



600 East Fourth Street
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704-336-2205
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TO: TCC Members
FROM: Nicholas Landa
MUMPO Principal Planner
DATE: July 5, 2012
**SUBJECT: Technical Coordinating Committee (TCC) Agenda
July 2012 TCC Meeting—July 12, 2012**

The July TCC meeting is scheduled for **Thursday, July 12** at **10:00 AM** in **Room 267** of the Charlotte-Mecklenburg Government Center (600 East Fourth Street). Attached is a copy of the agenda.

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

MUMPO TCC

AGENDA

July 12, 2012

1. **Adoption of the Agenda** Bill Coxe
2. **Consideration of June Meeting Minutes** Bill Coxe
ACTION REQUESTED: Approve as presented, or with amendments.
3. **September TCC Meeting Date** (5 minutes) Bill Coxe
ACTION REQUESTED: Recommend that the TCC move its September meeting date to Thursday, September 13, 2012.

BACKGROUND: The September TCC meeting is scheduled for Thursday, September 6 which is the week of the Democratic National Convention. Due to the various activities taking place in uptown Charlotte and the uncertainty of TCC member availability, it is recommended that the meeting date be moved.
4. **Congestion Mitigation & Air Quality (CMAQ)** (10 minutes) Bjorn Hansen
ACTION REQUESTED: Recommend that the MPO approve the attached list of CMAQ projects as presented.

BACKGROUND: See attached memorandum.

ATTACHMENTS: CMAQ Memorandum; List of proposed CMAQ projects
5. **Transportation Improvement Program (TIP) Amendments** (5 minutes) Robert Cook
ACTION REQUESTED: Recommend that the MPO approve the attached TIP amendments as presented.

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum; Resolution
6. **Draft Transportation Improvement Program (TIP)** (10 minutes) Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: The Board of Transportation is scheduled to release a draft TIP in September. The processes used in the recent past to review and adopt a metropolitan TIP may need to be revised in light of the planning area expansion.
7. **Planning Area Boundary Expansion** (15 minutes) Robert Cook
ACTION REQUESTED: FYI

BACKGROUND: Update on efforts to establish a new planning area boundary.
8. **Comprehensive Transportation Plan** (5 minutes) Anil Panicker
ACTION REQUESTED: FYI

BACKGROUND: Update on the status of this plan.

9. LRTP Update – Working Group (10 minutes)

Nicholas Landa

ACTION REQUESTED: FYI

BACKGROUND: The TCC acted in February to form a working group to guide the LRTP update process. The attachment lists participants identified at the February meeting, along with additional proposed participants and their focus areas. The TCC is encouraged to identify additional focus areas that will contribute to the successful completion of the LRTP update.

ATTACHMENT: Memorandum

10. I-77 HOT Lanes & I-485 Project Updates (10 minutes)

Bill Coxe

ACTIONS REQUESTED: FYI

BACKGROUND: At its special meeting in June, the MPO found MUMPO's LRTP and TIP to be in conformity and amended both plans to reflect the changes recommended by the TCC at its June meeting. An update on the status of these projects, and next steps, will be provided.

ATTACHMENT: I-77 North Corridor Statement of Principles

11. Upcoming Issues

12. Adjourn

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room 267
June 7, 2012

Voting Members: *TCC Chair* – Bill Coxe (Huntersville), Danny Pleasant (CDOT), Jim Keenan – alt for George Berger (Charlotte Engineering & Property Management), Tim Gibbs – alt for Ken Tippet (CDOT Bicycle Coordinator), Jonathan Wells – alt for Debra Campbell (C-M Planning), Lisa Stiwinter (Monroe), Alan Giles – alt for Jason Rayfield (LUESA-Air Quality), Barry Moose (NCDOT-Div. 10), Jack Flaherty (NCDOT-PTD), Jamal Alavi – alt for Anil Panicker (NCDOT-TPB), Brandon Watson – alt for Andrew Grant (Cornelius), Ben McCrary (Davidson), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), Kevin Icard (Pineville), Shannon Martel (Stallings), Greg Mahar (Waxhaw), Joshua Langen (Wesley Chapel), Amy Helms (Union County)

Staff: Robert Cook (MUMPO), Stuart Basham (MUMPO), Norm Steinman (CDOT), Loretta Barren (FHWA), Pate Butler (NCDOT), Reid Simons (NCDOT), David Hooper (RFATS) – phone, Andrew Bryant (Lincoln County), Bjorn Hansen (Centralina COG), Trisha Hartzell (NCDOT), Tim Boland (NCDOT), Gwen Cook (Mecklenburg County Park & Recreation), Eldewins Haynes (CDOT), Keith Sorensen (Indian Trail)

Guests: Mayor Lynda Paxton (Stallings), Todd Steiss (PB), Greg Boulanger (HNTB), Tom Kelly (Atkins), Bill Thunberg (LNTC)

Bill Coxe opened the meeting at 10:00 AM.

1. Adoption of the Agenda

The agenda was adopted with no changes proposed.

2. Consideration of May Meeting Minutes

Mr. Coxe asked if any changes to the minutes were necessary. Hearing none, he asked for a motion to approve the minutes. Mr. Mahar made a motion to approve the May TCC minutes. Mr. Wells seconded the motion. Upon being put to a vote, the motion passed unanimously.

3. I-77 & I-485 TIP & LRTP Amendments & Conformity Determination

Presenter: Bill Coxe

Summary/Requested Action:

Mr. Coxe suggested that the item be broken into two parts: I-485 and I-77. He stated that I-485 is the more imminent project, and confirmed the schedule with Mr. Moose with NCDOT and Ms. Barren with FHWA. He directed the TCC to the item on the agenda (subsection 2) and noted that more than one action is necessary. Ms. Barren indicated that the conformity determination is the first action necessary, then the LRTP amendment(s), followed by the TIP amendment(s). It was also clarified that I-485 and I-77 have to be found to be conforming to the State Implementation Plan (SIP) as part of the same action. Prior to taking any action, each item was discussed to determine if the TCC is comfortable with the proposed LRTP and TIP amendments.

Mr. Coxe summarized the I-485 project and asked if the TCC had any questions about the proposed amendments to the plan regarding this project. He noted that a cost savings can be accomplished by building a larger cross section of the I-485 project than originally proposed, and specifically drew the TCC's attention to the proposed funding scenario, which is outlined in [this addendum](#). Mr. Coxe noted that the project delays listed in the addendum represent a worst case scenario and that if other funding is available – such as Mobility Funds – then the proposed project delays would be minimized, and possibly eliminated. Mr. Messera asked why these specific projects were chosen to be delayed, to which Mr. Moose responded that the proposed project delays are necessary to balance the TIP, and the projects chosen are probably the most appropriate projects to do so. Mr. Coxe stated that the final issue related to the I-485 project is that the state will be asked to provide an additional four feet of paving on each side of I-485, above and beyond what was originally proposed.

Regarding I-77, Mr. Coxe noted that the key issue is determining which version of the project is recommended. Four scenarios have been proposed and there is an existing TIP project (TIP #I-5405) that has already been approved by the MPO. Mr. Coxe outlined each scenario, and then noted that through discussions with NCDOT, and for a public-private partnership to work, the scenario recommended by NCDOT provides two HOT lanes in each direction between I-85 and Exit 28 with 3+ carpools utilizing the lane for free. He noted that this section of the project is part of a larger project that is proposed to widen I-77 from I-277 in Charlotte to Mooresville in southern Iredell County, which will require future action.

Further discussion followed clarifying which projects would be modified, or removed, from the LRTP related to the I-485 project. Mr. McLamb asked what portion of the I-485 project would be equity funds, to which Mr. Coxe responded it is estimated to be \$38 million. In response to a question regarding the I-77 HOT lanes project, Mr. Coxe and Mr. Moose emphasized the rationale behind increasing the carpools from 2+ to 3+, noting that HOT lane projects throughout the country are all being developed as 3+.

Motion:

Mr. Gibbs made a motion to recommend that the MPO make the determination that the proposed amendments to the LRTP and TIP pass conformity. Mr. Alavi seconded the motion. The motion passed unanimously.

Mr. Pleasant made a motion to recommend that the MPO amend the LRTP and TIP as presented with the modification to the description of the I-485 project as discussed (both of which are included in the minutes [here](#)). Mr. Icard seconded the motion. The motion passed unanimously.

Mr. Pleasant made a motion to endorse the Statement of Principles, including the changes proposed, as well as the supplement presented, and to recommend to the MPO that it adopt the principles (which can be found [here](#)). Mr. Wells seconded the motion. The motion passed unanimously.

4. Transportation Improvement Program (TIP) Amendments

Presenter: Robert Cook

Summary/Requested Action:

Mr. Cook presented several minor TIP amendments proposed by NCDOT. He specifically mentioned that Mecklenburg County has been notified that the Irwin Creek bikeway project will be delayed and is okay with the delay. No objections were raised for any of the proposed TIP amendments.

Motion:

Mr. Messera made a motion to recommend that the MPO approve the amendments to the current TIP as presented. Mr. Pleasant seconded the motion. The motion passed unanimously.

5. Planning Area Boundary Expansion

Presenter: Robert Cook

Summary/FYI:

Mr. Cook introduced this item by highlighting several changes to MUMPO's planning area boundary that are proposed due to the expansion of the Charlotte Urbanized Area (UZA). He noted that a discussion of the boundary issues took place at the staff meeting on Wednesday, June 6. The first item Mr. Cook presented was the Charlotte UZA in York County in which it is recommended that planning authority is ceded to the existing MPO in South Carolina (RFATS) to which there was consensus by the TCC. The second issue he identified is the encroachment of Charlotte's UZA into Gaston County in the Town of Mt. Holly. He noted the complexity regarding this area of the expansion due to the TMA status of MUMPO – Gaston would be required to meet the requirements of a TMA without receiving the benefits of a TMA. Staff suggested that if it were not for the TMA issue MUMPO would likely elect to cede the area to the Gaston Area MPO, but further discussion is necessary due to some of the complexities and confusion related to this issue. Mr. Icard noted that if MUMPO kept that portion of Mt. Holly, it would split the town between the two MPOs requiring participation in both MPOs by town officials. The third issue presented by Mr. Cook has to do with counties that currently are not within an existing MPO's planning area. One such area is in Catawba County, where the Hickory MPO has expressed a desire to take in all of southeastern Catawba County, in which case MUMPO could concede its UZA area in Catawba County to the Hickory MPO (Hickory MPO is a TMA). The other area where this happens is in Lancaster County in South Carolina. Again, this area could be conceded to an existing MPO, the Rock Hill MPO. David Hooper, who represents RFATS, confirmed that it is very likely that RFATS would extend an invitation to officials in Lancaster County to become part of RFATS.

Mr. Cook then raised the issue of the overall boundary expansion, stating that a final planning area boundary will need to be established. He noted that staff has met with officials in Iredell County and it was agreed that the South Yadkin River seems like a logical northern boundary for the new planning area, as well as including the entirety of Iredell County from east to west, south of the river. Finally, a couple scenarios were presented for Lincoln County, which is also currently not included in an existing MPO. Andrew Bryant of the Lincoln County Planning Department was present and suggested that the scenarios depend on whether the City of Lincolnton decides to partner with the Gaston Area MPO. The TCC indicated that either scenario would be acceptable. He stated that ultimately, Lincoln County is aware that it could possibly be represented by two MPOs and a RPO, and is prepared to do so if necessary. Mr. Cook suggested that further discussion regarding Lincoln County is necessary.

The final issue discussed by Mr. Cook is the expansion of the Charlotte UZA into eastern Union County. He stated that it will depend on the fate of the Rocky River RPO, which is pending a change to the state legislation. One question he posed is whether MUMPO should plan for all of Union County. He noted that a meeting is scheduled to discuss this issue with Union County officials. Mr. Cook stated that the TCC's recommendations will be presented to the MPO at its special June 2012 meeting.

Mr. Langen asked if the MPO will be hiring more staff. Mr. Cook responded that an on-call consultant contract is currently being evaluated, which will help alleviate some of the work load issues in the interim, but that additional staff will eventually be necessary.

6. Congestion Mitigation & Air Quality (CMAQ)

Presenter: Bjorn Hansen, Centralina COG

Summary/FYI:

Mr. Hansen informed the TCC that it would be asked to take action on a CMAQ project list at its July meeting. He provided some background information about how the list was developed, and presented the final project list and proposed funding. Mr. Coxe noted that CATS will receive approximately \$15 million of the total estimated \$20 million allocation, and asked if the project selection subcommittee raised any concern about that. Mr. Hansen replied that the issue was discussed, but that the committee determined it was an open competition and the CATS projects proposed for funding scored well.

7. MUMPO Bicycle & Pedestrian Ranking Methodology Revisions

Presenter: Adam McLamb, Town of Indian Trail

Summary/FYI:

Mr. McLamb presented proposed modifications to MUMPO's currently adopted bicycle and pedestrian ranking methodology. He stated that along with the changes, it was determined that an application be developed. He highlighted some of the confusion with the current criteria and what revisions are suggested as a result. Mr. McLamb concluded by stating that the criteria and application will be finalized and sent to the subcommittee for final review, after which time the criteria will be presented to the TCC and MPO to take action to approve the revisions.

8. Upcoming Issues

Mr. Coxe suggested that the September TCC meeting date be discussed at the next TCC meeting to determine where and when it will take place.

9. Adjourn: The meeting was adjourned at 12:10 PM.

MEMORANDUM

TO: MECKLENBURG-UNION MPO TCC MEMBERS AND INTERESTED PERSONS
FROM: BJORN E. HANSEN, CENTRALINA COUNCIL OF GOVERNMENTS
SUBJECT: FFY 16-17 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECT SOLICITATION UPDATE
DATE: JULY 2, 2012

MUMPO has contracted with Centralina COG to administer the project selection process for the MUMPO's FFY 16-17 CMAQ funds. The MUMPO tentatively has nearly \$20 million to program for these two fiscal years, although the NCDOT is updating its estimates for the future years of the program. Centralina hosted four monthly project development meetings to help member communities and interested parties develop CMAQ applications in advance of the April 27 deadline for project application submittals.

A total of 28 projects were received from the following MUMPO members:

1. NCDOT Division 10
2. Mecklenburg County Parks and Recreation
3. Mecklenburg County Land Use and Environmental Services Agency
4. City of Charlotte
5. Town of Cornelius
6. Charlotte Area Transit System

These projects together are requesting \$51.1 million in CMAQ funding, which is more than double the available funding. A project evaluation committee met on May 14 and 24 to review the projects and make recommendations. The participating members are listed below.

Staff Person	Agency
David McDonald	CATS
Gwen Cook	Mecklenburg County Parks and Recreation
Brandon Watson	Town of Cornelius
Tim Boland	NCDOT- Division 10
Jason Rayfield	Mecklenburg County Air Quality
Alan Giles	Mecklenburg County Air Quality
Adam McLamb	Town of Indian Trail

The committee assumed \$10 million would be available per year, or \$20 million total over the two years. The NCDOT is currently updating funding allocations, but the \$20 million figure was considered at the low end of future allocations. The committee recommended seven projects for funding. The projects, including the funding amounts, fiscal year assigned, and overall score, are listed below.

Project	Score (out of 100)	Recommended CMAQ Funding	Fiscal Year Assigned
GRADE-Grants to Reduce Aging Diesel Engines	75	\$500,000	FY 16
Catawba Avenue Roundabout	72	\$2,006,000	FY 16
CATS Bus Replacements	70	\$7,728,000	FY 16 and FY 17
Orr Road/ North Carolina Railroad Intersection Improvement	66	\$750,000	FY 16
NC 51 and Fullwood Intersection	63	\$414,000	FY 16
CDOT Intelligent Transportation System	61	\$1,580,000	FY 16
CATS Blue Line Extension Start Up Operations Support	60	\$7,022,000	FY 16 and FY 17

The full list of projects, in rank order, not recommended for funding is below:

Applicant	Project	Requested
Town of Cornelius	Torrence Chapel/ West Catawba Avenue Intersection	\$288,200
City of Charlotte	Harris Blvd/ Statesville Road Intersection	\$395,000
NCDOT Division 10	US 21 and Stumptown Intersection	\$1,472,000
City of Charlotte	Charlotte Bike Share	\$1,400,000
NCDOT Division 10	US 74 and Secrest Short Cut Intersection	\$303,200
City of Charlotte	Ardrey Kell/ US 521 Intersection	\$395,000
Mecklenburg County	South Prong Rocky River Greenway	\$344,000
CATS	CATS Park and Ride Lot	\$4,740,000
City of Charlotte	9th Street Bridge	\$2,250,000
Mecklenburg County	McAlpine Creek Greenway	\$1,635,900
Mecklenburg County	Little Sugar Creek Greenway	\$1,730,400
Mecklenburg County	McDowell Creek Greenway	\$2,280,600
Mecklenburg County	Stewart Creek Greenway	\$554,000
Mecklenburg County	Walker Branch Greenway	\$1,152,720
City of Charlotte	25th Street Connection	\$1,500,000
City of Charlotte	Eastway Drive/ The Plaza Intersection	\$1,580,000
City of Charlotte	Sidewalk Bundle 1	\$839,770
City of Charlotte	Sidewalk Bundle 2	\$1,224,500
City of Charlotte	Ashley Road/ Tuckaseegee Road Intersection	\$1,185,000
Mecklenburg County	Irwins Creek Greenway	\$1,194,900
NCDOT Division 10	NC 51 and Sam Newell Intersection	\$552,000
Town of Cornelius	Torrence Chapel/ West Catawba Avenue Intersection	\$288,200
City of Charlotte	Harris Blvd/ Statesville Road Intersection	\$395,000
NCDOT Division 10	US 21 and Stumptown Intersection	\$1,472,000
City of Charlotte	Charlotte Bike Share	\$1,400,000
NCDOT Division 10	US 74 and Secrest Short Cut Intersection	\$303,200
City of Charlotte	Ardrey Kell/ US 521 Intersection	\$395,000
Mecklenburg County	South Prong Rocky River Greenway	\$344,000
	Totals	\$31,095,190

This list was presented to the TCC at its June meeting. There were no comments or questions at the meeting, and no comments have been made as of July 2.

Requested Action: The TCC is asked to endorse and recommend this project list to the MUMPO Board for approval at their July 18 meeting.

Feel free to contact me at 704-688-6501 or bhansen@centralina.org if you have any questions.



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 Charlotte, NC 28202
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TO: TCC Members
FROM: Robert Cook, AICP
 MUMPO Secretary
DATE: July 5, 2012
SUBJECT: 2012-2018 TIP Amendments

REQUEST

The TCC is requested to recommend to the MPO that it amend the TIP as noted in the table below.

BACKGROUND

NCDOT's Program Development Branch has requested that MUMPO amend its TIP for projects U-5519 and B-4651 listed below. The Transportation Planning Branch has requested the amendment for C-5533.

TIP Project	Description	Proposed Amendment	Reason
U-5519	North Community House Road bridge and extension over I-485.	Add to TIP in FY 2012. (Project to be built with private funds.)	Project to be built in conjunction with the widening of I-485 (R-4902).
B-4651	Poplin Road (SR 1508), replace bridge over S. Fork Crooked Creek.	Delay Construction from FY 12 to FY 13.	Delay will allow additional time to resolve utility conflicts.
C-5533	Construct roundabout at intersection of Shopton Road and Beam Road.	Delay ROW from FY 2013 to FY 2014; delay Construction from FY 2013 to FY 2016.	Delay requested by the City of Charlotte.

ATTACHMENTS

A draft resolution is included in the agenda packet.

RESOLUTION

ADOPTING AMENDMENTS TO THE MECKLENBURG-UNION URBAN AREA METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2012- FY 2018

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

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) has reviewed the current FY 2012-FY 2018 Transportation Improvement Program and found the need to amend it; and

WHEREAS, the following amendments to the North Carolina Transportation Improvement Program have been proposed:

TIP Project	Description	Proposed Amendment	Reason
U-5519	North Community House Road bridge and extension over I-485.	Add to TIP in FY 2012. (Project to be built with private funds.)	Project to be built in conjunction with the widening of I-485 (R-4902).
B-4651	Poplin Road (SR 1508), replace bridge over S. Fork Crooked Creek.	Delay Construction from FY 12 to FY 13.	Delay will allow additional time to resolve utility conflicts.
C-5533	Construct roundabout at intersection of Shopton Road and Beam Road.	Delay ROW from FY 2013 to FY 2014; delay Construction from FY 2013 to FY 2016.	Delay requested by the City of Charlotte.

WHEREAS, the Technical Coordinating Committee voted to recommend that the MPO approve the TIP amendments; and

WHEREAS, the MPO finds that the proposed amendment conforms to the purpose of the North Carolina State Implementation Plan for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 and 93; and

WHEREAS, the 2035 Long Range Transportation Plan has a planning horizon year of 2035 and meets all requirements of 23 CFR 450.

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Mecklenburg-Union Urban Area be amended as listed above on this the 18th day of July, 2012.

I, Ted Biggers, Chairman of the Mecklenburg-Union Metropolitan Planning Organization, 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 this the 18th day of July, 2012.

Ted Biggers, Chairman

Robert W. Cook, Secretary



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TO: TCC Members
 FROM: Nicholas Landa
 MUMPO Principal Planner
 DATE: July 5, 2012
 SUBJECT: **LRTP Working Group**

BACKGROUND

The TCC acted in February to form a working group to guide the LRTP update process. Listed below are the individuals who were identified as working group participants. Following that list are the names of additional staff whose participation will be important for the project's success. This list is not exhaustive, and the TCC is encouraged to identify other focus areas and the individuals who can provide the needed support.

Identified in February	
Name	Agency
David McDonald	CATS
Ralph Messera	Matthews
Amy Helms	Union County
Andy Grzymiski	CDOT
Anna Gallup	CDOT
Robert Cook	MUMPO
Nicholas Landa	MUMPO

Additional Participants		
Name	Agency	Focus
Malisa McCreedy	CDOT	Pedestrian transportation
Ken Tippet	CDOT	Bicycle transportation
Bjorn Hansen	Centralina COG	Freight transportation
Joey Raczkowski	Iredell County	Regional issues
Andrew Bryant	Lincoln County	Regional issues
Eldewins Haynes	CDOT	Air quality
Jason Rayfield	LUESA	
Gwen Cook	Mecklenburg County Park & Recreation	Greenways
TBD	TBD	Environmental issues
Anil Panicker	NCDOT	NCDOT coordination

A meeting of the LRTP working group will be convened before the August TCC meeting.

Mecklenburg-Union Technical Coordinating Committee I-77 North Corridor Statement of Principles Guidance Document

The Mecklenburg-Union Technical Coordinating Committee (TCC) hereby commits itself to active, ongoing, and meaningful participation in the development and implementation of projects in the I-77 corridor between central Charlotte and Mooresville. To guide this collaboration the TCC is preparing a statement of principles. This statement of principles is intended to be an evolving document that can be modified as additional issues arise and information is developed.

The development should include:

- 1) A strategic vision for the corridor between Charlotte and Mooresville, with the potential extension to Statesville of this vision
- 2) A mechanism for examining the environmental issues that would affect project development throughout the corridor
- 3) The development of the types of information and a schedule that could lead to a public/private partnership (P3) project moving forward in 2012
- 4) A framework for the amount and source of any public subsidy to a P3 project
- 5) A meaningful mechanism for stakeholder participation in the development of terms and conditions of a P3 project
- 6) Defining how to ensure the physical and financial viability of other projects that penetrate the envelope of the corridor (both those currently envisioned and how to deal with subsequent proposals)
- 7) Actions to ensure long term support for transit, shared ride and non-motorized modes of travel
- 8) Actions to ensure the operational viability and characteristics of any interim project

The TCC endorses these recommendations with the full understanding that concerns expressed by this board concerning TIP project I-5405 including how this project will interact with immediately adjacent projects on I-77, how it will integrate with the rest of the surface transportation system in this corridor, and the financial and public acceptance implications of its funding construct have not been resolved. It is understood that adjacent projects on I-77 will require modifications to both the Long Range Transportation Plan and the Transportation Improvement Program and that the TCC will review these modifications in the context of the ongoing mutual resolution of our concerns.