

Huntersville Town Hall Constituent Q&A Response

1. *Airplane flyover noise continues to be a significant problem over Cornelius, particularly Lake Norman. What is/can be done to give us relief from this growing challenge in our region. This is impacting our quality of life as it worsens.*
Mayor Washam

Our office has regularly attended and participated in the Airport Community Roundtable (ACR) meetings, which facilitate direct engagement between the Federal Aviation Administration (FAA) and the Charlotte Douglas International Airport on all the community's thoughts with respect to the airport, flight routes, and other pertinent issues such as flyover noise. We have also met with the FAA to ask them to work with the ACR to implement their suggestions and regularly speak with the Airport's executive team on this subject. These discussions are ongoing, and please know you can contact my legislative staffer Gordon Holzberg handling this issue at any time at Gordon.Holzberg@mail.house.gov or by calling my office, if you'd like to receive more regular updates.

2. *Is there a specific timeline as to when an agreement with Norfolk Southern can be made to move the Red Line forward and at what point might there be an acknowledgement that the Red Line may no longer be feasible?*

The city and state are currently engaged in negotiations with both Norfolk Southern and the NC Railroad, a state-owned company that operates the railroad line in question on which Norfolk Southern operates. These negotiations are continuing.

Ensuring mass transit between Huntersville, Davidson, and Cornelius and uptown Charlotte and the rest of Mecklenburg County is a top priority for my office and for our local and city government. We understand that any solution must consider and provide for the needs of residents of northern Mecklenburg County.

3. *What work is being done around a high speed rail system from DC to Charlotte to Atlanta for residents who may have business or employment opportunities in those city?*

The Infrastructure Investment and Jobs Act made \$66 billion available for U.S. Department of Transportation rail programs, including for intercity passenger rail and to the Amtrak National Network and Amtrak Northeast Corridor, for the purpose of expanding and expediting rail travel throughout the country.

4. *What is the top priority in our district as far as infrastructure is concerned?*

NC-12 is a diverse community with myriad strengths and needs. As such, there is no one single need that trumps anything else. In Congress, I am working to secure funding that will: help expand the Light Rail to all corners of our region; ensure that our airport will continue to serve as an economic engine for Charlotte and Mecklenburg County; replace and repair our aging water and sewer infrastructure; ensure that everyone in NC-12 has access to high-speed broadband Internet; and so much more.

5. *If I can follow up, has the tolls helped?*

The North Carolina Department of Transportation (NCDOT) and the Charlotte Department of Transportation can provide better information regarding the revenues raised from the I-77 and the Monroe Expressway. You can find contact information for NCDOT [here](#).

6. *What are the infrastructure plans for the Independence Blvd corridor as far as mass transit is concern?*

The [Charlotte Department of Transportation](#) can provide more accurate information about their plans to improve the Independence Boulevard (NC-74) corridor. Meanwhile, I encourage you to ask your city council and county commission to prioritize this issue on the local transportation improvement program. You can find your Charlotte City Council members [here](#) and your Mecklenburg County Commissioners [here](#).

7. *Will the internet be improved though this infrastructure bill?*

The Infrastructure Investment and Jobs Act includes \$65 billion to improve high-speed internet access and affordability. This includes \$42.45 billion in grants to states for broadband projects; \$14.2 billion for vouchers for low-income Americans to pay for internet service; \$2.75 billion for digital inclusion and equity projects; \$2 billion for a rural broadband construction program; \$1 billion for infrastructure to connect local providers to larger internet access points; and \$600 million to finance broadband deployment projects in rural areas. This investment is the largest in U.S. history for affordable, high-speed broadband access.

8. *Regarding the Steele Creek area. There continues to be lots of residential and commercial expansions and approvals; however, have yet to see the same priority and urgency attached to roads and transportation improvements. Do we realize the issue and impacts this deficit has and how soon can we expect resolution?*

14% of North Carolina's roads are in poor condition and 9.3% of bridges are considered structurally deficient. Through the Infrastructure Investment and Jobs Act, North Carolina is expected to receive just over \$7 billion for highway programs and \$457 million for bridge replacement and repairs. Additionally, the state can expect to receive more than \$900 million

over five years to improve public transportation options across the state. It remains a priority for my office that our district is able to improve our transportation infrastructure.

9. *Electric buses, auto charging stations, and residential heat pumps need additional electric energy. Can that be provided by community solar farms with storage, or do we need to wait for Duke Power to build them?*

The Infrastructure Investment and Jobs Act is the largest investment in clean energy infrastructure in American history and includes approximately \$21.3 billion in funding for delivering clean power, \$21.5 billion for clean energy demonstrations, and \$8.6 billion for clean energy manufacturing and workforce development. As our population and businesses grow in the region, so does our need for electricity. It is critical that we generate as much of that power from clean energy sources- such as solar farms- as possible. It is my hope that electric grid operators and other entities in that field are exploring every available means to generate clean energy.

10. *How will these funds affect local labor that will perform the skilled trades scope of work and will the contracts be associated with a PLA?*

The overwhelming majority of the Infrastructure Investment and Jobs Act funds will be covered by worker protections of the Davis-Bacon Act, which ensures that contractors that pay workers on construction projects a fair, prevailing wage. While the Act does not mandate the use of project labor agreements (PLAs), the Biden Administration encourages and prioritizes PLAs on government-funded projects.