



**Charlotte Streetcar Project  
Public Comments  
2009-2015 Transportation Improvement Program Amendment  
2035 Long Range Transportation Plan Amendment  
Air Quality Conformity Determination**

The following comments concerning the required MUMPO actions on the Charlotte Streetcar project were received during the public comment period-January 25, 2011 through February 28, 2011.\*

**Comments Received by E-Mail**

**Comment 1**

When are you bureaucrats going to stop wasting taxpayer to increase your hat size? Why don't you all become day traders and waste your own money to increase your egos? The USA should do what they do to Middle Easterners who steal, cut off their hands. I guess someone forget to tell the public about the additional 12 million dollars coming from the city's General Fund of 12 million. 36 million dollars would go a long way to feed the homeless or to educate the uneducated or doesn't it matter that 22% of the population in Mecklenburg county is illiterate. I guess if they reduced that percentage then the Jack Asses wouldn't control the county huh?  
Edward Bock [tong\_92@yahoo.com]

**Comment 2**

We are broke!  
[AUSTINM1@nationwide.com](mailto:AUSTINM1@nationwide.com)

**Comment 3**

Dear Mr. Cook,  
Sorry I can't make the meeting this afternoon - I've got a dental appointment.

Regarding the streetcar, I don't think it is worth all the money that has already been poured into it. It just doesn't serve as many people as it should, nor does it take them far enough. If this was needed, it could be done with Gold Rush vehicles and not have all the infrastructure costs.

Please discontinue this project.

I see that the website mentions a \$25 million federal grant. Why doesn't it also mention the \$12 million General Fund money pledged by Charlotte?

Thank you,

Tim Wallace  
1051-A Churchill Downs Court  
Charlotte, NC 28211  
704-442-8658  
Tim Wallace [timwgov@yahoo.com]

**Comment 4**

If we are doing this with the private support of others, we need a streetcar...why?

[dej57@aol.com](mailto:dej57@aol.com)

*(This e-mail correspondence included as an attachment a recent Charlotte Observer article about the extension of CATS's Gold Rush service to the campuses of Johnson C. Smith University and Central Piedmont Community College.)*

**Comment 5**

<http://mumpo.org/CharlotteStreetcarProject.htm>

There is no mention of the \$12m the city has to come up with, nor the operation costs the city will pay, on this webpage.

Why?

If you are asking for comments from the public don't you think the costs should be accurately reported? Why mention the \$25 mil grant but not the other cost to the taxpayers of the city?

Dale Johnson  
Charlotte  
[dej57@aol.com](mailto:dej57@aol.com)

**Comment 6**

I understand you are the person to talk to right now for those of us who are pro fiscal responsibility and against the street car project. If there had been a reasonable ridership study.. If funding was available for this and future segments.. If the city streets were wide enough to accommodate the tracks without disrupting traffic.. and if tax payers were not already stretched to the max and facing a property revvluation I might consider supporting this project. As it is however this is going to be another in a long line of money losing projects. Please do your part to not put us on the hook for another multi million dollar boondoggle.

See also, whitewater center, NASCAR hall of fame, light rail, numerous museuems etc.

Thanks,  
Jared  
[jared@jaredwatkins.com](mailto:jared@jaredwatkins.com)

## **Comment 7**

Dear Mr. Cook and members of the MUMPO Board,

I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar.

The logic behind my request is as follows:

- 1.** There is no identified funding plan for the full streetcar corridor. Moving the date of the streetcar in the LRTP does nothing to address this point. In fact, moving the project may become a reason to promote future extension of the streetcar, at the expense of other necessary projects on the LRTP.
- 2.** The proposed streetcar project does not meet any transportation need. The mile and a half corridor proposed for construction is currently served in its entirety by two bus lines. Five other transit lines serve part of the corridor, including the free-to-ride Gold Rush trolley.
- 3.** Advancing the streetcar violates the regional transit plan adopted by the Metropolitan Transit Commission. The regional vision for transit focuses on the Blue Line Extension and the Red Line before the streetcar.
- 4.** The streetcar does not have consensus support within Charlotte. The last vote by the Charlotte City Council on the streetcar was 6 to 5. Furthermore, the vast majority of supporters of the streetcar live or work in the corridor itself. In contrast, a majority of voters in all but two precincts in Mecklenburg County supported the transit tax in 2007. The community supports the transit tax and the transit plan, not the streetcar as a separate project.
- 5.** The federal grant for the streetcar is not from a regularly-funded program. Instead, the money came from a discretionary pool of one-time unused funds controlled by the Federal Transit Administration. Without a funding plan in place, construction of a portion of the streetcar line creates future pressure for Charlotte to find money from whatever sources possible, to build out the corridor.

In these difficult economic times, with no end in sight for local, state and federal government budget issues, I believe it is fiscally unwise to advance special spending projects, such as MUMPO, outside their allotted schedule, especially when future funding is highly uncertain (this last point being especially important because the unemployment is and will continue to be stubbornly high for many years and our state government is running a multi-BILLION dollar deficit). Certainly, the very, very small percentage of Mecklenburg county citizens that would benefit from the Street Car project advancement can utilize the current means of transportation available to them for the foreseeable future - there is no such thing as a 'Street Car project emergency.' Compared to the widening of 485 which would not only benefit ALL Mecklenburg county constituents but would benefit ALL peoples traveling the highway in the Charlotte area, the MUMPO project would affect such a minute percentage of the population that it is laughable that the MUMPO project would even be considered before the 485 widening project. Your insistence and sense of urgency to begin this project makes me seriously wonder WHY this 'Street Car project' is such a priority in your minds. What information am I missing? Is there some sort of benefit you, personally, stand to gain from expediting this project?

Please help restore fiscal sanity in this age of irresponsible spending and corruption.

Kind regards,  
Melissa McGinnis  
221 Village Glen Way  
Mount Holly, NC 28120  
704-820-6479

**Comment 8**

I cannot understand why the city wants to build a streetcar we don't need. It is a bad idea in good times, and an insane idea in bad times. We are broke. Why are we doing this?  
Jay Privette [njjay@yahoo.com]

**Comment 9**

Hello,

I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar. Please also consider the following points;

1. There is no identified funding plan for the full streetcar corridor. Moving the date of the streetcar in the LRTP does nothing to address this point. In fact, moving the project may become a reason to promote future extension of the streetcar, at the expense of other necessary projects on the LRTP.
2. The proposed streetcar project does not meet any transportation need. The mile and a half corridor proposed for construction is currently served in its entirety by two bus lines. Five other transit lines serve part of the corridor, including the free-to-ride Gold Rush trolley.
3. Advancing the streetcar violates the regional transit plan adopted by the Metropolitan Transit Commission. The regional vision for transit focuses on the Blue Line Extension and the Red Line before the streetcar.
4. The streetcar does not have consensus support within Charlotte. The last vote by the Charlotte City Council on the streetcar was 6 to 5. Furthermore, the vast majority of supporters of the streetcar live or work in the corridor itself. In contrast, a majority of voters in all but two precincts in Mecklenburg County supported the transit tax in 2007. The community supports the transit tax and the transit plan, not the streetcar as a separate project.
5. The federal grant for the streetcar is not from a regularly-funded program. Instead, the money came from a discretionary pool of one-time unused funds controlled by the Federal Transit Administration. Without a funding plan in place, construction of a portion of the streetcar line creates future pressure for Charlotte to find money from whatever sources possible, to build out the corridor.

I do not live in Mecklenburg County however, I frequent often. If this passes, I personally refuse to pay ANY additional taxes (outside of the transit tax) to support this and will do everything in my power to **avoid** spending money in Mecklenburg County. This project looks like a money pit that will take a long time to complete, cost 4X as much as initially proposed, and will not be used/ become a popular mode of transportation.

I hope you will consider my email.

Thank you,  
Jessica Campbell  
Mooresville, NC  
704-657-1151

**Comment 10**

This does not make sense to spend money on a street car and Bus line in the same area. I do not know who had to do what to work this out, but this city needs to stop wasting money. Finish half done projects and get their finances in order. As residence we are expected to do that so how about you folks doing the same. Please start being good stewards of the money you have taken from us.

Sharon Stoneburner  
ALLEN STONEBURNER [astoneburner@bellsouth.net]

**Comment 11**

Hi, As a residents of Charlotte, we'd like to express our opinion regarding the Streetcar project that's being proposed. With the other options for public transportation, we don't believe that this project warrants public funds and we certainly think that this is a very bad time fiscally to be approving spending public funds (even Federal) for this project that will have little impact on Charlotte residents and taxpayers. Other forms of transportation (ie lightrail & 485 completion/expansions) would serve more residents for the dollars spent.

This is just our opinion.

Thanks for your service!

W. Nelson & Kathy Blackburn  
6506 Park Road  
Charlotte, NC 28210  
Nelson Blackburn [wnbklb@bellsouth.net]

**Comment 12**

"I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar." If following in the footsteps of other "bankrupt" city means world-class, let's just can it.

1. There is no identified funding plan for the full streetcar corridor. Moving the date of the streetcar in the LRTP does nothing to address this point. In fact, moving the project may become a reason to promote future extension of the streetcar, at the expense of other necessary projects on the LRTP.
2. The proposed streetcar project does not meet any transportation need. The mile and a half corridor proposed for construction is currently served in its entirety by two bus lines. Five other transit lines serve part of the corridor, including the free-to-ride Gold Rush trolley.
3. Advancing the streetcar violates the regional transit plan adopted by the Metropolitan Transit Commission. The regional vision for transit focuses on the Blue Line Extension and the Red Line before the streetcar.
4. The streetcar does not have consensus support within Charlotte. the last vote by the Charlotte City Council on the streetcar was 6 to 5. Furthermore, the vast majority of supporters of the streetcar live or work in the corridor itself. In contrast, a majority of voters in all but two precincts in Mecklenburg County supported the transit tax in 2007. the community supports the transit tax and the transit plan, not the streetcar as a separate project.
5. The federal grant for the streetcar is not from a regularly-funded program. Instead, the money came from a discretionary pool of one-time unused funds controlled by the Federal Transit Administration. Without a funding plan in place, construction of a portion of the streetcar line creates future pressure for Charlotte to find money from whatever sources possible, to build out the corridor.

This is not Washington and it's not California. We don't have to follow them by going broke. I just wish you people would handle "our taxpayer money" the way you handle your own. So many of us are disappointed with the poor money management and judgement our city leaders are using.

Ruth Coffey  
(704) 553-0617  
Ruth Coffey [rsteffe@bellsouth.net]

**Comment 13**

To whom it may concern:

I urge you not to put changes into the LRTP by advancing and putting ahead on the list the streetcar. This will prioritize this mode of transportation at the expense of more worthy transit items. The widening of major roads will, by default, be put further down the list of priorities.

At over 1 million in operating cost per year for a street line of just over a mile, this project does not seem economically feasible in these tough economic times. It is estimated only 400 plus riders per day, and the bus line already serves that area.

Sincerely,

Dru S. Robson  
Dru Robson [drurobson@hotmail.com]

**Comment 14**

We are very strongly against the Elizabeth streetcar!!! Why spend that kind of money on something that will benefit so few people and is so expensive? Especially when monies are short and we don't "need" this service. Thank you very much.

Ron and Cathy Walker  
3517 Providence Manor Road, Clt, NC  
Ron & Cathy [catronwalk@carolina.rr.com]

**Comment 15**

Mr. Cook,

We are writing to request that plans for the uptown trolley be tabled for now. If the streetcar is placed on MUMPO's priority list, it will compete for State and NCDOT money against more important projects such as the Light Rail Expansion, 458 widening, and other road projects. The streetcar does not make good economic sense in today's strained economy.

Chuck & Darie Lapp  
6515 Chestnut Grove Lane  
Charlotte, NC 28210  
Tel 704 553 9692  
CWL Cell: 704 621 0247  
DCL Cell: 704 589 8422  
Charles W. Lapp [cwlapp@drlapp.net]

**Comment 16**

Dear Robert and Fellow Board Members,

"I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar." Three good reasons to oppose the Streetcar on MUMPO:

1. If the Streetcar gets on MUMPO's Priority list, it can compete for State and NCDOT money against the Light Rail Expansion, 458 widening and other road projects. That means some road widening projects will be delayed.
2. The Streetcar is a City of Charlotte Project, CATS refuses to deal with it. MUMPO is supposed to work on regional transportation solutions for Mecklenburg and Union Counties, not political pet projects.

3. The Streetcar does not make economic sense during these tight budget years. The 1.5 mile line will cost \$1.5 million tax payer dollars to operate per year and is only expecting 475 round trip rides per day. And CATS said it will still operate a Bus Line down Elizabeth Avenue. Do we need a bus line and a street car on the same short route??

Please note the following points:

1. There is no identified funding plan for the full streetcar corridor. Moving the date of the streetcar in the LRTP does nothing to address this point. In fact, moving the project may become a reason to promote future extension of the streetcar, at the expense of other necessary projects on the LRTP.
2. The proposed streetcar project does not meet any transportation need. The mile and a half corridor proposed for construction is currently served in its entirety by two bus lines. Five other transit lines serve part of the corridor, including the free-to-ride Gold Rush trolley.
3. Advancing the streetcar violates the regional transit plan adopted by the Metropolitan Transit Commission. The regional vision for transit focuses on the Blue Line Extension and the Red Line before the streetcar.
4. The streetcar does not have consensus support within Charlotte. the last vote by the Charlotte City Council on the streetcar was 6 to 5. Furthermore, the vast majority of supporters of the streetcar live or work in the corridor itself. In contrast, a majority of voters in all but two precincts in Mecklenburg County supported the transit tax in 2007. the community supports the transit tax and the transit plan, not the streetcar as a separate project.
5. The federal grant for the streetcar is not from a regularly-funded program. Instead, the money came from a discretionary pool of one-time unused funds controlled by the Federal Transit Administration. Without a funding plan in place, construction of a portion of the streetcar line creates future pressure for Charlotte to find money from whatever sources possible, to build out the corridor.

Thank you for your support with this serious matter of stopping this wasteful use of taxpayers dollars!

Craig Walser

[CraigWalser@aol.com](mailto:CraigWalser@aol.com)

#### **Comment 16**

Dear Mr. Cook:

I strongly encourage you NOT to change the Long Range Transportation Plan and the Transportation Improvement Program to advance construction of the proposed streetcar. Even though I love streetcars (they have a certain nostalgic charm), I do not approve of public projects when there is no means of funding such. I understand there is no identified funding plan for the full streetcar corridor. In addition, the proposed streetcar project does not meet any transportation need. The mile and a half corridor proposed for construction is currently served in its entirety by two bus lines.

Even though I would like to see this done at an appropriate time, this is not that time. The streetcar does not have consensus support within Charlotte. Furthermore, the vast majority of supporters of the streetcar live or work in the corridor itself. When I was a student at Central High School in the 50's, I WALKED that corridor many times. When necessary, that is certainly doable for most people.

I understand that the federal grant for the streetcar is not from a regularly-funded program. Instead, the money came from a discretionary pool of one-time unused funds controlled by the Federal Transit Administration. Without a funding plan in place, construction of a portion of the streetcar line creates future pressure for Charlotte to find money from whatever sources

possible to build out the corridor. Tell the Federal Transit Administration to return their unused funds to the federal government to help pay down our federal debt. NO ONE should start projects for which they do not have adequate funding.

Sincerely,

Jean B. Whipple  
Nelson Whipple [nandjwhip@earthlink.net]

**Comment 17**

Dear Mr. Cook,

I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar.

1. There is no identified funding plan for the full streetcar corridor. Moving the date of the streetcar in the LRTP does nothing to address this point. In fact, moving the project may become a reason to promote future extension of the streetcar, at the expense of other necessary projects on the LRTP.
2. The proposed streetcar project does not meet any transportation need. The mile and a half corridor proposed for construction is currently served in its entirety by two bus lines. Five other transit lines serve part of the corridor, including the free-to-ride Gold Rush trolley.
3. Advancing the streetcar violates the regional transit plan adopted by the Metropolitan Transit Commission. The regional vision for transit focuses on the Blue Line Extension and the Red Line before the streetcar.
4. The streetcar does not have consensus support within Charlotte. The last vote by the Charlotte City Council on the streetcar was 6 to 5. Furthermore, the vast majority of supporters of the streetcar live or work in the corridor itself. In contrast, a majority of voters in all but two precincts in Mecklenburg County supported the transit tax in 2007. The community supports the transit tax and the transit plan, not the streetcar as a separate project.
5. The federal grant for the streetcar is not from a regularly-funded program. Instead, the money came from a discretionary pool of one-time unused funds controlled by the Federal Transit Administration. Without a funding plan in place, construction of a portion of the streetcar line creates future pressure for Charlotte to find money from whatever sources possible, to build out the corridor.

Thank you for your consideration of this important matter.

Sincerely,  
Sandra Moravec  
Charlotte resident  
frank & sandra moravec [fs.moravec@yahoo.com]

**Comment 18**

"I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar."

In order to communicate effectively this position, please note the following points:

1. There is no identified funding plan for the full streetcar corridor. Moving the date of the streetcar in the LRTP does nothing to address this point. In fact, moving the project may

become a reason to promote future extension of the streetcar, at the expense of other necessary projects on the LRTP.

2. The proposed streetcar project does not meet any transportation need. The mile and a half corridor proposed for construction is currently served in its entirety by two bus lines. Five other transit lines serve part of the corridor, including the free-to-ride Gold Rush trolley.

3. Advancing the streetcar violates the regional transit plan adopted by the Metropolitan Transit Commission. The regional vision for transit focuses on the Blue Line Extension and the Red Line before the streetcar.

4. The streetcar does not have consensus support within Charlotte. The last vote by the Charlotte City Council on the streetcar was 6 to 5. Furthermore, the vast majority of supporters of the streetcar live or work in the corridor itself. In contrast, a majority of voters in all but two precincts in Mecklenburg County supported the transit tax in 2007. The community supports the transit tax and the transit plan, not the streetcar as a separate project.

5. The federal grant for the streetcar is not from a regularly-funded program. Instead, the money came from a discretionary pool of one-time unused funds controlled by the Federal Transit Administration. Without a funding plan in place, construction of a portion of the streetcar line creates future pressure for Charlotte to find money from whatever sources possible, to build out the corridor.

Chris Nosko [chrisnosko@gmail.com]

**Comment 19**

Robert W. Cook, AICP  
MUMPO Secretary

Dear Mr. Cook:

I urge you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar. My primary concern is the issue of funding for the streetcar. Please maintain the existing regional transit plan at this time. I appreciate your consideration of this matter.

Thank you for your service to the community.

Catherine Jeffrey  
10620 Andiron Drive  
Matthews, NC  
Catherine L. Jeffrey [CJeffrey@carolina.rr.com]

**Comment 20**

Robert W. Cook, AICP  
MUMPO Secretary

Dear Mr. Cook:

I urge you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar. My primary concern is the issue of funding for the streetcar. Please maintain the existing regional transit plan at this time. I appreciate your consideration of this matter.

Thank you for your service to the community.

Alice Mayer  
3325 Tilley Morris Rd.  
Alice Mayer [amayer@carolina.rr.com]

### **Comment 21**

Mecklenburg Union Metropolitan Planning Organization (MUMPO)

Dear Mr. Robert W. Cook, MUMPO Secretary and Members of the MUMPO Board:

I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed Charlotte streetcar.

There is no funding for the full streetcar corridor. Moving the date of the streetcar in the LRTP does not address this matter. Moving the streetcar project may actually promote future extension for the streetcar instead of other more necessary projects on the LRTP. The federal grant for the streetcar is not from a regularly-funded program. Instead, the money came from a discretionary pool of one-time unused funds controlled by the Federal Transit Administration. Without a funding plan in place, construction of a portion of the streetcar line creates future pressure for Charlotte to find money from whatever sources possible, to build out the corridor. Advancing the streetcar violates the regional transit plan adopted by the Metropolitan Transit Commission. The regional vision for transit focuses on the Blue Line Extension and the Red Line before the streetcar. The proposed streetcar project does not meet any transportation need. The mile and a half corridor proposed for construction is currently served in its entirety by two bus lines. Five other transit lines serve part of the corridor, including the free-to-ride Gold Rush trolley. Advancing the construction of this project is just not necessary.

Members outside the City of Charlotte, please consider that if the Streetcar gets on MUMPO's priority list, it can then compete for State and NCDOT money against the Light Rail Expansion, I-485 widening, and other road projects. Many projects of interest in areas like Huntersville, Matthews, and Mint Hill will be delayed.

Please DO NOT change the Long Range Transportation Plan to advance the construction of the Charlotte streetcar.

Thank you for your time in this matter.

Judy McMillan  
3149 Winding Trail  
Matthews, NC 28105  
Judy McMillan [jmcmillan2301@carolina.rr.com]

### **Comment 22**

Mr. Cook:

I will try to attend the meeting...In advance of that, I think we should keep our spending down on the streetcar itself because too much has already been spent in advance especially via payments to planners....I am on the Streetcar Neighborhood Cmte and didn't really digest this until the end when the cost was mentioned (I am sure I was told earlier...) We were given money by the Fed Govt but only a limited amount. The streetcar in New Orleans I have seen is very basic, with no shelters, etc. in the part where I have visited. The new one I saw photographs of last week looked expensive to me. Maybe it's not. We are closing schools and whether that is related or not, it will appear to be in the minds of the unknowing....I am a very big proponent of mass transit but I believe in tough economic times and given the ways citizens might think (perhaps), we should be careful to get the job done but in an inexpensive and basic manner. The Lynx is fancy and a fairly new purchase.....the streetcar might need to not create such a flair. Also, I SAID FROM THE BEGINNING THAT I DID NOT THINK IT SHOULD RUN STRAIGHT THROUGH THE SQUARE. Maybe I am wrong. It will be congested with buses,

streetcar, cars, taxis, and the Bobcats Arena just down the block...These comments may not be relevant to your open period...they are just what's on my own mind.

Lisa Rudisill Bradley  
rebelfine@yahoo.com

### **Comment 23**

Dear Members of the MUMPO Board,

I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar."

1. There is no identified funding plan for the full streetcar corridor. Moving the date of the streetcar in the LRTP does nothing to address this point. In fact, moving the project may become a reason to promote future extension of the streetcar, at the expense of other necessary projects on the LRTP.
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3. Advancing the streetcar violates the regional transit plan adopted by the Metropolitan Transit Commission. The regional vision for transit focuses on the Blue Line Extension and the Red Line before the streetcar.
4. The streetcar does not have consensus support within Charlotte. The last vote by the Charlotte City Council on the streetcar was 6 to 5. Furthermore, the vast majority of supporters of the streetcar live or work in the corridor itself. In contrast, a majority of voters in all but two precincts in Mecklenburg County supported the transit tax in 2007. The community supports the transit tax and the transit plan, not the streetcar as a separate project.
5. The federal grant for the streetcar is not from a regularly-funded program. Instead, the money came from a discretionary pool of one-time unused funds controlled by the Federal Transit Administration. Without a funding plan in place, construction of a portion of the streetcar line creates future pressure for Charlotte to find money from whatever sources possible, to build out the corridor.

Thank you for your hard work and consideration of my viewpoints.

Sincerely,  
William P. Anderson  
William Anderson [wpanderson01@gmail.com]

### **Comment 24**

Dear Mr. Cook,

My name is Jason Kitchel. I live in the Plaza Midwood area of Charlotte and have an office in Ballantyne. I also have sales responsibility for the Carolinas and surrounding states. I deal first hand with the travel bottlenecks around the city on a daily basis. It is for this reason and the excessive cost that I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar.

Thank you for doing the right thing.

Thanks,  
Jason

Jason Kitchel  
[kitchejm@hotmail.com](mailto:kitchejm@hotmail.com)  
765-404-5966

**Support:**

1. There is no identified funding plan for the full streetcar corridor. Moving the date of the streetcar in the LRTP does nothing to address this point. In fact, moving the project may become a reason to promote future extension of the streetcar, at the expense of other necessary projects on the LRTP.
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**Comment 25**

"I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar." Here the reasons.

1. There is no identified funding plan for the full streetcar corridor. Moving the date of the streetcar in the LRTP does nothing to address this point. In fact, moving the project may become a reason to promote future extension of the streetcar, at the expense of other necessary projects on the LRTP.
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I hope you listen to voice of the people and do the right thing.

Sincerely

Suba Hirschler

Realtor/Broker NC/SC Suba Hirschler [shirschler1@carolina.rr.com]

### **Comment 26**

I implore all of you to hold up on the streetcar proposal until a full plan and funding for a full plan is available for this project. I also ask that you not change the Long Range Transportation Plan or the Transportation Improvement Program. I don't feel that we the taxpayers should be burdened with additional taxes or fees for a mile and a half line that would only affect the people in the corridor involved. We the people who live in Mecklenburg county and surrounding towns do not need another Whitewater park type deal that drains money from the county that could be used for school teachers or facilities. With the National, State, and local economies in a downward spiral we should not be spending money on the Streetcar project.

I thank you all for your support on this concern and pray that you will hold up on the Streetcar project until the full plan and funding is clear to all of us who live in this area.

Best regards,  
Edward T Allred  
Charlotte, NC  
Tom Allred [tomaunc1@bellsouth.net]

### **Comment 27**

Mr. Cook,

I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar.

If the Streetcar gets on **Mecklenburg Union Metropolitan Planning Organization** priority list, it can compete for Sate and NCDOT money against the Light Rail Expansion, I-485 widening and other road projects. That means some road widening projects will be delayed.

1. There is no identified funding plan for the full streetcar corridor. Moving the date of the streetcar in the LRTP does nothing to address this point. In fact, moving the project may become a reason to promote future extension of the streetcar at the expense of other higher priority, more necessary projects on the LRTP.
2. The proposed streetcar project does not meet any transportation need. The mile and a half corridor proposed for construction is currently served in its entirety by two bus lines. The Streetcar does not make economic sense during these tight budget years. The 1.5 mile line will cost \$1.5 million tax payer dollars to operate per year and is only expecting 475 round trip rides per day. Five other transit lines serve part of the corridor, including the free-to-ride Gold Rush trolley. Do we need a bus line and a street car on the same short route?
3. Advancing the streetcar violates the regional transit plan adopted by the Metropolitan Transit Commission. The regional vision for transit focuses on the Blue Line Extension and the Red Line before the streetcar. You, of course, are aware of this. Is it fiscally responsible and prudent to build something out of sequence without a solid plan to pay for the entire project?
4. The streetcar does not have consensus support within Charlotte. The last vote by the Charlotte City Council on the streetcar was 6 to 5. Furthermore, interesting enough, the vast majority of supporters of the streetcar live or work in the corridor itself. In contrast, a majority of voters in all but two precincts in Mecklenburg County supported the transit tax in 2007. The community supports the transit tax and the transit plan, however, not the streetcar as a separate project.

5. The federal grant for the streetcar is not from a regularly-funded program. Instead, the money came from a discretionary pool of one-time unused funds controlled by the Federal Transit Administration. Without a funding plan in place, construction of a portion of the streetcar line creates future pressure on Charlotte to find money from whatever sources possible to build out the corridor. Something would have to give and it would most likely be on the back of the taxpayers in one form or another.

The Streetcar is a City of Charlotte Project, CATS refuses to deal with it. MUMPO is supposed to work on regional transportation solutions for Mecklenburg and Union Counties, not political pet projects.

We all want what is right and fiscally prudent for the citizens of Mecklenburg and Union Counties. As a taxpaying citizen of Mecklenburg County, once again I strongly urge you to refrain from changing the LRTP to advance construction of an unfunded liability during increasingly negative economic times.

Best regards,

Mark Redlich  
Redlich [redlmjho@att.net]

**Comment 28**

Mr. Cook,

As a former Charlotte resident, I would regard a streetcar on Elizabeth Avenue as a costly and superfluous expense – especially in these tight times. Now that I live in nearby Harrisburg, I would oppose it even more on the grounds that progress on more pressing regional needs would suffer as a consequence. As the president of the Bradfield Farms Homeowners Association at the time the I-485 interchange was being considered at our entrance area, I attended MUMPO meetings and appreciated the extensive efforts that go into planning. However, this doesn't appear to be an actual need at all. Thank you for sharing my opinion with the MUMPO members – even if I am “just a number.”

Phil Clutts  
7664 Cotton Street  
Harrisburg, NC  
Phil Clutts [pclutts@earthlink.net]

**Comment 29**

Build a streetcar during a deep recession? Estimated under 500 riders/day? Millions to build? BAD IDEA. Refrain.

TJ Profera  
Charlotte NC  
Tony Profera [tprofera@hotmail.com]

**Comment 30**

Mr. Cook: I am opposed to funding a streetcar in Charlotte, in the economic recession. Most residents use cars, not street cars. Already about 1 in 5 tax dollars go to service our debt (perhaps that's county,) but still- in hard economic times, the last thing we need is more frivolity such as this streetcar. What a waste of tax dollars. Our local government has spent a lot of money these last years in the field of entertainment, which I don't think is the role of government.

Deborah Presson

Deborah Presson [dpre71@bellsouth.net]

**Comment 31**

Robert W. Cook, AICP

MUMPO Secretary

600 E. Fourth St.

Charlotte, NC 28202

Mr. Cook:

I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar. We can't pay for this program!

There is no identified funding plan for the full streetcar corridor. Moving the date of the streetcar in the LRTP does nothing to address this point. In fact, moving the project may become a reason to promote future extension of the streetcar, at the expense of other necessary projects on the LRTP.

The proposed streetcar project does not meet any transportation need. The mile and a half corridor proposed for construction is currently served in its entirety by two bus lines. Five other transit lines serve part of the corridor, including the free-to-ride Gold Rush trolley.

Advancing the streetcar violates the regional transit plan adopted by the Metropolitan Transit Commission. The regional vision for transit focuses on the Blue Line Extension and the Red Line before the streetcar.

The streetcar does not have consensus support within Charlotte. the last vote by the Charlotte City Council on the streetcar was 6 to 5. Furthermore, the vast majority of supporters of the streetcar live or work in the corridor itself. In contrast, a majority of voters in all but two precincts in Mecklenburg County supported the transit tax in 2007. the community supports the transit tax and the transit plan, not the streetcar as a separate project.

The federal grant for the streetcar is not from a regularly-funded program. Instead, the money came from a discretionary pool of one-time unused funds controlled by the Federal Transit Administration. Without a funding plan in place, construction of a portion of the streetcar line creates future pressure for Charlotte to find money from whatever sources possible, to build out the corridor.

In Liberty,

Kathryn Reilly

Katie Reilly [kaydee728@yahoo.com]

**Comment 32**

"I strongly encourage you NOT to change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar."

1. There is no identified funding plan for the full streetcar corridor. Moving the date of the streetcar in the LRTP does nothing to address this point. In fact, moving the project may become a reason to promote future extension of the streetcar, at the expense of other necessary projects on the LRTP.
2. The proposed streetcar project does not meet any transportation need. The mile and a half corridor proposed for construction is currently served in its entirety by two bus lines. Five other transit lines serve part of the corridor, including the free-to-ride Gold Rush trolley.
3. Advancing the streetcar violates the regional transit plan adopted by the Metropolitan Transit Commission. The regional vision for transit focuses on the Blue Line Extension and the Red Line before the streetcar.
4. The streetcar does not have consensus support within Charlotte. the last vote by the Charlotte City Council on the streetcar was 6 to 5. Furthermore, the vast majority of supporters of the streetcar live or work in the corridor itself. In contrast, a majority of voters in all but two precincts in Mecklenburg County supported the transit tax in 2007. the community supports the transit tax and the transit plan, not the streetcar as a separate project.
5. The federal grant for the streetcar is not from a regularly-funded program. Instead, the money came from a discretionary pool of one-time unused funds controlled by the Federal Transit Administration. Without a funding plan in place, construction of a portion of the streetcar line creates future pressure for Charlotte to find money from whatever sources possible, to build out the corridor.

Thank you for your time.

Concerned Mecklenburg City Resident,  
Elizabeth Thompson  
Elizabeth [elizabetht@carolina.rr.com]

**Comment 33**

Scrap it! I cannot believe this beyond-ridiculous project is even up for consideration. It's a dumb, no, it's a stupid project which will cost taxpayers millions of dollars we don't have. The State and Char-Meck are broke! Please stop this nonsensical spending. Thank you.  
Patricia Salazar [salazarpe@bellsouth.net]

**Comment 34**

We Charlotte Taxpayers are fed up with government bureaucrats not "getting it" and we will not continue to support you with our tax dollars, including leaving Charlotte.  
Stop the madness. It is not your money.  
Jack Gilb  
jackgilb@gmail.com

**Comment 35**

Mr Cook,  
I'm writing to strongly encourage MUMPO to not amend the TIP and LRTP to move the Charlotte Streetcar up in it's schedule. My reasoning is simple. This project has no dedicated funding to operate or expand once the proposed starter line is complete. The City of Charlotte needs to resolve these funding issues before moving forward with this project, and it is less than responsible for MUMPO to allow this project to move forward without such funding in place. MUMPO represents all residents of Mecklenburg and Union counties, not just Charlotte. Since Charlotte has not done this most basic step of deciding how to pay for this project, it is

unjustifiable that MUMPO would allow it to jump up in the planning horizon and compete with other needed projects. Thank you for your time,  
Rick Short  
Davidson, NC  
rick\_clt@yahoo.com

**Comment 36**

When will you elitist snobs EVER get it? It's our money you love to waste on *[obscenity deleted]* pet projects. I must drive my own personal work truck of significant investment all day every day on Char-meck and union county roads to make a living. I've lived here all my 55 years of life and have never seen our roads in such bad shape. Excuse me but there is NO excuse for this. What the hell are you doing, you are all fired . This streetcar nonsense is just another example of your disconnect from your constituents and foolish disregard of our real needs. You allow illegals to pour in take over neighborhoods everywhere unchecked undocumented, you spend countless dollars attracting new people to live here but allow braindead morons to plan for accomodating this growth. Take a hint and can this bad policy of building a fancy streetcar and get sme asfault on our roads hire somebody with some common sense to ease traffic and improve conditions for tax paying drivers, are you listining?

David Williams  
jforce24@gmail.com

**Comment 37**

Please do NOT change the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to advance construction of the proposed streetcar. A streetcar is the LAST thing that Charlotte needs. Please spend our hard earned tax dollars wisely. Thank you.

Sincerely, Pati Spielmann (704) 453-3676  
pati.rd@gmail.com

**Comments Received at the Public Meeting**

**Comment 1**

This is not a challenge, but can the project be stared or completed much sooner . . . just a thought. To accelerate the project sooner, better than later has my attention. I support the amendment.

Aaron Sanders (Oaklawn Park Community Improvement Organization)  
1414 Orvis St.  
704-334-2048  
Aarons.55@hotmailcom

*\*The comment was originally scheduled to end on February 23, but was extended to February 28 after MUMPO's website went down on the 23<sup>rd</sup>.*