

# The Mecklenburg Times & Lawyers Weekly

130 North McDowell Street Ste. B  
Charlotte, NC 28204  
1 (704) 377-6221  
www.mecktimes.com

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City of Charlotte Urban Design Center  
600 E 4th St #8  
Charlotte, NC 28202-2816



Charlotte regional transportation planning organization

Draft 2050 Metropolitan Transportation Plan  
Revised 2020-2029

Transportation Improvement Program

2045 MTP Amendments

Draft Air Quality Conformity Determination Report

Have a Voice in Transportation Needs

### Please Read Carefully

The Mecklenburg Times & Lawyers Weekly is not responsible for errors or omissions after the First Run Date. If any errors, contact 1 (704) 377-6221. Attorneys placing legal advertisements are responsible for payment of same.

The Charlotte Regional Transportation Planning Organization (CRTPO) will start a public comment period for its draft 2050 Metropolitan Transportation Plan (MTP), revised 2020-2029 Transportation Improvement Program (TIP), 2045 MTP amendments, and draft Air Quality Conformity Determination Report on Tuesday, January 18, 2022.

The documents are available on CRTPO's 2050 MTP website: [www.2050mtp.org](http://www.2050mtp.org). Comments may be sent to [email@crtpo.org](mailto:email@crtpo.org). Written or verbal comments can be provided during the Jan 26, Feb 16, and March 16 CRTPO Board meetings.

The MTP defines the policies, programs and projects to be implemented during the next 20-plus years. The MTP contains recommendations for roads; transit; and bicycle and pedestrian facilities. The air quality conformity determination report demonstrates that the total emissions projected for the MTP are within the emissions limits established by the State Implementation Plan (SIP).

The Program of Projects required by 49 USC 5307 is a subset of the TIP and the public review and comment solicited for this TIP is intended to include and satisfy the public review and comment required under 49 USC 5307 (c) (1) through (7) for Urbanized Area Formula Program.

The CRTPO is the metropolitan planning organization (MPO) for the Charlotte urbanized area which includes Iredell, Mecklenburg and Union counties. For more information, visit [www.crtpo.org](http://www.crtpo.org).

The 30-day public comment period ends on Thursday, February 17, 2022 at 5:00 p.m.

PO #	
Order #	12069042
Placement	Mecklenburg Times (NC) Government - Mecklenburg Other
Schedule	1/18/2022 - 1/18/2022
# of Times	1 inserts
Base Charge*	92.72
Add'l Charges/Disc*	0.00
Payment Amount	0.00
<b>TOTAL:</b>	<b>92.72</b>
<b>(Not an Invoice)</b>	

### ORDER KEYWORDS:

DRAFT 2050 METROPOLITAN  
TRANSPORTATION PLAN REVISED  
2020-2029 TRANSPORTATION  
IMPROVEMENT PROGRAM 2045  
MTP AMENDMENTS DRAFT AIR  
QUALITY CONFORMITY  
DETERMINATION REPORT HAVE A  
VOICE IN TRANSPORTATION  
NEEDS THE CHARLOTTE  
REGIONAL TRANSPORTATION  
PLANNI

Anchor Rate:	\$92.72
Subsequent Rate:	\$0.00

**\*Changes to this order may result in pricing changes.**

## FOR IMMEDIATE RELEASE

February 1, 2022

**Contact:** Randi Gates, Principal Transportation Planner  
704.854.6604  
[randig@cityofgastonia.com](mailto:randig@cityofgastonia.com)

### **THE GASTON-CLEVELAND-LINCOLN METROPOLITAN PLANNING ORGANIZATION (GCLMPO) HAS ESTABLISHED A PUBLIC COMMENT PERIOD FOR THE DRAFT 2050 METROPOLITAN TRANSPORTATION PLAN (MTP), REVISED 2020-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), 2045 MTP AMENDMENTS, AND DRAFT AIR QUALITY CONFORMITY DETERMINATION REPORT**

The documents will be available for review and public comments will be received from  
**February 1 – March 2, 2022.**

#### **2050 MTP**

The 2050 MTP for the GCLMPO is the locally adopted, fiscally constrained, long-range transportation plan for Gaston, Cleveland, and Lincoln counties. The 2050 MTP defines the transportation network that will serve both present and projected volumes of vehicular traffic, public transportation use, bicycle, pedestrian, aviation and freight travel in and around the urban area through the year 2050. Are current and proposed projects meeting all of your transportation needs?

#### **Revised 2020-2029 TIP / 2045 MTP Amendments**

The Transportation Improvement Program (TIP) identifies the transportation projects that GCLMPO and NCDOT plan to undertake over the next ten years. All projects receiving federal funding must be in the GCLMPO's TIP and the NCDOT's State Transportation Improvement Program (STIP). Federal regulations also require that project schedules and funding amounts be consistent between the TIP and the STIP.

#### **Air Quality Conformity Determination Report**

An air quality conformity determination is required due to the Clean Air Act's requirement that an MPO's plans and programs conform to the purpose of the state implementation plan (SIP) for achieving air quality standards. Conformity to the purpose of the SIP means that the transportation activities will not cause new violations of the National Ambient Air Quality Standards (NAAQS), worsen existing violations, or delay timely attainment of the NQAAS.

More information is available on the GCLMPO's website at [www.gclmpo.org](http://www.gclmpo.org).

Public meetings will be held on the dates, times, and locations below:

- **February 15, 2022** from 4:00 – 6:00 pm at the James W. Warren Citizens Center, located at 115 W. Main St., Lincolnton, NC 28092
- **February 16, 2022** from 4:00 – 6:00 pm at the Garland Business Center, located at 150 S. York St., Gastonia, NC 28052
- **February 17, 2022** from 4:00 – 6:00 pm at the Shelby City Hall, located at 300 S. Washington St., Shelby, NC 28150

All meetings are drop-in format, with no formal presentation at a set time.

In addition, verbal comments on the MTP can be provided during the March 24, 2022 GCLMPO Board Meeting. The GCLMPO is scheduled to take action on the MTP, TIP, and air quality conformity determination report on March 24, 2022.

Written comments may be sent by mail, email, or fax to the following address:

Gaston-Cleveland-Lincoln MPO  
Attn: Randi Gates, Principal Transportation Planner  
PO Box 1748  
Gastonia, NC 28053  
randig@cityofgastonia.com  
FAX: 704-869-1960

All written comments must be received by March 2, 2022. Additional information can be obtained by contacting GCLMPO staff at 704-854-6604.

####

*The Gaston-Cleveland-Lincoln MPO hereby gives public notice of its policy to uphold and assure full compliance with Title VI of the Civil Rights Act of 1964 and all related acts and statutes. Title VI and related statutes prohibiting discrimination in Federally assisted programs require that no person in the United States of America shall, on the grounds of race, color, national origin, sex, age, or disability be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal assistance.*

*Any person who believes they have been aggrieved by an unlawful discriminatory practice regarding the **Gaston-Cleveland-Lincoln MPO** programs has a right to file a formal complaint with the GCLMPO, within one hundred and eighty (180) days following the date of the alleged discrimination occurrence. For instructions on how to file a complaint, or additional information regarding GCLMPO's nondiscrimination obligations, please contact Randi Gates at 704-854-6604 or randig@cityofgastonia.com.*

*Individuals requiring special accommodations when attending this public meeting and/or if this information is needed in an alternative format because of a disability, should contact the City of Gastonia Human Resources Department, located in City Hall at 181 S. South Street, telephone (704-866-6786), fax (704-836-0022) or by email: judys@cityofgastonia.com. The Human Resources Department requests at least 72 hours' notice prior to the meeting to make the appropriate arrangements.*

**Independent Tribune**

Advertising Affidavit

Account Number

3221147

PO Box 968  
Hickory, NC 28603

Date

February 13, 2022

MOBILITY SOLUTIONS UNLIMITED/CABARRUS  
ROWAN MPO  
713 STERNBRIDGE DRIVE  
CONCORD, NC 28025

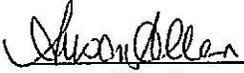
Date	Category	Description	Ad Number	Ad Size
02/13/2022	Legal Notices	NOTICE Cabarrus-Rowan Metropolitan Planning Organization	0000767252	2 x 44 L

**Publisher of  
Independent Tribune  
Cabarrus County**

Before the undersigned, a Notary Public duly commissioned, qualified, and authorized by law to administer oaths, personally appeared the Publisher's Representative who by being duly sworn deposes and says: that he/she is authorized to make this affidavit and sworn statement; that the notice or other legal advertisement, a copy of which is attached hereto, was published in the Independent Trib on the following dates:

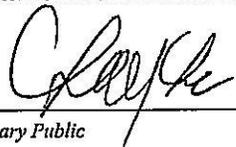
02/06, 02/13/2022

and that the said newspaper in which such notice, paper document, or legal advertisement was published, was at the time of each and every such publication, a newspaper meeting all the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina.

  
Billing Representative

Newspaper reference: 0000767252

Sworn to and subscribed before me, this 13th day of February, 2022.

  
Notary Public

State of Virginia  
County of Hanover  
My commission expires: \_\_\_\_\_

Linh Thuy Le  
Notary Public  
Commonwealth of Virginia  
Reg. No. 7953581  
My Comm. Expires Nov. 30, 2025

## NOTICE

### Cabarrus-Rowan Metropolitan Planning Organization

#### Conformity Analysis and Determination of the FY 2020-2023 Transportation Improvement Program

The Cabarrus-Rowan Metropolitan Planning Organization (CRMPO), Transportation Planning Agency for both Cabarrus and Rowan Counties, has released for public review the update to the 2050 Metropolitan Transportation Plan, the 2020-2023 Transportation Improvement Program (TIP) amendments for U-5956, R-5706B, U-3415A, U-6032, Y-4810, U-5761, and P-2918 including a cost increase exceeding 2 million and 25% threshold, and associated Conformity Analysis and Determination Report. The CRMPO, will also hold two **citizen virtual information workshops** on the completed long range plans for review and comment.

The CITIZEN VIRTUAL INFORMATION WORKSHOPS will be held via zoom technology on February 16, 2022. The public is invited to drop-in any time during one of two workshops. The workshops will be held at 12:30-1:30pm and 6:30-7:30pm. (displays and staff will be available online).

This information will be available for public comment February 7, 2022 – March 9, 2022. Copies are available for review on the MPO website at www.crmpo.org. Copies are also available at the Cabarrus County Planning Office in Concord and the Rowan County Planning Office in Salisbury.

Comments may be sent by mail, email, or fax, to the following addresses:

CR MPO  
713 Sternbridge Drive  
Concord, NC 28025  
pconrad@mblsolution.com  
FAX: 704-795-7529

All comments must be received by the close of business, March 9, 2022.

Additional information can be obtained by contacting CR MPO staff at 704-795-7528, or by email at pconrad@mblsolution.com.

**From:** Gates, Randi [mailto:randig@cityofgastonia.com]  
**Sent:** Monday, March 28, 2022 8:54 AM  
**To:** pconrad@mblsolution.com; 'Burke, Neil' <Neil.Burke@charlottenc.gov>  
**Subject:** RE: Question

No...no comments received for the CDR.

Randi

**Mrs. Randi P. Gates, AICP**  
Principal Transportation Planner  
GCLMPO Administrator

**From:** Burke, Neil [mailto:Neil.Burke@charlottenc.gov]  
**Sent:** Monday, March 28, 2022 9:05 AM  
**To:** Gates, Randi <randig@cityofgastonia.com>  
**Cc:** pconrad@mblsolution.com  
**Subject:** Re: [EXT]RE: Question

CRTPO did not receive any comments related to the conformity document during the comment period.

Neil Burke  
CRTPO

**From:** pconrad@mblsolution.com [mailto:pconrad@mblsolution.com]  
**Sent:** Monday, March 28, 2022 11:50 AM  
**To:** 'pconrad@mblsolution.com' <pconrad@mblsolution.com>  
**Subject:** DRAFT CDR

CR MPO did not receive any comments related to the conformity document during the comment period.

Thank you,

Phil Conrad  
Cabarrus-Rowan MPO

**RESOLUTION**

**ADOPTED BY THE CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 METROPOLITAN TRANSPORTATION PLAN**

**WHEREAS**, the Charlotte Regional Transportation Planning Organization (CRTPO) and the North Carolina Department of Transportation (NCDOT) are actively involved in transportation planning for the CRTPO planning area; and

**WHEREAS**, the CRTPO policy board is the duly recognized transportation decision-making body for the 3-C transportation planning process for the Charlotte urbanized area pursuant to 23 CFR Part 134; and

**WHEREAS**, the CRTPO Technical Coordinating Committee (TCC) and policy board have prepared an update to the 2045 Metropolitan Transportation Plan for the CRTPO; and

**WHEREAS**, it is recognized that the proper movement of traffic within and through the CRTPO Metropolitan Planning Area is a highly desirable element of the 2050 Metropolitan Transportation Plan for the orderly growth and development of the region; and

**WHEREAS**, after the full study of the updated 2045 Metropolitan Transportation Plan, the policy board of the CRTPO finds that the 2050 Metropolitan Transportation Plan meets the goals and objectives for the CRTPO; and

**WHEREAS**, after the full study the CRTPO finds that the 2050 Metropolitan Transportation Plan meets the requirements of 23 USC 134; and

**WHEREAS**, the 2050 Metropolitan Transportation Plan has at least a 20-year horizon and is fiscally constrained pursuant to 23 CFR Part 450.322; and

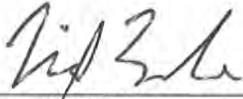
**WHEREAS**, the public has had the opportunity to review and comment on the 2050 Metropolitan Transportation Plan through public meetings and document sharing.

**NOW THEREFORE BE IT RESOLVED** that the Charlotte Regional Transportation Planning Organization approves and endorses the 2050 Metropolitan Transportation Plan as prepared by the Technical Coordinating Committee, policy board and the North Carolina Department of Transportation on this the 23rd day of March, 2022.

\*\*\*\*\*

I, Ronald P. Pappas, Chair of the Charlotte Regional Transportation 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 Charlotte Regional Transportation Planning Organization, duly held on this 23rd day of March 2022.

  
Ronald P. Pappas, Chair

  
Neil Burke, Secretary

**RESOLUTION**

**FINDING THE CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION 2050 METROPOLITAN TRANSPORTATION PLAN AND THE 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM IN COMPLIANCE WITH THE PROVISIONS OF 23 USC 134**

**WHEREAS**, the Charlotte Regional Transportation Planning Organization (CRTPO) is the duly recognized decision-making body for the 3-C transportation planning process for the Charlotte urbanized area; and

**WHEREAS**, the CRTPO 2050 Metropolitan Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

**WHEREAS**, the CRTPO 2020-2029 Transportation Improvement Program is a direct subset of the 2050 Metropolitan Transportation Plan; and

**WHEREAS**, the United States Environmental Protection Agency designated the CRTPO as a marginal non-attainment area for the 2008 ozone standard effective on July 20, 2012 and due to improved air quality in the region was re-designated as a maintenance area on August 27, 2015; and

**WHEREAS**, the transportation conformity analysis of the CRTPO 2050 Metropolitan Transportation Plan is based on the most recent estimates of population, employment, travel and congestion; and

**WHEREAS**, the CRTPO 2050 Metropolitan Transportation Plan is financially constrained; and

**WHEREAS**, there are no transportation control measures in the North Carolina State Implementation Plan (SIP) that pertain to the CRTPO planning area; and

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

**WHEREAS**, those project and programs included in the CRTPO 2050 Metropolitan Transportation Plan contribute to annual emissions reductions as shown by the quantitative emissions analysis.

**NOW, THEREFORE BE IT RESOLVED** that the Charlotte Regional Transportation Planning Organization finds that both the 2050 Metropolitan Transportation Plan and the 2020-2029 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan (or base year emissions, in areas where no State Implementation Plan is approved for found adequate by the EPA) in accordance with the Clean Air Act as Amended and 23 USC 134 on this the 23rd day of March, 2022.

\*\*\*\*\*

I, Ronald P. Pappas, Chair of the Charlotte Regional Transportation 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 Charlotte Regional Transportation Planning Organization, duly held on this 23rd day of March 2022.

  
Ronald P. Pappas, Chair

  
Neil Burke, Secretary

**RESOLUTION ADOPTED BY THE CABARRUS-ROWAN METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ADVISORY COMMITTEE APPROVING THE 2050 METROPOLITAN TRANSPORTATION PLAN**

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

**WHEREAS**, the Cabarrus-Rowan Metropolitan Planning Organization (MPO), and the North Carolina Department of Transportation are actively involved in transportation planning for the Cabarrus-Rowan Urban Area; and

**WHEREAS**, the Cabarrus-Rowan MPO has an existing 2045 Metropolitan Transportation Plan adopted in March 2018; and

**WHEREAS**, the Cabarrus-Rowan Transportation Advisory Committee (TAC) is the duly recognized transportation decision making body for the 3-C transportation planning process in the Cabarrus-Rowan MPO as required by 23 U.S.C. 134; and

**WHEREAS**, the Cabarrus-Rowan Technical Coordinating Committee (TCC) and the TAC for the MPO have prepared an update to the 2050 Metropolitan Transportation Plan for the MPO; and

**WHEREAS**, it is recognized that the proper movement of traffic within and through the Cabarrus-Rowan MPO is a highly desirable element of the Metropolitan Transportation Plan for the orderly growth and development of the Urban Area; and

**WHEREAS**, after the full study of the updated Metropolitan Transportation Plan the TAC of the Cabarrus-Rowan MPO finds the plan to be compliant with the requirements of the 23 U.S.C. 134; and

**WHEREAS**, the Metropolitan Transportation Plan has at least a 20 year horizon year and is fiscally constrained as required by 23 CFR Part 450.322; and

**WHEREAS**, the public has had the opportunity to review and comment on the Metropolitan Transportation Plan through public meetings and document sharing.

**NOW, THEREFORE, BE IT RESOLVED THAT** members of the Cabarrus-Rowan MPO approve and endorse the 2050 Metropolitan Transportation Plan as prepared by the Cabarrus-Rowan TCC, the TAC, and the North Carolina Department of Transportation.

I, Meredith Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 23rd day of March, 2022.



Signature of the TAC Chair  
Cabarrus-Rowan MPO

**Resolution Finding the Cabarrus-Rowan Urban Area 2050 Metropolitan Transportation Plan and the 2020-2024 Amended Transportation Improvement Program in Compliance with the Provisions of the Clean Air Act Amendments of 1990 and 23 U.S.C. 134**

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

**WHEREAS**, the Transportation Advisory Committee is the duly recognized decision making body of the 3-C transportation planning process for the Cabarrus-Rowan Urban Area; and

**WHEREAS**, the Cabarrus-Rowan 2050 Metropolitan Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

**WHEREAS**, the 2020-2023 Amended Transportation Improvement Program is a direct subset of the 2050 Metropolitan Transportation plan; and

**WHEREAS**, the United States Environmental Protection Agency (USEPA) designated Cabarrus-Rowan Urban Area as a marginal nonattainment area for the 2008 ozone standard effective on July 20, 2012, and due to improved air quality in the region was re-designated as a maintenance area on August 27, 2015; and

**WHEREAS**, the transportation conformity analysis of the Cabarrus-Rowan 2050 Metropolitan transportation plan is based on the most recent estimates of population, employment, travel, and congestion; and

**WHEREAS**, the Cabarrus-Rowan 2050 Metropolitan Transportation Plan is financially constrained; and

**WHEREAS**, there are no transportation control measures in the North Carolina State Implementation Plan (SIP) that pertain to the Cabarrus-Rowan area; and

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

**WHEREAS**, those projects and programs included in the Cabarrus-Rowan 2050 Metropolitan Transportation Plan contribute to annual emissions reductions as shown by the quantitative emissions analysis.

**NOW, THEREFORE BE IT RESOLVED**, that the Cabarrus-Rowan Transportation Advisory Committee finds that the Cabarrus-Rowan 2050 Metropolitan Transportation Plan and 2020-2023 Amended Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan in accordance with Clean Air Act as Amended (CAAA), and the 23 U.S.C. 134.

I, Meredith Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 23rd day of March, 2022.



Signature of the TAC Chair  
Cabarrus-Rowan Urban Area



**RESOLUTION ADOPTED BY THE GASTON-CLEVELAND-LINCOLN METROPOLITAN PLANNING ORGANIZATION (GCLMPO) APPROVING THE 2050 METROPOLITAN TRANSPORTATION PLAN**

**WHEREAS**, the Gaston-Cleveland-Lincoln Planning Organization (GCLMPO) and the North Carolina Department of Transportation (NCDOT) are actively involved in transportation planning for the GCLMPO planning area; and

**WHEREAS**, the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan area; and; and

**WHEREAS**, the GCLMPO Technical Coordinating Committee (TCC) and policy board have prepared an update to the 2045 Metropolitan Transportation Plan for the GCLMPO; and

**WHEREAS**, it is recognized that the proper movement of traffic within and through the GCLMPO Metropolitan Planning Area is a highly desirable element of the 2050 Metropolitan Transportation Plan for the orderly growth and development of the region; and

**WHEREAS**, the policy board of the GCLMPO finds that the 2050 Metropolitan Transportation Plan meets the goals and objectives for the GCLMPO; and

**WHEREAS**, after the full study the GCLMPO finds that the 2050 Metropolitan Transportation Plan meets the requirements of 23 USC 134; and

**WHEREAS**, the 2050 Metropolitan Transportation Plan has at least a 20-year horizon and is fiscally constrained pursuant to 23 CFR Part 450.322; and

**WHEREAS**, the public has had the opportunity to review and comment on the 2050 Metropolitan Transportation Plan through public meetings and document sharing.

**NOW THEREFORE BE IT RESOLVED** that the Gaston-Cleveland-Lincoln Metropolitan Planning Organization approves and endorses the 2050 Metropolitan Transportation Plan as prepared by the Technical Coordinating Committee, policy board and the North Carolina Department of Transportation on this the 24th day of March, 2022.

I, **Scott Neisler**, Chairperson of the Gaston-Cleveland-Lincoln Metropolitan Planning Organization Board, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on the 24th day of March, 2022.

*Scott Neisler*

Scott Neisler, MPO Board Chairperson  
Gaston-Cleveland-Lincoln Metropolitan Planning Organization

ATTESTED:

*Randi P. Gates*

Randi P. Gates, AICP, Principal Transportation Planner  
Gaston-Cleveland-Lincoln MPO Administrator

North Carolina  
Gaston County

I, Kristen N. Wheeler, a Notary Public for said County and State, do hereby certify that **Scott Neisler** personally appeared before me on this the 20<sup>th</sup> day of March, 2022, and acknowledge the due execution of the foregoing instrument.

Witness my hand and official seal.

*Kristen N. Wheeler*

Kristen N. Wheeler  
Notary Public



My Commission expires May 10, 2023.



**RESOLUTION FINDING THE GASTON-CLEVELAND-LINCOLN METROPOLITAN PLANNING ORGANIZATION 2050 METROPOLITAN TRANSPORTATION PLAN AND THE AMENDED 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM IN COMPLIANCE WITH THE PROVISIONS OF 23 USC 134**

**WHEREAS**, the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan area; and;

**WHEREAS**, the GCLMPO 2050 Metropolitan Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

**WHEREAS**, the GCLMPO Amended 2020-2029 Transportation Improvement Program is a direct subset of the 2050 Metropolitan Transportation Plan; and

**WHEREAS**, the United States Environmental Protection Agency designated the GCLMPO as a marginal non-attainment area for the 2008 ozone standard effective on July 20, 2012 and due to improved air quality in the region was re-designated as a maintenance area on August 27, 2015; and

**WHEREAS**, the transportation conformity analysis of the GCLMPO 2050 Metropolitan Transportation Plan is based on the most recent estimates of population, employment, travel and congestion; and

**WHEREAS**, the GCLMPO 2050 Metropolitan Transportation Plan is financially constrained; and

**WHEREAS**, there are no transportation control measures in the North Carolina State Implementation Plan (SIP) that pertain to the GCLMPO planning area; and

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

**WHEREAS**, the projects and programs included in the GCLMPO 2050 Metropolitan Transportation Plan contribute to annual emissions reductions as shown by the quantitative emissions analysis.

**NOW, THEREFORE BE IT RESOLVED** that the Gaston-Cleveland-Lincoln Metropolitan Planning Organization finds that both the 2050 Metropolitan Transportation Plan and the Amended 2020-2029 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan (or base year emissions, in areas where no State Implementation Plan is approved for found adequate by the EPA) in accordance with the Clean Air Act as Amended and 23 USC 134 on this the 24th day of March, 2022.

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

I, **Scott Neisler**, Chairperson of the Gaston-Cleveland-Lincoln Metropolitan Planning Organization Board, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on the 24th day of March, 2022.

*Scott Neisler*

Scott Neisler, MPO Board Chairperson  
Gaston-Cleveland-Lincoln Metropolitan Planning Organization

ATTESTED:

*Randi P. Gates*

Randi P. Gates, AICP, Principal Transportation Planner  
Gaston-Cleveland-Lincoln MPO Administrator

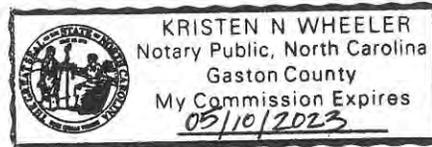
North Carolina  
Gaston County

I, Kristen N. Wheeler, a Notary Public for said County and State, do hereby certify that **Scott Neisler** personally appeared before me on this the 28 day of March, 2022, and acknowledge the due execution of the foregoing instrument.

Witness my hand and official seal.

*Kristen N. Wheeler*

Kristen N. Wheeler  
Notary Public



My Commission expires May 10, 2023.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

March 17, 2022

Mr. John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration  
North Carolina Division  
310 New Bern Avenue, Suite 410  
Raleigh, North Carolina 27601

Subject: Union County Donut Area Conformity Determination

Dear Mr. Sullivan:

The North Carolina Department of Transportation finds that the 2020-2029 State Transportation Improvement Program (STIP), which is the transportation plan for the donut area of Union County, complies with the provisions of the Clean Air Act of 1990 and the Fixing America's Surface Transportation (FAST) Act of 2015 and the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL) of 2021.

This fiscally constrained transportation plan helps eliminate or reduce violations of the national ambient air quality standards in the donut area of Union County that is inside the Rocky River Rural Planning Organization (RRRPO) but outside of the Charlotte Regional Transportation Organization (CRTPO). The report documents the validity of the conformity finding for the donut area and compliance with the Transportation Conformity Regulation 40 CFR 51 and 93.

Please begin your final review of this conformity determination and related documentation. The NCDOT is requesting approval on or before May 2, 2022.

If any federal agencies have any questions or comments regarding this conformity determination, please contact Phyllis D. Jones of the Transportation Planning Division at (919) 707-0970.

Sincerely,

A handwritten signature in black ink, appearing to read "J. E. Boyette".

J. Eric Boyette  
Secretary

JEB/pdj

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
SECRETARY'S OFFICE  
1501 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1501

*Telephone:* (919) 707-2800  
*Fax:* (919) 733-9150  
*Customer Service:* 1-877-368-4968

*Website:* [ncdot.gov](http://ncdot.gov)

*Location:*  
1 SOUTH WILMINGTON STREET  
RALEIGH, NC 27601

Mr. John F. Sullivan, III, PE, Division Administrator  
March 15, 2022  
Page 2

cc:

Mike Abraczinskas, Director, Division of Air Quality, NCDEQ  
Loretta Barren, FHWA North Carolina Division  
Dianna Myers, EPA Region 4  
Boyd Melton, FTA Region 4  
Jamal Alavi, PE, Director, Transportation Planning Division  
Travis Marshall, PE, Transportation Planning Division  
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Brian Phillips, Division of Air Quality, NCDEQ  
Roger Castillo Santamaria, PE, Transportation Planning Division  
Andy Bailey, Transportation Planning Division

Draft 2050 MTP/2020-2029 TIP Amendments/CDR  
Public Comments and Responses

#	Name	E-Mail	Address	Date Received	Comment	Response
1	Cliff Brumfield	cliff@lincolnEDA.org	3856 Riverdell Rd. Denver, NC 28037	2/15/2022	4-laning 73 is critical to Lincoln County's economic development efforts, as is widening NC BUS 16.	Your comments will be shared with the GCLMPO TCC, Board, and NCDOT. R-5721 is a funded project included in HY 2035. Segment A of this project will widen NC 73 from NC 16 BUS to Beatties Ford Rd in Mecklenburg County. Segment B will continue the widening to West Catawba Avenue. Construction of Segment A is currently programmed to begin in FY 2027. The GCLMPO also understands the importance of widening NC BUS 16 and has included the widening from NC 73 to Fairfield Forest Rd as two segments in HY 2045.
2	Wil Neumann	wilneumann@gmail.com	Cramerton, NC	3/2/2022	See attached letter and slides.	Your comments will be shared with the GCLMPO TCC, Board, and NCDOT. For the Catawba Crossings project, the feasibility study is expected to be complete in the summer of 2022. Following approval, the GCLMPO will decide whether Catawba Crossings will be submitted to NCDOT through the next Prioritization process, which is expected to begin in 2023. An express design is underway for the Belmont-Mt. Holly Loop that will consist of basic roadway design, cost estimates, and screening for key resources/issues/concerns that need to be avoided, mitigated, or otherwise considered if the project moves forward into later planning stages. The express design is also examining the feasibility of an interchange at I-85.

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1	1/20/2022	Scott Higgins	Interested in pedestrian and cycling safety.	Thank you for your comment.
2	1/21/2022	Jill McClune	My comment was around the Cornelius Rd exit in Mooresville (exit 37/38). We need better infrastructure in Mooresville and a way to alleviate traffic from the main 150/Williamson corridors.	Thank you for your comment.
3	1/21/2022	Nicole Whitehead	I would LOVE an exit at Cornelius Rd. Would make getting on the Hwy from home much easier.	Thank you for your comment.
4	1/21/2022	Terri Wright	Comment has been edited for brevity: Proposed exit on I77 and Cornelius Road: I am concerned about the safety of adding more traffic on these small country roads. I requested a study on the feeder roads of Perth Road, Cornelius Road and Judus Road. There are already a number of accidents each month at the intersection of Cornelius and Perth, Judas and Cornelius, and Judas and Perth. Adding additional traffic will only increase the number of accidents. Until these feeder roads are improved, widening, traffic lights and/or traffic circles, this interchange should not be considered.	Thank you for your comment. We will share these concerns with our member jurisdictions. All projects are designed using best practices for modern roadway safety standards. While this timeframe is only an estimate, this project is scheduled to be open to the public by horizon year 2035. This intersection project should help improve congestion and address safety concerns.
5	1/21/2022	Jim Zilisch	Comment has been edited for brevity: An interchange at Cornelius Rd/77 is needed to take pressure off Exit 36 and the surrounding streets. Bluefield Rd and 150 west of I77 is only going to get worse. An interchange along another main E/W thoroughfare like Cornelius Rd would make a lot of sense.	Thank you for your comment. An interchange is identified as an improvement at the intersection of I-77 and Cornelius Rd. In the 2050 MTP this project is listed under ID: 2050-E109 with a horizon year of 2035. This project recommends to convert from grade separation to an interchange. For more information on this project please visit the project section of the 2050mtp.org website.
6	2/1/2022	Ella Watt	Will there be an allocation of funds for public bathrooms in this plan? Charlotte lacks public restrooms that are available without entering a separate establishment such as a restaurant or store.	Thank you for your comment. The scope of the 2050 MTP is to identify long range transportation needs and plan for the three-county planning area over the next 20 to 30 years. Identification of public facility needs is not included within the scope of this long-range transportation plan.
7	2/3/2022	Roger Barbee	Comment has been edited for brevity: Good infrastructure to alleviate the planning shortcomings in regard to Route 150 in the Isle of Pines Road area in Mooresville is needed, including improved infrastructure for Talbert Road, Brawley School Road, and Route 21.	Thank you for your comment. There are multiple projects in the 2050 MTP that will improve NC 150, Brawley School Road, and Route 21 in the 2050 MTP. These improvements include roadway widening, bicycle, and pedestrian improvements. More information on these projects is available on the 2050mtp.org website. The 2050 MTP Project Ids are as follows. (Route 150 Projects: 2050-E111, 2050-1037, 2050-E113), (Brawley School Rd Project: 2050-E115), and (Route 21 Project: 2050-E117).
8	2/6/2022	Faye Freeze	Very concerned about the progress of Hwy 150 widening west of Mooresville. Things are getting really crowded!	Thank you for your comment. The 2050 MTP includes a project along NC 150 west of Mooresville. The Project ID is 2050-E113 and proposes widening the road from 2/4 lanes to 6 lanes, with median, wide outside lanes and sidewalks. Please visit the 2050mtp.org website for more information.

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9	2/15/2022	Javier Guillen	<p>Comment has been edited for brevity: The plan does a thorough job of analyzing data and presenting it to the reader. The maps and illustrations included make it easier for the reader to understand the content. The way the points are awarded in the two-tier elevation of projects is what concerns me the most. The first tier gives 100 points for congestion and 50 points each for safety and accessibility to employment. While these are roadway project congestions should not be the top priority against other factors such as safety. In tier two environmental justice, natural resource impacts, history resource impacts, community resource impacts, equitable access, and connectivity are given 9 points. Knowing how highways and roadway projects have destroyed minority communities, it would make more sense to have categories like environmental justice at the top of the list. The plan also lacks an explanation of why most of the funding is going toward roadway widening and how that will impact different communities in 2050. Roadway widening projects might help mitigate traffic congestion but will have other impacts that are not covered in the plan. The connection between roadway projects and the improvement of pedestrian infrastructure could be illustrated better throughout the plan. The plan doesn't cover how pedestrian-oriented projects will be encouraged in the future. I think there is a disconnection between the data analyzed and how the projects selected will improve the quality of life for people in those communities.</p> <p>The CRTPO plan also does not reference other plans like the Charlotte 2040 comprehensive plan or City of Charlotte corridor of opportunities plan.</p>	<p>Thank you for your thorough review of the 2050 MTP. We are pleased that the format of the document simplified the presentation of the data associated with the plan.</p> <p>The CRTPO's MTP ranking methodology places higher weights on ranking the Tier 1 criteria because these measures can be analyzed from a quantitative approach, using professional techniques and industry-accepted calculations. In addition, tier 1 criteria most align with NCDOT's Prioritization criteria, which is the primary funding source for most capital infrastructure projects in North Carolina. Placing a higher weight on tier 1 measures ensure that CRTPO identifies the most competitive projects to submit for NCDOT's Prioritization process to develop its State Transportation Improvement Program (STIP). The majority of the tier 2 criteria utilized a qualitative scoring approach that utilized a subcommittee of planning staff from the three-county planning area to rank projects based upon spatial datasets and local knowledge. It should be noted that the CRTPO's roadway scoring methodology is a planning-level evaluation, and once a project officially receives funding in the STIP, it is subject to a rigorous evaluation of its impact to the environment based upon the National Environmental Policy Act (NEPA) of 1970. The financial assumptions for the 2050 MTP are based upon current state and federal legislation for allocation of transportation funds. Specifically, to state funds, the Strategic Transportation Investments (STI) legislation limits the funding of bicycle and pedestrian projects to federal sources and caps the amount of total non-highway funding at 10% of available revenues. The CRTPO needs to reflect the provisions within STI in order to have valid financial assumptions within its MTP. It is also important to note that the scopes of most of the roadway projects within the 2050 MTP will include bicycle and pedestrian enhancements in accordance with NCDOT's Complete Streets policy. The MTP also contains an active transportation corridor component to be used by its member jurisdictions to help define projects to consider for future funding opportunities. The scope of the MTP is a three-county long-range plan, specific small-scale corridor/area transportation plans within a smaller geographic area. The 2050 MTP Advisory Committee contained staff from around the region that were involved with the 2040 Comprehensive Plan and Charlotte's Transformational Mobility Network. Their input was utilized in the development of the MTP's goals and objectives, review of scenario planning results, financial plan assumptions, revisions to the roadway ranking criteria, and development of the recommended project list.</p>

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10	2/16/2022	Tracy Hamm	It is imperative that we continue freeway upgrades to U.S. Highway 74 in eastern Union County. The proposed Marshville Bypass (R-4441) is quickly becoming a missing link in realizing a completed U.S. 74 freeway between our state's largest city and its largest port, yet it is not included in the 2050 MTP. I understand the bypass was the lowest scoring Tier 1 project within the Statewide Mobility tier in 2050 MTP planning, but this project is too important to our region and the southern Piedmont as a whole to remain without a nearer term solution. I am hopeful the Marshville Bypass Tolling Study will identify a path forward. But in the meantime, please continue to work closely with NCDOT and Division 10 to advance this project. Now that the Wadesboro Bypass in the RRRPO is included in the 2020-29 STIP and the Shelby Bypass is fully funded and will complete this decade, we simply cannot let the Marshville project languish. Thank you.	Thank you for your comment. We will share this comment with our member jurisdictions and continue to support transportation planning solutions in the region and along this corridor.
11	2/16/2022	Tracy Hamm	I would be remiss if I did not use an opportunity to make a public comment on transportation planning in the CRTPO to advocate for nearer term funding solutions for the southern corridor of I-77 from center city Charlotte to the South Carolina state line (I-5718). This long-overdue express lanes project to improve mobility through the heart of our state's largest city simply must advance before the 2030s. It is a highly congested corridor that has gone untouched for 30 years despite unprecedented levels of growth – growth that shows no signs of slowing – and its ramps and interchanges are woefully out of date, a safety concern that will only worsen. Thank you for your continued efforts to fund the rebuild of this critical mobility project in the nearest term possible.	Thank you for your comment.