

Errata and Revisions to the Draft EIS



This sheet contains minor corrections and clarifications as of May 6, 2009 to the March 31, 2009 Draft Environmental Impact Statement (EIS).

E.1 SECTION 2 – ALTERNATIVES CONSIDERED

E.1.1 SECTION 2.4.4.3

In the section “Traffic Studies for PSA G”, the “Technical Memorandum for TIP Projects R-2559 & R-3329 US 74 Upgrade Scenario” prepared by Wilbur Smith Associates should be dated June 2008 instead of July 25, 2008.

E.1.2 SECTION 2.6.1

The source document for the 2030 No-Build Alternative traffic forecast should be “*Traffic Forecasts for the No-Build Alternatives for the NCDOT State TIP Project No. R-3329 and NCDOT State TIP Project No. R-2559, Monroe Connector/Bypass Study* (Martin/Alexiou/Bryson, June 2008).” The document is incorrectly referenced in the Draft EIS as June 2007.

The source document for the 2035 No-Build Alternative traffic forecast should be “*Traffic Forecast for the Monroe Connector/Bypass* (Wilbur Smith Associates, September 2008).”

E.1.3 TABLE 2-7

The source for Table 2-7 is listed as “*Traffic Forecast for TIP Projects R-3329 and R-2259, Monroe Connector/Bypass* (WSA, July 25, 2008 and addenda September 2008 for Scenario 3A).” The source should be “*Traffic Forecast for the Monroe Connector/Bypass* (Wilbur Smith Associates, September 2008).”

E.2 APPENDIX A – FEDERAL REGISTER NOTICES AND AGENCY CORRESPONDENCE

NCTA distributed a second scoping letter on January 22, 2007 to solicit comments and invite local officials to a scoping meeting. This letter should be included in Appendix A-3 immediately following the January 5, 2007 agency scoping letter.

In addition, comment letters from the following agencies in response to the scoping letters and should be included in Appendix A-3:

- NC Department of Administration State Clearinghouse (January 9, 2007)
- NC Department of Environment and Natural Resources (NCDENR) Natural Heritage Program (February 7, 2007)
- Town of Stallings (February 13, 2007)

- Town of Indian Trail (February 13, 2007)
- Town of Mint Hill (February 15, 2007)
- Mecklenburg-Union Metropolitan Planning Organization (February 16, 2007)

These letters are attached to this sheet.



STATE OF NORTH CAROLINA
TURNPIKE AUTHORITY

MICHAEL F. EASLEY
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER
EXECUTIVE DIRECTOR

January 22, 2007

Mr. Robert Cook, AICP
Transportation Program Manager
Charlotte-Mecklenburg Planning Department
600 East Fourth Street (8th Floor)
Charlotte, NC 28202

RE: Start of Study and Local Officials Scoping Meeting Notification
Monroe Connector/Bypass – From I-485 to US 74
Mecklenburg and Union Counties
TIP Project Numbers: R-3329 & R-2559

Dear Mr. Cook,

The North Carolina Turnpike Authority (NCTA) has initiated the project development, environmental, and engineering studies for the proposed Monroe Connector/Bypass project in Mecklenburg and Union Counties (Figure 1). As it is currently defined, the project would include improvements in the US 74 corridor between I-485 in Mecklenburg County and US 74 in the vicinity of the Town of Marshville in Union County. The project is included in the 2006-2012 North Carolina Transportation Improvement Program (TIP) in addition to the Draft 2007-2013 TIP as Projects R-3329 and R-2559.

This study is a combination of two projects previously analyzed by NCDOT, the Monroe Bypass (NCDOT Transportation Improvement Program [TIP] Project R-2559) and the Monroe Connector (NCDOT TIP Project R-3329). The Monroe Bypass study addressed improvements in the US 74 corridor from just west of the City of Monroe to just west of the Town of Marshville. An Environmental Assessment for this project was approved in March 1996, and a Finding of No Significant Impact was issued in June 1997. The Monroe Connector study addressed improvements in the US 74 corridor from I-485 to US 601 in the City of Monroe, where it ended at the proposed Monroe Bypass. A Draft EIS for this project was approved in November 2003; however, a public hearing was never held. In February 2005, the NCTA adopted the Monroe Connector as a toll candidate facility, and in January 2006, the Notice of Intent for the Monroe Connector EIS was rescinded (Federal Register Vol. 71, No. 19, page 4958). Subsequently, NCTA adopted the Monroe Bypass project as a toll candidate facility in October 2006. The Monroe Connector and Monroe Bypass projects have been combined into a single project and will be evaluated in a single Environmental Impact Statement (EIS).

The proposed project is approximately 21 miles in length and is located southeast of Charlotte in the vicinity of the towns of Lake Park, Stallings, and Mint Hill and the cities of Monroe, Indian Trail, and Matthews. NCTA anticipates preparing an EIS for the Monroe Connector/Bypass

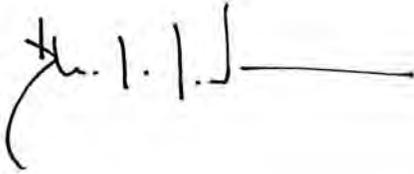
project in accordance with the National Environmental Policy Act (NEPA). We would appreciate any information you might have that would be helpful in establishing the project study area and purpose and need, identifying preliminary corridors, evaluating the potential environmental impacts of those corridors, and establishing a viable range of alternatives for consideration.

A local officials scoping meeting will be held on February 1, 2007 in Room CH-14 of the Charlotte-Mecklenburg Government Center (Address: 600 East Fourth Street, Charlotte, NC 28202). Lunch will be provided at 12:30 p.m., and the meeting will begin at 1:00 p.m. The purpose of the meeting will be to identify significant issues related to the proposed action that should be considered during the study process. We strongly encourage you or a representative to participate in this meeting or to provide written comments. Written comments are appreciated by February 12, 2007. Your response should be mailed to the following:

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

If you have any questions concerning the proposed project, please call Ms. Harris at (919) 571-3004.

Sincerely,

A handwritten signature in black ink, appearing to read "S. D. DeWitt", followed by a horizontal line extending to the right.

Steven D. DeWitt, P.E.
Chief Engineer

cc: Mr. David Joyner, NCTA
Ms. Jennifer Harris, P.E., NCTA
Mr. George Hoops, P.E., FHWA
Ms. Missy Dickens, NCDOT
Ms. Anne Lenart-Redmond, E.I., HNTB
Mr. Carl Gibilaro, P.E., PBS&J



North Carolina
Department of Administration

Michael F. Easley, Governor

Britt Cobb, Secretary

January 9, 2007

Ms. Jennifer Harris
State of N.C. Turnpike Authority
1578 Mail Service Center
Raleigh NC 27699-1578

Dear Ms. Harris:

Subject: Scoping - Improvements in the Monroe Connector/Bypass from I-485 to US 74 in the vicinity of the Town of Marshville in Union Co. TIP Nos. R-3329 & R-2559

The N. C. State Clearinghouse has received the above project for intergovernmental review. This project has been assigned State Application Number 07-E-4220-0235. Please use this number with all inquiries or correspondence with this office.

Review of this project should be completed on or before 02/09/2007. Should you have any questions, please call (919)807-2425.

Sincerely,

A handwritten signature in cursive script that reads "Chrys Baggett".

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Mailing Address:
1301 Mail Service Center
Raleigh, NC 27699-1301

Telephone: (919)807-2425
Fax (919)733-9571
State Courier #51-01-00
e-mail: Chrys.Baggett@ncmail.net

Location Address:
116 West Jones Street
Raleigh, North Carolina



North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

07 February 2007

MEMORANDUM

TO: Melba McGee, Environmental Coordinator
Office of Legislative and Intergovernmental Affairs

FROM: Sarah McRae, Freshwater Ecologist
NC Natural Heritage Program 

SUBJECT: Comments on Monroe Connector/Bypass from I-485 to US74 in
Mecklenburg and Union Counties; Project #07-0235

The proposed project includes improvements in the Monroe Connector/Bypass from I-485 to US74 in the vicinity of the Town of Marshville in Union County. This road project has the potential to impact significant natural heritage areas as well as several rare and endangered species.

A significant natural heritage area (SNHA) is an area of land or water identified by the NC Natural Heritage Program (NHP) as being important for protection of the State's biodiversity. Significant natural heritage areas contain one or more Natural Heritage elements – high-quality or rare natural communities, rare species, and special animal habitats. This project may impact the following SNHAs: the nationally significant Goose Creek Aquatic Habitat, the state significant Crooked Creek Aquatic Habitat and North Fork Crooked Creek Sunflower Site, and the regionally significant East Fork Twelve Mile Creek Aquatic Habitat.

NHP is concerned about impacts to sensitive and rare species. Rare aquatic species that may be impacted by this project include the federally endangered Carolina heelsplitter (*Lasmigona decorata*), the federal species of special concern and state endangered Savannah lilliput (*Toxolasma pullus*) and Carolina creekshell (*Villosa vaughaniana*); the federal and state species of concern Carolina darter (*Etheostoma collis*); the state special concern Notched rainbow (*Villosa constricta*); and the state significantly rare Eastern creekshell (*Villosa dehumbis*). Other rare species that may be impacted include: the state endangered Schweinitz's sunflower (*Helianthus schweinitzii*); the federal candidate and state threatened Georgia aster (*Aster georgianus*); the federal species of concern and state significantly rare Carolina birdfoot-trefoil (*Lotus helleri*); and the state significantly rare Smooth sunflower (*Helianthus laevigatus*), Thin-pod white wild indigo (*Baptisia albascens*), Mudbank crowngrass (*Paspalum dissectum*), and Prairie-tea croton (*Croton monanthogynus*).

In light of the potential impacts from this project, NHP would like to see the environmental document detail strong mitigation for direct, cumulative and secondary impacts to rare and

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Phone: 919-733-4984 \ FAX: 919-715-3060 \ Internet: www.enr.state.nc.us/ENR/

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Monroe Connector/Bypass Improvements

07 February 2007

Page 2

endangered species. We strongly recommend that the applicant adhere to the recommendations set forth by the NC Wildlife Resources Commission: "Guidance memorandum to address and mitigate secondary and cumulative impacts to aquatic and terrestrial wildlife resources and water quality" (August 2002), located on the web at:

http://www.ncwildlife.org/pg07_WildlifeSpeciesCon/pg7c3_impacts.pdf

NHP is concerned about direct water quality impacts of project construction, and we recommend that bridging be used for all stream crossings. However, if bridges cannot be used, NHP recommends that aquatic surveys be conducted on perennial streams 100 meters upstream and 300 meters downstream from the proposed stream project crossings. Surveys should be conducted by biologists with both state and federal endangered species permits. For more information on mussel survey protocols, contact Ryan Heise of the NCWRC at 919-528-9886. Additional surveys may be needed for rare plants located within the project corridor.

NHP is also concerned about the potential secondary impacts of the project, particularly since new and improved highways will facilitate growth within the area. We have major concerns about the encroaching urbanization within the highway corridor area. Strong mitigation for the secondary and cumulative impacts associated with growth is essential for the continued survival of rare species throughout the affected watersheds.

Please let me know if I can provide more information. The North Carolina Natural Heritage Program looks forward to a collaborative effort to help protect the State's natural diversity. If I can be of assistance, please do not hesitate to call me at 919-715-1751.

CC via email: Shari Bryant, WRC
Ron Linville, WRC
Ryan Heise, WRC
Misty Franklin, NCNHP
Logan Williams, NCDOT



Town of Stallings

(Union County)

www.stallingsnc.org

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(704) 821-6841 fax

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Mayor Pro Tem
Wyatt Dunn
Al Graham
Rence W. Hartis
Barbara Anne Price
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Deputy Town Clerk &
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ltamilia@stallingsnc.org

February 13, 2007

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Re: Monroe Bypass/Connector

Dear Ms. Harris:

I am writing to you on behalf of the Town Council of the Town of Stallings. The Town of Stallings is located in the proposed area of the Monroe Bypass/Connector. Previously, alternatives "D", "E" and "G" were shown for connectivity of the Bypass/Connector to Highway 74 in the Town of Stallings. Although no selection was made these alternatives are still options being explored by the Turnpike Authority. We also understand that the Turnpike Authority will be reviewing other alternatives as well.

This letter is meant to serve as the Town's position on the location and/or connection of the Bypass/Connector. The Town of Stallings opposes the previous routes known as alternatives "D", "E" and "G". More specifically, the Town Council does not support the relocation, disruption or elimination of existing businesses along Highway 74 considering our limited area along Highway 74. Our Town has only one mile of frontage along the highway and loss of those businesses would severely erode our tax base. This would apply to alternatives "E" and "G". Specifically for alternative "D" the Town Council does not support the location of the Bypass/Connector through an approved subdivision (Fairhaven), which is under construction and through four large undeveloped tracts of land at the intersection of Stallings Road and Stevens Mill Road. A new elementary school has been approved on one of the large tracts at this intersection.

Then Town Council would support other alternative locations for the Bypass/Connector that do not create an impact as indicated above. On behalf of the Town I am requesting the Turnpike Authority review other alternatives for the Bypass/Connector and eliminate from consideration alternatives "D", "E" and "G" as previously outlined.



Town of Stallings

(Union County)

www.stallingsnc.org

(704) 821-8557
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Mayor Pro Tem
Wysti Dunn
Al Graham
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Town Clerk &
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mgarris@stallingsnc.org

Deputy Town Clerk &
Tax Collector:
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Assistant Town Clerk:
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Jason Mayo
jmayo@stallingsnc.org

Code Enforcement Officer:
Ed Deason
edeason@stallingsnc.org

Information Officer:
Linda Tamilia
ltamilia@stallingsnc.org

If you have any questions or need any additional information, please do not hesitate to contact me at (704) 821-0314.

Sincerely,

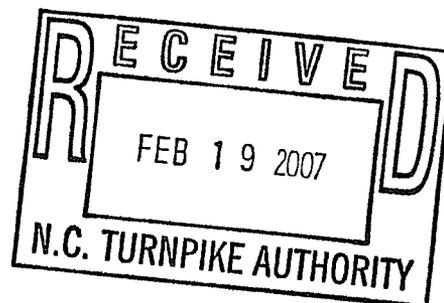
Brian W. Matthews
Town Manager

cc Robert Cook, Secretary to Mecklenburg-Union MPO

Town of Indian Trail



P.O. Box 2430
Indian Trail, North Carolina 28079
Telephone 704-821-5401
Fax 704-821-9045
PLANNING AND DEVELOPMENT DEPARTMENT



February 13, 2007

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Re: Monroe Connector/Bypass EIS Scoping Comments

Dear Ms. Harris:

The Town of Indian Trail appreciates the opportunity to comment on the documents associated with the Scoping Meeting held by NCTA on February 9, 2007. We have the following comments:

Proposed Study Area Map:

1. The southern boundary of the proposed study area should be reduced to its original study area for R-3329 and R2559 because:
 - a. The expanded area includes downtown Indian Trail. If the Connector goes through this southern area, it will decimate the downtown district.
 - b. Any alignment within the expanded southern boundary would be inconsistent with adopted local plans. These plans are the Indian Trail Comprehensive Plan and the Downtown Master Plan. These plans can be found on our Town website at www.indiantrail.org.
 - c. The CSX railroad that is included in the expanded southern study area will cause significant problems to the horizontal and vertical alignment of the Connector. If this proposed study area boundary is maintained, a railroad layer should be included on the base map.
 - d. The expanded study area to the south of US 74 encompasses a brick yard and quarry, which are roughly bounded by US 74 and Old Monroe, west of Rocky River Road.

2. We support the idea of possible additional interchange locations on I-485 within the proposed study area. Special consideration needs to be given to newly-approved subdivisions in that area on the county line.
3. We also support reducing the study area to avoid impacts to the Goose Creek Drainage Area.
4. We request that future maps use a more up-to-date base layer for the roads and parcel information. The map identifies Sardis Church Road as Wesley Chapel Stouts Road. Please feel free to contact Luke Fawcett, GIS Specialist, at lff@indiantrail.org for current Indian Trail GIS Information.

Additional Comments related to potential alignments

The Scoping Meeting included a handout summarizing previous findings regarding the preliminary study corridors. Although comments were not solicited, we offer the following comments:

1. These documents identified Alignment G as one of the “Previously Eliminated from Further Study” alignment within the Monroe Bypass summary and added the alignment back in per the request of US Army Corps of Engineers for “comparison purposes” in the Monroe Connector Summary. The Town of Indian Trail supports the removal of this potential alignment due to the impacts to our commercial corridor along US74. We have calculated approximately 100 businesses could be impacted by this alignment. Based on the preliminary design associated with the previous Draft Monroe Connector EIS, the Town could potentially lose an additional 103 acres of this commercial district.
2. The E and D Connector alignments bisect our Business Park planning area. Though it would be great for the park to have an interchange nearby, we request special consideration of this area.
5. The Town of Indian Trail adopted its Comprehensive Plan in November of 2005. This document is a twenty to thirty year growth plan which included the future Monroe Connector/Bypass (Proposed Alignment D-2). The planned connector is vital to the future land use and transportation elements of the document. It’s incorporation into our long range plan prepares the Town for the growth associated with such a facility. Information on its incorporation can be found at www.indiantrail.org/planning-department/comprehensive-landuse-plan.htm.

Comments on the Purpose and Need Statement:

1. In the first paragraph, Indian Trail is incorrectly designated as a city. It is officially a town.
2. Another need which should be included is to address the percentage of trucks that drive the route between I-485 and Monroe – presumably going from Charlotte to the port in Wilmington. This causes a lot of our delay issues.
3. In the last paragraph, can “mobility” be further described beyond roadway designations and access issues? For example, other purposes of this project are to

improve safety, improve air quality, congestion, delay, motor vehicle conflicts and connectivity.

Comments on the 6002 Coordination Plan:

1. Section 3.1. We would like the opportunity to review the draft schedule, which is not included with this review. Please email the draft schedule as soon as it becomes available.
2. Sections 4.3.1 and 4.5. Nine environmental agencies and only one local agency are listed as "Participating Agencies". Although we are in agreement this could assist in scheduling, it could also place a huge coordination burden on our MUMPO representative.
3. We respectfully request Section 4.5 be expanded to:
 - a. Specifically name the local jurisdictions which will be represented by MUMPO;
 - b. Include a requirement that the meeting summaries be provided to the local jurisdictions represented by MUMPO in a timely manner. This will provide the opportunity to discuss the summaries with the NCTA staff member present at the TCC meetings;
 - c. Provide NCTA staff presentations to the local jurisdictions upon request by the Town Councils;
 - d. Provide the opportunity for staff of local jurisdictions to attend the monthly meeting with the MUMPO representative to discuss and/or clarify local issues later in the process.
4. Section 5.2. It was unclear from Exhibit 2 what the meeting dates would be. We were informed meeting will be held monthly. It's difficult to identify which one of the meetings identified in the Exhibit is the meeting discussed.

In closing we would like to express our support for this project and appreciate the opportunity to comment. We look forward to working with the North Carolina Turnpike Authority on this long overdue project. Please feel free to contact me or Ms. Susan Habina at 704 821-5401 if you have any questions or need our local technical assistance.

Sincerely,



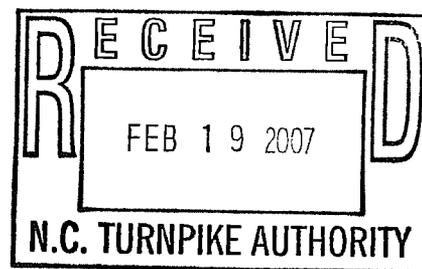
Shelley DeHart, AICP
Director of Planning

Cc: Mayor & Town Council

Ed Humphries, Town Manager

Susan Habina, P. E. Town Engineer

Robert Cook, Secretary Mecklenburg-Union Metropolitan Planning Organization



Town of Mint Hill
Post Office Box 23457
Mint Hill, North Carolina 28227-0272
Telephone 704-545-9726

February 15, 2007

Jennifer Harris
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

RE: Comments on Monroe Connector/Bypass Study Area

Dear Ms. Harris,

The Town of Mint Hill has reviewed the Proposed Combined Study Area distributed at the MUMPO Scoping meeting held February 9, 2007 and supports the delineated study area.

If you have any questions, please contact me or Dana Goins at the above number.

Thank you,

A handwritten signature in black ink, appearing to read "B. Welch".

Brian Welch
Town Manager



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

600 East Fourth Street
Charlotte, North Carolina 28202-2853
704-336-2205
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CHARLOTTE

CORNELIUS

DAVIDSON

HUNTERSVILLE

INDIAN TRAIL

MATTHEWS

MECKLENBURG
COUNTY

MINT HILL

MONROE

NCDOT

PINEVILLE

STALLINGS

UNION
COUNTY

WAXHAW

WEDDINGTON

WESLEY CHAPEL

WINGATE

TO: Jennifer Harris, PE
North Carolina Turnpike Authority

FROM: Robert W. Cook, AICP
MUMPO Secretary

DATE: February 16, 2007

SUBJECT: Monroe Connector/Bypass
Comments on the Proposed Study Area Boundary and the
Proposed Purpose and Need Statement

Listed below are comments on both the proposed Purpose and Need Statement and the proposed Study Area Boundary associated with the Monroe Connector/Bypass project:

Purpose and Need Statement

- The Purpose and Need Statement, as currently prepared, appears to adequately summarize the importance of this project.
- It will be important to retain the “high-speed” terminology in the Statement for the following reasons:
 - Monroe is the only “ring city” surrounding Charlotte that is not served by a radial, high-speed, regional facility.
 - The Charlotte metropolitan area is home to 279 trucking companies and over 31,000 transportation employees, including truckers. Speed and efficiency are crucial to this industry, and therefore to the economic strength of the region.
 - Existing US 74 is marked by numerous at-grade intersections (signalized and unsignalized) and few, if any, access management techniques have been broadly applied to this roadway. This causes significant delays along a corridor that is the main connection between the Charlotte region and the Port of Wilmington.

Study Area Boundary

- The northern Study Area Boundary (SAB) as proposed by North Carolina Turnpike Authority (NCTA) staff is appropriate. Avoiding the Goose Creek basin is critical.
 - The southern SAB should be reconsidered for the following reasons:
 - The boundary includes Lake Lee, a water source for the City of Monroe.
 - The boundary extends below Old Charlotte Highway (SR 1009) and into the urban core of Monroe. The existing development south of existing US 74 effectively precludes consideration of alternatives south of that facility and would not permit the building of a high-speed regional facility. This would be in conflict with the Purpose and Need for this project.
- Therefore a SAB closer to what was developed for the former R-2559 and R-3329 projects should be adequate.
- The eastern and western boundaries are appropriate.

Thank you for the opportunity to provide comments on both the Purpose and Need Statement and the Study Area Boundary. If you have any questions about these comments, please feel free to contact me at 704-336-8643, or by email at rwcook@ci.charlotte.nc.us.

cc: Jim Humphrey, MUMPO TCC Chairman