQUESTED: Recommend that the MPO amend the 2009-2015 Transportation Improvement Program to reflect the new Plan of Finance to include the federal Grant Anticipation Revenue Vehicle (GARVEE) Bonds for the Monroe Connector/Bypass project (TIP# R-3329).

BACKGROUND: In preparation for final financing for the Monroe Connector/Bypass, the NC Department of Transportation and NC Turnpike Authority requests that the Mecklenburg-Union MPO amend the 2009-2015 TIP to include the federal GARVEE Bonds. GARVEE Bonds allow the Monroe Connector/Bypass project a more favorable interest rate and allow the Turnpike Authority to move forward with contract execution and construction at the earliest opportunity.

ATTACHMENT: TIP Amendment Funding Scenario

7. NCDOT Complete Streets Planning and Design Guidelines (10 minutes) Tracy Newsome

ACTION REQUESTED: Recommend that the MPO adopt a resolution of support for NCDOT's ongoing implementation of Complete Streets; Appoint a TCC subcommittee, and chair person for the subcommittee, to prepare collective technical comments on behalf of MUMPO.

BACKGROUND: NCDOT released its draft Complete Streets Planning and Design Guidelines Framework on June 17th. There is a 60 day comment period on this draft. The TCC is being asked to decide how to develop MUMPO's response to the draft Framework during the comment period. Likely recommendations for action by the TCC and the MUMPO board include 1) drafting a policy-level resolution of support for NCDOT's ongoing implementation of complete streets, as described in the draft framework, and 2) formation of a TCC subcommittee to prepare collective technical comments on behalf of MUMPO.

ATTACHMENT: Draft Complete Streets Guidelines Resolution of Support

- 8. Prosperity Church Road/Eastfield Rd Intersection Realignment** (10 minutes) Stuart Basham
ACTION REQUESTED: FYI

BACKGROUND: The Prosperity Church Rd/Eastfield Rd intersection was the subject of a Thoroughfare Plan amendment process in 2008 to realign the future extension of Prosperity Church Road on the north side of Eastfield Road. A developer now wishes to revise the approved realignment. An update on the status of this realignment will be presented.

- 9. Comprehensive Transportation Plan (CTP)** (5 minutes) Anil Panicker
ACTION REQUESTED: FYI

BACKGROUND: Update on the status of this project.

- 10. Adjourn**

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Uptown Conference Room
June 2, 2011

Voting Members: Bill Coxe (Huntersville), Norm Steinman – alt for Danny Pleasant (CDOT), George Berger (Charlotte Engineering & Property Management), Ken Tippet (CDOT Bicycle Coordinator), Jonathan Wells – alt for Debra Campbell (C-M Planning), Lisa Stiwinter (Monroe), Jack Flaherty (NCDOT-Public Transportation Division), Leslie Rhodes (LUESA-Air Quality), Barry Moose (NCDOT-Div. 10), Anil Panicker (NCDOT-TPB), Lauren Blackburn (Davidson), Andrew Grant (Cornelius), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), John Hoard (Mint Hill), Kevin Icard (Pineville), Shannon Martel – alt for Brian Matthews (Stallings), Joshua Langen (Wesley Chapel), Amy Helms (Union County)

Staff: Robert Cook (MUMPO), Stuart Basham (MUMPO), Nick Polimeni (MUMPO), Tim Gibbs (CDOT), Andy Grzymiski (CDOT), Eldewins Haynes (CDOT), Tracy Newsome (CDOT), Anna Gallup (CDOT), Richard Hancock (NCDOT-Div. 10), Trisha Henry (NCDOT), Zachary Gordon (Huntersville), Keith Sorensen (Indian Trail), Jim Loyd (Monroe)

Guests: Todd Steiss (PB), Greg Boulanger (HNTB), Padam Singh (HNTB)

Bill Coxe opened the meeting at 10:05 AM.

1. Consideration of May Meeting Minutes

Mr. Coxe asked if there were any changes needed to the May minutes. Hearing none, Mr. Coxe asked for a motion to approve the minutes. Mr. Wells made a motion to approve the minutes. Mr. McLamb seconded the motion. Upon being put to a vote, the May minutes were approved unanimously.

2. MUMPO Conformity Memorandum of Agreement (MOA)

Presenter: Eldewins Haynes, CDOT

Summary/Action Requested:

Mr. Haynes provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He highlighted the change of language to the MOA in section 2.1 – MPO Duties – requested at the June TCC meeting. After discussing the issue with the appropriate entities, the language in the MOA is recommended to read as follows:

- 2.1.3 The MPO shall consult with the Parties on the development process for LRTPs, TIPs and amendments thereto [and conformity analysis and determinations]. A conformity determination takes approximately one year to complete, therefore, this process should begin no later than one year prior to when the conformity determination is needed.

Mr. Haynes concluded by asking the TCC to recommend that the MPO approve the Conformity MOA, as revised.

Motion:

Mr. Messera made a motion to recommend that the MPO approve the Conformity MOA, including the language revision noted above. Mr. Steinman seconded the motion. The motion passed unanimously.

3. I-485 Clark's Creek Greenway Crossing

Presenter: Tim Gibbs, CDOT

Summary/Action Requested:

Mr. Gibbs provided a summary of the proposed project to construct a Clark's Creek Greenway crossing at I-485. He noted that two design options were proposed, and that the city and county will be contributing approximately \$1.2 million to the project but that more money will be necessary to complete the project with the more desirable design option. It was stated that NCDOT recommends using equity dollars to complete the project. Mr. Coxe indicated that the project was going to use Loop funds and asked why NCDOT wouldn't assign Loop money to the project. Mr. Moose indicated it is a time sensitive decision and suggested that using equity dollars could be possible without impacting any other currently programmed equity funds, but that endorsement by the MPO to do so would be desirable. Mr. Coxe suggested a letter be drafted to NCDOT that includes proposing Loop funds be used as the first option, and only if that will not be possible that equity dollars be used. Mr. Steinman echoed that sentiment.

Motion:

Mr. Wells made a motion to recommend that the TCC Chair convey a letter to NCDOT requesting Loop Funds be used for the appropriate design of the crossing of Clark's Creek Greenway at I-485. Mr. Tippetse seconded the motion. Upon being put a vote, the motion passed unanimously.

4. McCoy Road Bridge, B-4200 Memorandum of Agreement

Presenter: Bill Coxe, Town of Huntersville

Summary/Action Requested:

Mr. Coxe introduced the issue by providing information about the location of the proposed bridge, and describing the historical context of the issue. He stated that the creek over which the bridge will cross is important to protect because it is in the watershed that provides drinking water to a large population in the region. He also noted that the farm in which the creek is located in the historical register. Due to those circumstances, a Memorandum of Agreement (MOA) is being established and the State Historic Preservation Officer is requesting that the MPO be a signatory, which, Mr. Coxe suggested, is a unique situation. In conclusion, he stated his appreciation for the State's sensitivity regarding the issue, but also questioned the need for the MPO to sign the MOA.

Motion:

Mr. Blackburn made a motion to request that the TCC Chair send a letter to the State Historic Preservation Officer inquiring why MUMPO is requested to be a signatory of the McCoy Road Bridge MOA, as well as emphasizing MUMPO's appreciation for the State's sensitivity regarding the historic context of the bridge situation. Mr. Berger seconded the motion. The motion passed unanimously.

5. SPOT Prioritization 2.0

a. Review of Process

Presenter: Nicholas Polimeni

Summary/FYI:

Mr. Polimeni provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). Mr. Polimeni highlighted the various aspects of the Prioritization 2.0 process, including the ability of each MPO to add 15 highway projects and 20

bicycle/pedestrian projects to the database. He stated that the TCC and MPO would be asked to take action in July regarding which projects to add to the database.

b. Highway Projects

Presenter: Nicholas Polimeni

Summary/FYI:

Mr. Polimeni stated that a staff meeting was held on May 25 to begin discussing which 15 highway projects to add to the prioritization database, and that approximately half of the TCC was represented at the meeting. He presented a methodology for choosing highway projects based on MUMPO's adopted 2035 LRTP project list, and displayed a proposed list of 15 highway projects that resulted from using the methodology. Mr. Steinman, of CDOT, noted that a project related to the Eastern Circumferential realignment might be a project to consider adding that is not currently on the list. Barry Moose, of NCDOT, stated that each Division of NCDOT is also allowed to add 15 projects to the database, and that he would be in favor of including the Eastern Circumferential on the Division's list. Mr. Coxe asked if the TCC is comfortable with the approach presented, to which the TCC unanimously consented.

c. Bicycle & Pedestrian Projects

Presenter: Lauren Blackburn, Town of Davidson

Summary/FYI:

Ms. Blackburn provided a recap of the bicycle and pedestrian subcommittee process proposed to determine which new bicycle and pedestrian projects to add to the prioritization database. She reiterated that a call for projects had been emailed previously, and that the deadline for submitting proposed projects is Monday, June 6. She also announced who would be serving on the subcommittee. Mr. Polimeni reminded the TCC that a Bicycle and Pedestrian Prioritization Process had recently been approved by the MPO, and that it would be used to evaluate the projects proposed for inclusion in the database.

6. MUMPO Website

Presenter: Nicholas Polimeni

Summary/FYI:

Mr. Polimeni announced that the development of a new MUMPO website has taken place over the past several months, and that the new website would go live in the next month. He briefly described some of the features the new site will have, and stated that as part of the new website, a new MUMPO logo has been developed. He indicated that some Charlotte Planning staff members helped with the site and that the website could be shown to the TCC at its July meeting.

7. Davidson Parking Study

Presenter: Lauren Blackburn, Town of Davidson

Summary/FYI:

Ms. Blackburn provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). She summarized the purpose of the study and highlighted the parking needs in downtown Davidson, including capacity issues, the evaluation and management of parking, and results of a traffic flow analysis. Various recommendations concluded from the study were also presented.

8. NCDOT Complete Streets Planning and Design Guidelines

Presenter: Tracy Newsome, CDOT

Summary/FYI:

Ms. Newsome provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). She stated that the first four chapters, which include the framework and context for Complete Streets, are expected to be released in June for public comment. She also noted that she is still accepting stakeholder names until June 6. A summary of the MPO education session was provided, including that the MPO had no major objections to the concept of Complete Streets.

9. Draft Transportation Improvement Program (TIP)

Presenter: Robert Cook

Summary/FYI:

Mr. Cook provided the TCC with an update of the status of the draft 2012-2018 TIP, specifically related to the public comment period. He noted that a minor error in the conformity determination report could lead to an extension of the public comment period, but that it would not affect the overall timeline of the TIP. He stated that the TCC and MPO are still expected to take action to approve the TIP in July.

10. Comprehensive Transportation Plan (CTP)

Presenter: Anil Panicker, NCDOT

Summary/FYI:

Mr. Panicker stated that he recently met with representatives from western Union County, and that he has an upcoming meeting with the City of Monroe to continue work on the development of the CTP maps. He mentioned that he is still working on updating the highway map, but expects to have a draft completed by July 31. Mr. Steinman stated that he would like to see this item moved up on the agenda in the future, so more time could be spent by the TCC discussing the development of the CTP.

Mr. Coxe announced that there would be one additional item added to the agenda regarding the draft State Implementation Plan (SIP) and proposed Motor Vehicle Emissions Budgets (MVEB).

11. Draft State Implementation Plan (SIP) and Motor Vehicle Emissions Budgets (MVEB)

Presenter: Eldewins Haynes, CDOT

Summary/Action Requested:

Mr. Haynes provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He summarized the purpose of the State Implementation Plan (SIP) and Motor Vehicle Emissions Budgets (MVEB), and highlighted the relevance to MUMPO, specifically the definition and geographic extent of the MVEB. Mr. Haynes reminded the TCC that MUMPO's position has consistently been to have a regional budget instead of County budgets. He then presented several options proposed by the North Carolina Division of Air Quality (NCDAQ) for establishing nonattainment and maintenance areas, of which, Option E, followed by Option C, are being recommended (details regarding all options can be found in the Power Point presentation). Mr. Haynes also recommended the following comments regarding the safety margin: *"MUMPO believes it would be prudent for NCDAQ to call for another interagency meeting at a time where the modeling results can be shared."*

Motion:

Mr. Steinman made a motion that a letter be drafted on behalf of the TCC, in consultation with the MPO leadership, to recommend Option E, followed by Option C, and the safety margin comments. Mr. Messera seconded the motion. Upon being put to a vote, the motion passed unanimously.

12. July TCC Meeting Announcement

Mr. Coxe announced that the July TCC meeting would take place the week of the July 4th holiday, and reminded the TCC that several actions are necessary at that meeting. He stressed the importance of having a quorum in order to conduct business, and requested that TCC delegates who could not attend ensure that the alternate be present.

13. Adjourn: The meeting was adjourned at 12:50 PM.

DRAFT



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TO: Technical Coordinating Committee
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: June 30, 2011
SUBJECT: **Draft 2012-2018 Transportation Improvement Program**

REQUESTED ACTION

It is requested that the TCC recommend to the MPO that it:

1. adopt the 2012-2018 Transportation Improvement Program
2. adopt amendments to the 2035 LRTP
3. make a finding of conformity on the TIP and amended LRTP

PUBLIC INVOLVEMENT

Comment Period

The TIP public comment period began on May 16 and was originally scheduled to end on June 15; however, due to the discovery of two errors in the Conformity Determination Report (CDR), it was extended to June 30. The TCC will be notified if additional comments are received by the close of business on June 30.

E-Mail Notification

MUMPO's extensive e-mail address database was used to provide notification of the start of the comment period. The database includes public and private sector agencies that may have an interest in transportation-related matters, as well as the general public.

Public Meetings

Two public meetings were held to receive public input: May 18 in Charlotte and June 7 in Indian Trail. A total of nine people attended the meetings. No comments were received at the meetings.

Website

All relevant documents were posted on MUMPO's website.

Newspaper Advertisements

Advertisements were published in the following newspapers notifying the public of the start of the comment period, the date, time and location of public meetings and where the relevant documents could be found for review: Que Pasa, Charlotte Post, Mecklenburg Times, Monroe Enquirer Journal, Indian Trail Trader, Waxhaw Exchange.

Media Release

A media release was prepared and sent to all media outlets in the Charlotte region providing notification of the comment period and public meetings.

COMMENTS RECEIVED

The only comments received were from the NC Division of Air Quality and the US Environmental Protection Agency. Both comments are attached.

NEXT STEPS

The TCC's recommendation will be presented to the MPO at its July 20 meeting for final action on the TIP, LRTP amendments and conformity determination.



North Carolina Department of Environment and Natural Resources
Division of Air Quality

Beverly Eaves Perdue
Governor

Sheila C. Holman
Director

Dee Freeman
Secretary

June 14, 2011

Jamal Alavi, P.E.
Transportation Planning Branch
North Carolina Department of Transportation
1554 Mail Service Center
Raleigh, NC 27699-1554

Dear Mr. Alavi:

Thank you for forwarding the draft of the Conformity Analysis and Determination Report for the Metrolina Area 2012-2018 Transportation Improvement Program dated May 12, 2011 for the Metrolina 8-hour Ozone Non-attainment Area which covers a portion of Iredell County and all of Mecklenburg, Union, Rowan, Cabarrus, Lincoln, and Gaston Counties and the Carbon Monoxide Maintenance Area in Mecklenburg County. The North Carolina Department of Environment and Natural Resources, Division of Air Quality (DAQ) has completed its review of this report and included Transportation Improvement Programs (TIPs).

The Clean Air Act Amendments of 1990 requires transportation plans, programs and projects to demonstrate conformity to the State Implementation Plan (SIP). In addition to the above federal requirements, Title 15A Subchapter 2D Sections .2001 thru .2005 of the North Carolina Administrative Code define the State requirements for transportation conformity.

The Transportation Improvement Programs contained in this report are a subset of the 2035 Transportation Plans for the Metrolina 8-hour Ozone Non-attainment Area and Mecklenburg CO Maintenance Area which satisfies the emission budgets (or base year emissions, in areas where no SIP has been approved or found adequate by EPA) established in the State Implementation Plan. Therefore, DAQ believes that a conformity determination may be made on these TIPs.

Thank you for the opportunity to review this report. If you have any questions, you may contact Heather Hildebrandt of my staff at (919) 733-1498.

Sincerely,

Sheila C. Holman

SCH/hjh

Cc:	Mike Bruff	Eddie Dancausse	Amanetta Wood	Laura Boothe
	Heather J. Hildebrandt	Bob Cook	Myra Immings	Terry Arellano
	Hank Graham	Phil Conrad		

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One
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June 7, 2011
Eddie,

I have reviewed the Draft CDR and I do not have any comments.

Dianna B. Smith
Environmental Scientist
Air Quality Modeling and Transportation
(404) 562-9207
e-mail smith.dianna@epa.gov

From: <Edward.Dancausse@dot.gov>
To: Dianna Smith/R4/USEPA/US@EPA, <Keith.Melton@dot.gov>, <heather.hildebrandt@ncdenr.gov>, Dick Schutt/R4/USEPA/US@EPA

Date: 05/17/2011 02:39 PM
Subject: Metrolina Area Draft Conformity Determination Report Agency Review

The FHWA letters (electronically signed) requesting review of the Draft Conformity Determination Report (CDR) are provided in the attached file. I will not be sending hardcopies of the letters. If you would like a hardcopy for your records just print out the attachments.

Heather: This email will serve as our request for your review of the Draft CDR.

The Draft CDR is provided on Mecklenburg Union MPO website you can view and print the Draft CDR from their website:
http://www.mumpo.org/PDFs/TIP/2012-2018/2012-2018_TIP_ConformityDeterminationReport.pdf

Heather, Dianna, Keith please send me an email reply to acknowledge receipt of this email.

Please provide your comments to me on the Draft CDR by June 8, 2011.

If you have any questions or need additional information for your review, please let me know.

Thanks
Eddie

Edward J. Dancausse
Air Quality Specialist
FHWA NC Division
919-747-7026
edward.dancausse@fhwa.dot.gov

**A RESOLUTION ADOPTING THE
MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION
FY 2012-2018
TRANSPORTATION IMPROVEMENT PROGRAM**

A motion was made by _____ and seconded by MPO Member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users Act (SAFETEA-LU) requires all Metropolitan Planning Organizations to develop and maintain a Metropolitan Transportation Improvement Program; and

WHEREAS, the MUMPO 2012-2018 Transportation Improvement Program is a direct subset of the 2035 Long-Range Transportation Plan and is financially constrained (23 CFR Part 450.324); and

WHEREAS, the MUMPO 2012-2018 Transportation Improvement Program is in compliance with SAFETEA-LU; and

WHEREAS, the MUMPO 2012-2018 Transportation Improvement Program has been found to be in conformance with the State Implementation Plan for air quality; and

WHEREAS, the MUMPO 2012-2018 Transportation Improvement Program was reviewed by the general public in accordance with the MUMPO Public Involvement Plan.

NOW THEREFORE, be it resolved that the Mecklenburg-Union Metropolitan Planning Organization approves the FY 2012-2018 Transportation Improvement Program.

I, Ted Biggers, MUMPO Chairman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization duly held on the 20th day of July 2011.

Ted Biggers, Chairman

Robert W. Cook, Secretary

**RESOLUTION ADOPTED BY THE MECKLENBURG-UNION
METROPOLITAN PLANNING ORGANIZATION ADOPTING AMENDMENTS
TO THE 2035 LONG RANGE TRANSPORTATION PLAN**

A motion was made by _____ and seconded by _____ for adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MPO), and the North Carolina Department of Transportation are actively involved in transportation planning for the urban area; and

WHEREAS, the Mecklenburg-Union MPO has an existing 2035 Long Range Transportation Plan adopted in March 2010; and

WHEREAS, the Mecklenburg-Union MPO is the duly recognized transportation decision making body for the 3-C transportation planning process in the Mecklenburg-Union MPO as required by 23 CFR Part 134; and

WHEREAS, the Mecklenburg-Union MPO has prepared amendments to the 2035 Long Range Transportation Plan; and

WHEREAS, the amendments are a result of project schedule changes proposed in the 2012-2018 Transportation Improvement Program; and

WHEREAS, it is recognized that the proper movement of traffic within and through the Mecklenburg-Union MPO is a highly desirable element of the Long Range Transportation Plan for the orderly growth and development of the Urban Area; and

WHEREAS, the Long Range Transportation Plan has at least a 20 year horizon year and is fiscally restrained as required by 23 CFR Part 450.322; and

WHEREAS, the public has had the opportunity to review and comment on the Long Range Transportation Plan amendments in accord with the adopted Public Involvement Plan; and

NOW THEREFORE, be it resolved that the Mecklenburg-Union Metropolitan Planning Organization approves the amendments to the 2035 Long-Range Transportation Plan.

I, Ted Biggers, MUMPO Chairman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization duly held on the 20th day of July 2011.

Ted Biggers, Chairman

Robert W. Cook, Secretary

Resolution Finding the Mecklenburg-Union Metropolitan Planning Organization 2012-2018 Transportation Improvement Program and Amended 2035 Long Range Transportation Plan in Compliance with the Provisions of the Clean Air Act Amendments of 1990 and Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users Act

A motion was made by _____ and seconded by _____ for adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Mecklenburg-Union MPO is the duly recognized decision making body of the 3-C transportation planning process for the Mecklenburg-Union Urban Area; and

WHEREAS, the Mecklenburg-Union MPO Amended 2035 Long-Range Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

WHEREAS, the 2012-2018 Transportation Improvement Program is a direct subset of the Amended 2035 Long-Range Transportation plan; and

WHEREAS, the United States Environmental Protection Agency (USEPA) designated the Mecklenburg-Union MPO as nonattainment for ozone on June 15, 2004, and maintenance for CO on September 18, 1995; and

WHEREAS, the transportation conformity analysis of the Mecklenburg-Union MPO 2012-2018 Transportation Improvement Program is based on the most recent estimates of population, employment, travel, and congestion; and

WHEREAS, the 2012-2018 Transportation Improvement Program is financially constrained; and

WHEREAS, there are no transportation control measures in the North Carolina State Implementation Plan (SIP) that pertain to the Mecklenburg-Union MPO; and

WHEREAS, the most recent vehicle emissions model was used to prepare the quantitative emissions analysis; and

WHEREAS, those projects and programs included in the Mecklenburg-Union MPO 2012-2018 Transportation Improvement Program contribute to annual emissions reductions as shown by the quantitative emissions analysis; and

NOW, THEREFORE BE IT RESOLVED, that the Mecklenburg-Union Metropolitan Planning Organization finds that the 2012-2018 Transportation Improvement Program and amended 2035 Long Range Transportation Plan conform to the purpose of the North Carolina State Implementation Plan (or interim emissions tests, in areas where no State Implementation Plan is approved or found adequate by USEPA) in accordance with Clean Air Act as Amended (CAAA), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users Act (SAFETEA-LU).

I, Ted Biggers, MUMPO Chairman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization duly held on the 20th day of July 2011.

Ted Biggers, Chairman

Robert W. Cook, Secretary

DRAFT

RESOLUTION

SUPPORTING USE OF LOOP FUNDS FOR CONSTRUCTION OF I-485 BRIDGES OVER CLARK'S CREEK IN NORTHEAST MECKLENBURG COUNTY

A motion was made by _____ and seconded by _____ for the adoption of the following Resolution and upon being put to a vote was duly adopted:

Whereas, a connected transportation network that provides multiple mode choices contributes to better air and water quality, encourages active living, prevents childhood obesity and creates a healthy community; and

Whereas, Clark's Creek is identified on Mecklenburg County Park and Recreation's 2008 Greenway Master Plan Update as a future greenway corridor; and

Whereas, Clark's Creek Greenway is one of the most used and most popular for active transportation and recreation activities; such as biking, walking, and running; and

Whereas, severing the future link of Clark's Creek Greenway at the proposed I-485 would be a devastating blow to local efforts to provide continuity and meaningful destinations for a local and regional transportation system; and

Whereas, Clark's Creek Greenway is a key route on the Carolina Thread Trail, a growing system of over 500 miles of interconnected multi-use trails that will serve 15 counties throughout the region; and

Whereas, This future greenway will be a strategic connection from northeast Mecklenburg County to the existing greenway system via Clark's and Mallard Creek greenways, the University of North Carolina at Charlotte (UNCC) and, in the future, Cabarrus County; and

Whereas, the proposed treatment of the I-485 crossing of Clark's Creek as a bridge rather than a culvert is a critical design feature as is called for in the Complete Streets Policy that was approved by the North Carolina Board of Transportation in July 2009 that requires consideration and incorporation of multimodal alternatives in the design and improvement of all transportation projects within a growth area of a municipality; and

Whereas, the City of Charlotte and Mecklenburg County are providing a total of \$1.2 million toward project construction; and

Whereas, without this funding NCDOT would not build the requested bridge but instead would construct the 285-foot long box culvert for the greenway which we contend is an inappropriate accommodation; and

Whereas, the barrier to the greenway is being created with the use of Loop funds, we contend that the State's share of appropriate accommodation should also come from Loop funds instead of Equity funds.

NOW, THEREFORE, BE IT RESOLVED, if the North Carolina Department of Transportation will not use Loop funds for their share of this cost that the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) reluctantly endorses the use of Equity funds to make up the shortfall of up to but not to exceed \$1.5 million for the construction of a bridge to carry I-485 over the Clark's Creek Greenway.

I, _____, MUMPO Chairman, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the MUMPO Board duly held on the _____ day of _____.

MPO Chairman

MPO Area Coordinator

DRAFT



M E C K L E N B U R G - U N I O N
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WEDDINGTON
WESLEY CHAPEL
WINGATE

TO: Technical Coordinating Committee
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: June 30, 2011
SUBJECT: **NCDOT Prioritization 2.0 Process**

BACKGROUND

At its June meeting, the TCC was given a presentation that outlined the significant tasks and timeline associated with NCDOT's Prioritization 2.0 (P2.0) process. One of the most important tasks includes submitting the following projects to the Strategic Planning Office of Transportation (SPOT) no later than July 29:

- 1) 15 highway projects
- 2) 10 bicycle and 10 pedestrian projects
- 3) Significant transit projects

A staff meeting was held on June 22 to further discuss the P2.0 process, and a request for information email, which provided more information, has been sent out to the TCC. From July 5-July 29, staff will be responsible for submitting all projects to SPOT. After SPOT receives the projects, they will be quantitatively scored, and each MPO will have an opportunity to rank the projects in October-November 2011. More information pertaining to project ranking will be provided after the July window for entering projects closes.

PROJECTS FOR INCLUSION IN THE NCDOT PRIORITIZATION DATABASE

Highway Projects

Existing Projects

MUMPO entered several projects into the prioritization database through the Prioritization 1.0 (P1.0) process in 2009. Many of those projects will remain in the database for one of the following reasons:

- 1) The project was not programmed in the current draft TIP.
- 2) The project is expected to be let for construction in years 8, 9 or 10 of NCDOT's Ten Year Work Program.

Currently, MUMPO has 30 projects that fit into one of the above categories (see attached table titled Existing P2.0 Highway Projects).

New Projects

In addition to the projects already in the database, each MPO/RPO and NCDOT Division Office will be able to submit a total of 15 "new" projects into the database (projects that are not already in the database). At the June TCC meeting, there was consensus among TCC members to use a methodology based on the LRTP project list for selecting which 15 projects to recommend for inclusion in the database. At the June 22 staff meeting, the 15 projects derived from using the methodology were discussed (see attached table titled New P2.0 Highway Projects); no objections were expressed.

Bicycle and Pedestrian Projects

Existing Projects

Along with the highway projects, MUMPO entered several bicycle and pedestrian projects into the prioritization database as part of the P1.0 process. Many of those projects will remain in the database for P2.0 (see attached table titled Existing P2.0 Bicycle/Pedestrian Projects). Some of the projects currently in the database will be removed due to the fact that they have already been funded, or because not enough information is available to move a project forward.

New Projects

In addition to the projects currently in the database, each MPO/RPO and Division Office will be able to submit 10 “new” bicycle projects and 10 “new” pedestrian projects. A subcommittee of the TCC was formed to complete a call for projects and determine which of those projects to recommend for inclusion in the database (see attached table titled New P2.0 Bicycle/Pedestrian Projects).

Transit Projects

Existing Projects

Currently, there are six transit projects that are included in the prioritization database (see attached table titled Existing P2.0 Transit Projects). These are major capital projects that can be accomplished in FY 2013, 2014 and/or 2015, but are currently unfunded.

New Projects

There is no limit on the number of “new” transit projects that can be added to the database; however, they must be major capital projects only, and the local transit agency must be able to provide the required match to fund the project. MUMPO staff is working with CATS to determine if any new projects need to be added to the database. That information will be presented at the staff meeting on July 6.

REQUESTED ACTION

The TCC, based on previous discussions, and the information that has been provided, is requested to recommend that the MPO endorse the attached New P2.0 Highway Project list, the New P2.0 Bicycle/Pedestrian Project list, along with a list of transit projects for inclusion in the prioritization database.

TIMELINE AND NEXT STEPS

All projects (highway, bicycle/pedestrian and transit) must be entered into the database **July 5-July 29**. Staff will be responsible for entering all endorsed project lists into the database prior to July 29. Information related to specific projects will be requested from the TCC as necessary.

After the July window for submitting projects closes, SPOT will quantitatively score all projects in the database and provide that information to MPOs/RPOs and NCDOT Division Offices. In **October-November 2011**, MPOs/RPOs and NCDOT Division Offices will be able to assign Local Input Ranks to projects that are in the database and have received a quantitative score. Staff will provide further information regarding the Local Input ranking process after July 29, when all projects have been submitted to SPOT.

Existing P2.0 Highway Projects

TIP #	Project	From/Cross Street	To
I-3311B	I-77 Widening	I-485	West Catawba Av
I-3311C	I-77 Widening	5th St in Charlotte	I-85
R-2555B	Catawba Av Widening	NC 73 (Sam Furr Rd)	Jetton Rd
R-2632AB	NC 73 Widening	NC 115	Davidson-Concord Rd
R-3802	NC 16 Widening	Rea Road Ext in Weddington	NC 75 in Waxhaw
R-4059	US 21 Intersection Improvements	Catawba Av	
U-0203	Little Rock Rd Access Revision	I-85	Charlotte-Douglas International Airport
U-0213	Charlotte Av Widening	CSX Railroad	Concord Av
U-2509	Independence Bl	I-485	Idlewild Rd
U-2547	Charles St Widening	Sunset Dr	Franklin St
U-2549	Monroe Northern Loop	US 74	Walkup Av at Bivens Rd
U-2704B	Wilkinson Bl Improvements	US 521 (Billy Graham Pkwy)	
U-3467	Rea Road Ext	NC 16	Indian Trail-Waxhaw Rd
U-3619	Secrest Avenue Ext	Walkup Av	Olive Branch Rd
U-4024A	US 601 Widening and Interchange Improvements	Existing US 74	Proposed Monroe Bypass (R-2559)
U-4024B	US 601 Widening and Interchange Improvements	Existing US 74	
U-4024C	US 601 Widening and Interchange Improvements	Existing US 74	
U-4713A	McKee Road Ext	Pleasant Plains Rd	John St
U-4714A	John St/Old Monroe Rd Widening	Trade St	I-485
U-4714C	John St/Old Monroe Rd Widening	Indian Trail Rd	Wesley Chapel-Stouts Rd
U-4913	Idlewild Rd Widening	I-485	Stevens Mill Rd
U-5007	NC 51 Widening	US 74 (Independence Bl)	Lawyers Rd
U-5008	Sugar Creek Rd Grade Separation	NC Railroad Crossing	

Existing P2.0 Highway Projects

TIP #	Project	From/Cross Street	To
	NC 115 Bicycle Lanes and Sidewalk Improvements	Legion St	Smith Rd
	Gilead Rd Widening	US 21 (Statesville Rd)	NC 115
	Billy Graham Pkwy New Interchange	NC 160 (West Bl)	
	Rocky River Rd Widening	Old Charlotte Hwy	US 74
	Statesville Rd Widening	Sunset Rd	Catawba Av
	Freedom Dr/Mount Holly Rd Widening	Toddville Rd	I-485
	Waxhaw Bypass	NC 75	NC 75

New P2.0 Highway Projects

LRTP Rank	Project	From/Cross Street	To
5	Old Statesville Rd (NC 115) Widening	Baily Rd	Potts St
9	Old Statesville Rd (NC 115) Widening	Potts St	County Line
13	Statesville Road (US 21) Widening	Harris Blvd	Gilead Rd
15	West Blvd Ext Widening	Steele Creek Rd	I-485
21	NC 73 West Widening	Northcross Dr	US 21
22	Eastern Circumferential Road Widening	Idlewild Rd	US 74
24	Airport Road Widening	Goldmine Rd	NC 84
26	Old Charlotte Highway Widening	Wesley Chapel-Stouts Rd	Rocky River Rd
27	Roosevelt Blvd. (US 74)	Hanover Dr	Monroe City Limits
28	Bridgeford/Northdowns Connector New Road	Bridgeford Ln	Northdowns Ln
30	Hambright Rd Ext New Road	Everette Keith Rd	Eastfield Rd
32	Statesville Road (US 21) Widening	Gilead Rd	Holly Point Dr
33	Church Street Ext New Road*	McCord Rd	Mayes Rd
34	Potts-Sloan Connector**	NC 115	Griffith St
42	Billy Graham/Morris Field Dr Grade Separation	N/A	N/A

*Replaced NC 73 Widening project (TIP#2632AB) which is already included on the Existing P2.0 Highway Projects list

**Replaced I-77 Flyover project which is the same project as the Bridgeford/Northdowns Connector project already included on this list

Existing P2.0 Bicycle and Pedestrian Projects

Project	Jurisdiction	Status
Irwin Creek Greenway	Charlotte	Remain in database
Margaret Wallace Trail Connection	Charlotte	Remain in database
Old Concord Road Bikeway	Charlotte	Remain in database
Sugar Creek Road Bikeway	Charlotte	Remain in database
Mallard Creek Greenway	Charlotte	Remain in database
NC 115 Bikeway	Charlotte	Remain in database
NC 115 Bikeway	Charlotte	Remain in database
Plott/Highland Road Bikeway	Charlotte	Remain in database
Mallard Creek Church Road Bikeway	Charlotte	Remain in database
Long Creek Greenway	Charlotte	Remain in database
Blue Line Extension Greenway Feasibility Study	Charlotte	Remain in database
NC 115 Bike Lanes	Corn/Davidson	Remain in database
Westmoreland Road Bike Lanes	Cornelius	Remain in database
Torrence Chapel Road Bike Lanes	Cornelius	Remain in database
McDowell Creek Greenway	Cornelius	Remain in database
Jetton Rd, W Catawba Av, Nantz Rd & NC 73	Cornelius	Remain in database
Caldwell Station Creek Greenway	Cornelius	Remain in database
Exit 30 Bike/Ped Improvements	Davidson	Remain in database
NC 115 Bikeway	Hunt/Cornelius	Remain in database
NC 115 Bikeway	Huntersville	Remain in database
Pleasant Plains Road Bike Lanes	Matthews	Remain in database
Stallings Elementary School Sidewalk Plan	Stallings	Remain in database

Existing P2.0 Bicycle and Pedestrian Projects

Project	Jurisdiction	Status
Crosswalks and Pedestrian Countdowns	Charlotte	Funded
Fairview Road Sidewalk	Charlotte	Funded
West Branch Rocky River Greenway	Davidson	Complete
Wilgrove Mint Hill Rd Sidewalk	Mint Hill	Complete
Monroe Corporate Center Greenway & Airport Loop	Monroe	Not Enough Info
Wingate University Bike Lanes & Sidewalk	Wingate	No Response

New P2.0 Bicycle and Pedestrian Projects

Project	Jurisdiction	Mode
Matheson Av Conversion & Bicycle Route 10 Extension	Charlotte	Bicycle
Walkers Branch Greenway	Charlotte	Bicycle
Legion Park, N Zion & Antiquity Bicycle Route	Cornelius	Bicycle
Smithville Park to Washam Potts Rd Bikeway	Cornelius	Bicycle
Highway 74 Multi-Use Path	Indian Trail	Bicycle
Southfork Crooked Creek Greenway	Indian Trail	Bicycle
Tom Short Rd Sidewalks	Charlotte	Pedestrian
Safe Routes to School Pedestrian Beacons	Davidson	Pedestrian
Sam Newell Rd Multi-Use Path	Matthews	Pedestrian
Highway 84/Weddington Rd Sidewalk	Wesley Chapel	Pedestrian

Existing P2.0 Transit Projects

STIP #	Project	Transit Provider
TA-4710A	Replacement Bus - Debt Service Payment (C-4954)	Charlotte Area Transit Systems
TA-4711	Replacement - Paratransit Van	Charlotte Area Transit Systems
TA-4716	Expansion - Vanpool	Charlotte Area Transit Systems
TA-4960	Replacement Van - Vanpool	Charlotte Area Transit Systems
TA-5113	Replacement Bus	Charlotte Area Transit Systems
TE-4902	Fixed Guideway - North Corridor - plans, design, acquisition, construction	Charlotte Area Transit Systems
TE-4902	Fixed Guideway - North Corridor - plans, design, acquisition, construction	Charlotte Area Transit Systems
TE-4902	Fixed Guideway - North Corridor - plans, design, acquisition, construction	Charlotte Area Transit Systems

R-3329 - MONROE BP

FUNDING SCENARIO WITH EXPLANATIONS

FUNDING SCENARIO IF GARVEE FUNDS USED												
Project	Funding Source	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	PY
R-3329	DP & NHS GARVEE (See Note #1)	RG 16012	RG 16012	RG 16012	RG 16012	RG 16012	RG 16012	RG 16012				
	STATE MATCH FOR GARVEE (DIV 10 FUNDS - PART OF \$77 M)	R 18000										
	STATE MATCH FOR GARVEE (TO BE REPAID - See Note #1)	R 16000										
	APPROPS BOND	C 1E+05										
	APPROPS BOND		C 2E+05									
	NHS GARVEE (See Note #1)		CG 1097	CG 1097	CG 1097	CG 1097	CG 1097	CG 1097				
	STATE TRUST FUNDS (DIV 10 FUNDS - PART OF \$77 M)		C 59000									
REVENUE BOND (See Note #2)		C 10000							C 2E+05			

Note: Using \$15 M in soft match from state funds used to purchase R-2559 ROW

Note #1: Due to revenue bond payback in 2018, GARVEE debt service and a portion of the state match is equity neutral over the 7 year program

Note #2: Bond in FY 12 and FY 18 is for \$156 M in GARVEE principal re-payment plus ((\$3.85 M/year X 7 years) + (\$0.26 M/year X 6 years))= \$28.5 M) for interest accrued on the GARVEE bonds over 7 years and \$16 M of the state matching funds

FUNDING SCENARIO TO BE SHOWN IN STIP & TIP

Project	Funding Source	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	PY
R-3329	DP & NHS	RG 16012	RG 16012	RG 16012	RG 16012	RG 16012	RG 16012	RG 16012				
	STATE	R 34000										
	APPROPS BOND	C 1E+05	C 2E+05									
	NHS		CG 1097	CG 1097	CG 1097	CG 1097	CG 1097	CG 1097				
	STATE		C 59000									
	REVENUE BOND		C 10000							C 2E+05		

RESOLUTION ENDORSING THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S EFFORTS TO DEVELOP AND IMPLEMENT COMPLETE STREETS PLANNING AND DESIGN GUIDELINES

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is responsible for multi-modal long-range transportation planning and programming; and

WHEREAS, the MUMPO has adopted a goal to incorporate bicycle and pedestrian travel facilities, as appropriate, in the area's transportation network; and

WHEREAS, the North Carolina Board of Transportation (NCBOT) adopted a Complete Streets Policy in 2009 for implementation by the North Carolina Department of Transportation (NCDOT); and

WHEREAS, the NCDOT is defining a comprehensive approach to creating complete streets through their long-range planning, project development, and maintenance processes; and

WHEREAS, the NCDOT has released for public review a draft of Chapters 1-4 of their Complete Streets Planning and Design Guidelines; and

WHEREAS, complete streets are crucial components of transportation networks that provide mobility and safety for all users, including motorists, pedestrians, bicyclists, and transit users; and

WHEREAS, complete streets create long-term value for communities and sustainable transportation capacity and mobility; and

WHEREAS, residents and visitors are increasingly seeking transportation choices as they choose where they will live, work, and visit; and

WHEREAS, many of the local communities that comprise MUMPO have been creating complete streets; and

WHEREAS, the first part of NCDOT's draft Framework provides for: the application of complete streets in a wide variety of development and community contexts, a variety of street types and flexible designs to accommodate all users, and an open and collaborative process for communities to work with the NCDOT to plan and design complete streets.

NOW, THEREFORE, BE IT RESOLVED by the Board of the MUMPO that MUMPO endorses the NCDOT's emerging guidance for planning and designing complete streets.

BE IT FURTHER RESOLVED THAT MUMPO encourages the NCDOT to continue their implementation efforts so that complete streets will provide for safe and comfortable travel by those who are driving, using transit, riding bicycles, or walking.

BE IT FURTHER RESOLVED THAT MUMPO will continue to work collaboratively with NCDOT to plan and design complete streets.