



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  
www.mumpo.org

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TO: Mecklenburg-Union MPO Delegates & Alternates  
FROM: Robert W. Cook, AICP  
MUMPO Secretary  
DATE: September 14, 2011  
SUBJECT: **September 2011 MPO Meeting**  
**Wednesday, September 21, 2011**

The September 2011 meeting of the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is scheduled for Wednesday, September 21, 2011. The education session will begin at 6:00 PM and the meeting will begin at 7:00 PM. The education session and the meeting will both take place in Room 267 of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte.

**Education Session**

The Charlotte Regional Intermodal Facility, soon to be under construction at Charlotte-Douglas International Airport, will be the education session's topic. Jerry Orr, Director of Aviation, will lead the discussion.

The MPO agenda and related material are attached to this memorandum. Please contact me at 704-336-8643 if you have any questions.

**HOW TO ACCESS THE MEETING LOCATION**

The Charlotte-Mecklenburg Government Center is located at 600 E. Fourth St. (corner of Fourth and Davidson streets) in uptown Charlotte. Parking is available in the Government Center parking deck located on Davidson St. between Third and Fourth streets; on-street parking is also available.

Enter the Government Center on the Davidson St. side through the ground-level door located to the right of the large staircase. (This is a handicapped accessible entrance.) Use the call box located next to the door to contact security staff. Inform them you are attending the MUMPO meeting. Once inside the building, security staff will assist you to the 2<sup>nd</sup> floor.

# Mecklenburg-Union Metropolitan Planning Organization

September 21, 2011

Room 267-Charlotte-Mecklenburg Government Center

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## 6:00 PM Education Session

**Topic: Charlotte Regional Intermodal Facility**

**Presenters: Jerry Orr, Aviation Director**

## 7:00 PM Meeting Agenda

1. **Call to Order** Ted Biggers
2. **Approval of Minutes** Ted Biggers  
*ACTION REQUESTED: Approve July 2011 meeting minutes as presented.*

3. **Citizen Comment Period**

4. **FY 2012 Unified Planning Work Program Amendment** Robert Cook  
*ACTION REQUESTED: Adopt an amendment allocating the balance of FY 2012 funds.*

*TCC RECOMMENDATION: The TCC unanimously recommended that the MPO adopt the proposed amendment as presented.*

*BACKGROUND: The final FY 2012 Planning (PL) fund allocation was received after the UPWP's adoption in May. An additional \$809,767 is available to program. See the attached memorandum for details.*

*ATTACHMENT: Memorandum and project list.*

5. **NCDOT Prioritization 2.0** Nicholas Polimeni  
**a. Process Update**  
*ACTION REQUESTED: FYI*

*BACKGROUND: Several tasks associated with the Prioritization 2.0 (P2.0) process have been completed, and staff has been working with the TCC to complete the remaining tasks within the timeline allotted. An update on the progress of the P2.0 process will be provided. Please see the attached memorandum for more information.*

*ATTACHMENT: Prioritization 2.0 Memorandum.*

- b. CMAQ Process**

*ACTION REQUESTED: Endorse the attached list of CMAQ projects for submittal to NCDOT.*

*BACKGROUND: The NCDOT Transportation Planning Branch recently released information regarding a CMAQ process associated with Prioritization 2.0. The process guidelines require that MPOs endorse projects to be submitted to NCDOT for fiscal years 2016 and 2017 only, and that these projects be submitted in October 2011. Due to the limited time available, it is recommended that the MPO endorse submitting the attached project list, which contains projects that were evaluated, and ranked, by the CMAQ subcommittee last year.*

*ATTACHMENT: MUMPO Prioritization 2.0 CMAQ Project List*

**6. Northwest Huntersville Transportation Study** Bill Coxe

*ACTION REQUESTED: Receive report on the status of the Northwest Huntersville Transportation Study and consider endorsement of a concept for the location of NC 73 relative to its intersection with Vance Road Extension and the alignment of NC 73 from that point west to the Catawba River.*

*TCC RECOMMENDATION: The TCC unanimously endorsed in concept Option 3 for the location of the intersection of NC 73 and the Vance Road Extension and the alignment of NC 73 west of that location with refinements being needed at the McGuire Nuclear Station entrance and near the crossing of the Transco pipeline. The TCC made additional recommendations with regard to land use planning, right of way protection, access management, and the intersection design.*

*BACKGROUND: See the Town of Huntersville website [http://www.huntersville.org/trans\\_13.asp](http://www.huntersville.org/trans_13.asp) for extensive history and presentations on the entire study. Approximately 1/2 the way down the web page under the **Schedule** heading you will see a description of the September 1 TCC action and a link to a copy of the presentation to the TCC. On September 5, the Huntersville Board of Commissioners recommended adding to the Thoroughfare Plan the concept of Option 3 with future modifications as addressed by the TCC.*

**7. Environmental Justice-Public Involvement Plan Amendment** Robert Cook

*ACTION REQUESTED: Approve the start of a public comment period.*

*BACKGROUND: MUMPO is conducting an analysis of how its plans and programs affect low-income and minority (environmental justice) communities. The analysis is a result of a recommendation contained in the most recent FHWA/FTA Joint Certification Review. Please see the attached memorandum and other attachments for more information. A request to amend MUMPO's Public Involvement Plan will be made in the coming months. Approving the start of a public comment period will permit this project to proceed in a timely manner.*

*ATTACHMENT: Memorandum; EJ and limited English proficiency summaries; analysis tool outline. To review all information associated with this project, click here: [MUMPO Environmental Justice Information](#).*

**8. Eastfield Road/I-485 Development Proposal** Jonathan Crowder

*ACTION REQUESTED: FYI*

*BACKGROUND: Gandy Development proposes to develop approximately 75 acres along Eastfield Road near the NC 115 interchange with I-485. As part of this project, the developer has proposed to realign the western end of Eastfield Road through the project area.*

**9. Adjourn**

**MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION**  
**Charlotte-Mecklenburg Government Center Conference Room 280**  
**July 20, 2011 Meeting**  
**Summary Minutes**

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**Members Attending:**

David Howard (Charlotte), Jim Bensman (Cornelius), Brian Jenest (Davidson), Sarah McAulay (Huntersville), John Quinn (Indian Trail), James Taylor (Matthews), Ted Biggers (Mint Hill), John Ashcraft (Monroe), Jim Eschert (Pineville), Lynda Paxton (Stallings), Jerry Simpson (Union County), Daune Gardner (Waxhaw), Nancy Anderson (Weddington), Brad Horvath (Wesley Chapel), John Collett (NC Board of Transportation)

**Non-Voting Members Attending:**

Stephen Rosenburgh (Charlotte-Mecklenburg Planning Commission), Russell Wing (Union County Planning Board), Andy Zoutwelle (Charlotte-Mecklenburg Planning Commission-alternate)

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**1. Call to Order**

Mayor Ted Biggers called the July 2011 MUMPO meeting to order at 7:05 PM.

**2. Approval of Minutes**

Summary:

Chairman Biggers asked if everyone had an opportunity to review the May 2011 minutes.

Motion:

Sarah McAulay made a motion to adopt the May 2011 minutes as presented. David Howard seconded the motion. Upon being put to a vote, the May 2011 minutes were approved unanimously.

**3. Citizen Comment Period**

Summary:

There were no public comments.

**4. 2012-2018 Transportation Improvement Program (TIP)**

Presenter:

Robert Cook

Summary:

Mr. Cook provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the requested action was to:

- a. make a finding of conformity on the 2012-2018 TIP and amended 2035 Long Range Transportation Plan;
- b. adopt the 2012-2018 TIP; and
- c. adopt amendments to the 2035 Long Range Transportation Plan.

The three above actions, and the need for them, were briefly reviewed. Also reviewed were the public outreach efforts. Mr. Cook thanked the MPO and TCC for their participation in the eleven month TIP development process. The presentation concluded with the statement that the Technical Coordinating Committee (TCC) unanimously recommended that the MPO take the above three actions.

Motion:

John Ashcraft made a motion to:

- a. make a finding of conformity on the 2012-2018 TIP and amended 2035 Long Range Transportation Plan;
- b. adopt the 2012-2018 TIP; and
- c. adopt amendments to the 2035 Long Range Transportation Plan.

Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

**5. 2009-2015 TIP Amendment: Monroe Connector/Bypass**

Presenter:

Van Argabright, NCDOT Program Development Branch

Summary:

Mr. Argabright provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. Mr. Argabright explained that the reason for the amendment was to have MUMPO's TIP reflect a new Plan of Finance for the project. The new Plan includes Grant Anticipation Revenue Vehicle (GARVEE) bonds. GARVEE bonds will allow for better interest rates. It was stated that the TCC unanimously recommended that the MPO adopt the TIP amendment.

Motion:

Ms. McAulay made a motion to adopt the TIP amendment. James Taylor seconded the motion. Upon being put to a vote, the motion passed unanimously.

**6. MUMPO Conformity Memorandum of Agreement (MOA)**

Presenter:

Anna Gallup, CDOT

Summary:

Ms. Gallup stated that the MOA's purpose was to standardize the state's interagency consultation and transportation conformity procedures. She noted that this topic was first presented to the MPO in April, and that the only difference to the MOA from that time was a minor change requested by the TCC to section 2.1.3 to allow for greater flexibility when addressing "fast track" updates. She stated that the TCC unanimously recommended that the MPO adopt the MOA.

Motion:

Mr. Taylor made a motion to adopt the MOA as presented. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

**7. 2009-2015 TIP Amendment: I-485/Clark's Creek Greenway Crossing**

Presenter:

Tim Gibbs, CDOT

Summary:

Mr. Gibbs provided information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the request was twofold:

- a. amend the 2009-2015 TIP to authorize the use of, if necessary, of up to \$1.5 million of Equity Formula funds for the project; and
- b. endorse a resolution of support for constructing a bridge at the Clark's Creek Greenway crossing of I-485 using Loop funds.

A question was asked about the impact of using Equity Formula funds. TCC chairman Bill Coxe replied that NCDOT Division 10 engineer Barry Moose told the TCC that no other project will be affected by the use of Equity funds.

Motion:

Mr. Howard made a motion to amend the 2009-2015 TIP and adopt the resolution in support of the bridge construction using Loop funds. Ms. McAulay seconded the motion. Upon being put to a vote, the motion passed unanimously.

**8. SPOT Prioritization 2.0**

Presenter:

Robert Cook

Mr. Cook began the discussion with an overview of NCDOT's prioritization process. He stated that SPOT stands for Strategic Planning Office of Transportation, and is part of NCDOT's reform efforts. In addition, he reminded the MPO that at its May meeting, information was provided that outlined upcoming tasks and a timeline for submitting projects to the SPOT database. By July 29, 15 highway, 10 bicycle and pedestrian and priority transit projects were to be submitted. The discussion then moved to the specific modal action requests.

#### **a. Highway Projects**

##### Summary:

The 15 projects proposed for inclusion in the SPOT database were reviewed. It was stated that at its June meeting, the TCC came to a consensus on a methodology using the 2035 LRTP as the basis for the developing the project list.

##### Motion:

Mr. Ashcraft made a motion to endorse the Highway Projects list as presented. Ms. McAulay seconded the motion. Upon being put to a vote, the motion passed unanimously.

#### **b. Bicycle & Pedestrian Projects**

##### Summary:

A TCC subcommittee issued a call for bicycle and pedestrian projects. The list of projects developed by that process was reviewed. The full TCC recommended endorsing the list at its July meeting.

##### Motion:

Ms. McAulay made a motion to endorse the Bicycle & Pedestrian Projects list as presented. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

#### **c. Transit Projects**

##### Summary:

The number of transit projects that can be submitted is unlimited; however, they were required to be major capital projects and the local transit agency must be able to provide matching funds. The list of transit projects prepared by CATS staff was reviewed. The TCC recommended at its July meeting that the MPO endorse the list.

##### Motion:

Mayor Paxton made a motion to endorse the Transit Projects list as presented. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

### **9. NCDOT Complete Streets Planning & Design Guidelines**

#### Presenter:

Bill Coxe, TCC Chairman

#### Summary:

Mr. Coxe provided background on this topic, stating that the development of the planning and design guidelines was prompted by the NC Board of Transportation's action in 2009 adopting a Complete Streets policy. He requested that the MPO adopt a resolution supporting NCDOT's efforts, and also requested that the MPO permit the TCC to develop comments on the draft guidelines and submit them on the MPO's behalf. The comment submittal request was necessary because the submittal deadline was August 17, well before the MPO could take action at its next regular meeting in September.

#### Motion:

Mayor Taylor made a motion to adopt the resolution and to authorize the TCC to submit comments on the draft guidelines to NCDOT on the MPO's behalf. Mr. Howard seconded the motion. Upon being put to a vote, the motion passed unanimously.

### **10. Prosperity Church Road/Eastfield Road Intersection Realignment**

#### Presenter:

Stuart Basham

Summary:

Mr. Basham reviewed the proposed realignment and indicated it will require the MPO to amend the Thoroughfare Plan. He noted that the proposal will adjust an alignment that was the subject of an earlier amendment approved by the MPO in 2008, and that the need for the change is a result of a developer revising an existing site plan. Because the described alignment change was so slight, MPO members questioned why an amendment was needed. TCC chairman Bill Coxe replied saying that the MPO's memorandum of agreement (MOU) required MPO action. Mr. Basham stated that the developer was sponsoring a public notification process under staff's supervision and that the plan was to return to the MPO in September or November for action on the amendment request.

**11. FY 2012 Unified Planning Work Program**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the FY 2012 allocation information was received after the UPWP's adoption in May. Additional funds are available to be programmed, and a request to amend the UPWP will be made at the September meeting.

**12. Adjourn**

The meeting adjourned at 8:20 PM.

**MPO Education Session**

The regular MPO meeting was preceded by an education session at 6:00 PM. The session focused on the roles and responsibilities of the NC Board of Transportation. NCBOT member John Collett conducted the presentation.



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**TO:** Mecklenburg-Union MPO  
**FROM:** Robert W. Cook, AICP  
MUMPO Secretary  
**DATE:** September 14, 2011  
**SUBJECT: FY 12 Unified Planning Work Program Amendment**

**REQUESTED ACTION**

The MPO is requested to amend the FY 2012 Unified Planning Work Program (UPWP) as presented.

**BACKGROUND**

The UPWP amendment is necessary in order to allocate \$809,767 in additional Planning (PL) funds. The MPO's FY 2012 allocation was not made known until after the UPWP's adoption in May. While developing the UPWP, MUMPO conservatively estimated the amount of available funding to be \$725,000. The actual amount available is \$1,534,767. This amount is the total of the annual allocation of \$897,575 plus \$637,192 in the form of unobligated balances from previous fiscal years.

**TECHNICAL COORDINATING COMMITTEE RECOMMENDATION**

The Technical Coordinating Committee (TCC) unanimously recommended that that the MPO amend the FY 2012 UPWP as presented.

**PROPOSED PROJECTS**

Projects proposed for funding are those that will directly support the MPO process, as well as local projects, sponsored by city/town staffs that advance the overall transportation planning process within the MPO's planning area.

\$477,000 is proposed to go to six projects sponsored by the City of Charlotte, Union County and the towns of Matthews, Stallings, and Cornelius. \$332,767 is proposed to fund efforts supporting the MPO process.

**ATTACHMENT**

The attached spreadsheet lists the potential projects to be funded with the additional \$809,767. Within the spreadsheet is a link to each funding request submitted by member jurisdictions. Clicking on the individual links will provide detailed information about each locally-sponsored project.

Clicking on the link below will take you to MUMPO's website where additional information can be obtained.

<http://www.mumpo.org/plans-programs/unified-planning-work-program>.



**FY 2012 Additional Planning Funds  
Potential Projects**

Endorsed by the TCC September 1, 2011

<b>MPO Projects</b>				
<b>Project</b>	<b>Description</b>	<b>Agency</b>	<b>Project Cost</b>	<b>PL Funds Requested</b>
Technology upgrade	Metrolina regional model staff	MUMPO	48,000	38,400
Metrolina model data storage	FTA protocols mandate the storage of model data	MUMPO	115,000	92,000
Update of travel time data	Metrolina regional model; congestion management process	MUMPO	75,000	60,000
GIS services; interactive GIS mapping application for website	Retain temporary staff member through end of fiscal year	MUMPO	30,000	133,567
Improvements to mumpo.org	Upgrade webmaster computer; additional enhancements	MUMPO	5,000	4,000
Technology upgrade	Research staff-Census, urbanized area (UZA) boundary tasks, etc.	MUMPO	6,000	4,800
			<b>279,000</b>	<b>332,767</b>
<b>Local Projects</b>				
<b>Project</b>	<b>Description</b>	<b>Agency</b>	<b>Project Cost</b>	<b>PL Funds Requested</b>
<a href="#">Matthews/Stallings Transportation Plan</a>	Additional support for transportation plan now being prepared	Matthews	32,625	26,000
<a href="#">US 74 Corridor Study</a>	Additional support for plan approved w/ adoption of UPWP	Union County	250,000	20,000
<a href="#">Brookshire Blvd and WT Harris Blvd</a>	Determine the appropriate classifications and cross-sections	CDOT	125,000	100,000
<a href="#">Exit 28 Area Study</a>	Analyze land use, transportation needs, and market conditions	Cornelius	60,000	25,000
<a href="#">I-277 Loop Study</a>	Comprehensive evaluation of the I-277 loop	CDOT	380,000	230,000
<a href="#">Old Dowd Road/NSRR Grade Separation Feasibility Study</a>	Construct grade separated crossing to improve safety	CDOT	95,000	76,000
			<b>942,625</b>	<b>477,000</b>
		<b>Total: MPO &amp; Local</b>	<b>1,221,625</b>	<b>809,767</b>
			<b>Add'l Funds Available:</b>	<b>809,767</b>
			<b>Balance:</b>	<b>0</b>



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**TO:** Mecklenburg Union Metropolitan Planning Organization  
**FROM:** Nicholas Polimeni  
MUMPO Principal Planner  
**DATE:** September 14, 2011  
**SUBJECT:** **NCDOT Prioritization 2.0 – Process Update**

## **OVERVIEW**

### Highway Projects

- 15 highway projects endorsed by the MPO were entered in the prioritization database in July
- A Problem Statement for each highway project was submitted to SPOT prior to the August 26 deadline

### Bicycle & Pedestrian Projects

- 10 bicycle and pedestrian projects endorsed by the MPO were submitted to SPOT in July (6 bicycle projects and 4 pedestrian projects were submitted)

### Transit Projects

- A list of priority transit projects endorsed by the MPO was submitted to SPOT in July (no limit was imposed; 15 projects were submitted)

### CMAQ Projects

- NCDOT has released an application, instructions and a timeline for the Prioritization 2.0 (P2.0) CMAQ process
- All CMAQ projects must be submitted, using the new application, during the month of October 2011
- MPO/RPOs are asked to submit project proposals to address CMAQ needs for fiscal years 2016 and 2017
- Target allocations are not available at this time, so MPOs are encouraged to develop proposals based on need, and use past year allocations as an indicator of anticipated available funding
- The TCC has not made a recommendation regarding which CMAQ projects to submit to NCDOT

## **NEXT STEPS**

### Local Input Rank

- Each MPO/RPO and Division Office is able to provide a local rank for highway, bicycle & pedestrian, and transit projects currently in the database from October - November 2011
- Highway Projects:
  - 1300 points are assigned to each organization to distribute among highway projects as desired

- A minimum of 4 points and a maximum of 100 points is allowed per project
- A subcommittee of the TCC has been formed to come up with a recommendation for distributing MUMPO's points
- Bicycle & Pedestrian Projects:
  - Each organization is able to rank its top 5 bicycle projects and its top 5 pedestrian projects
  - A bicycle and pedestrian subcommittee is in the process of ranking projects using the MPO's adopted Bicycle & Pedestrian Ranking Criteria
- Transit Projects:
  - CATS is coordinating with MUMPO staff to provide information to the TCC and the MTC so that a recommendation can be made to the MPO
- CMAQ Projects:
  - Additional information will be provided at the MPO meeting

**PENDING ACTION**

- The TCC is expected to make a recommendation to the MPO regarding the Local Input Rank of all SPOT P2.0 Projects at its November 3, 2011 meeting
- The MPO is expected to take action regarding the Local Input Rank of all SPOT P2.0 projects at its November 18, 2011 meeting

## MUMPO P2.0 CMAQ Projects

Fiscal Year	Project	Requested Amount of Funding
2016	UNCC-City Boulevard (Hwy 49) Multi-use path	1,125,000
	Potts-Sloan Connector	810,000
	McAlpine Creek Greenway	1,013,600
	McDowell Creek Greenway	1,840,000
	South Prong Rocky River Greenway	828,000
	Intersection Improvement-Torrence Chapel Road & West Catawba Ave	288,680
	Irvins Creek Greenway	2,028,000
	9th St Pedestrian Bridge	2,400,000
<b>Total</b>		<b>10,333,280</b>

Fiscal Year	Project	Requested Amount of Funding
2017	Parking Pay Stations	139,266
	Cash for Commuters	5,184,000
	Drive Less Charlotte	2,991,000
	US 21 & Catawba Ave-Intersection Relocation	2,095,000
<b>Total</b>		<b>10,409,266</b>



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TO: Mecklenburg-Union MPO  
FROM: Robert W. Cook, AICP  
MUMPO Secretary  
DATE: September 14, 2011  
SUBJECT: **Environmental Justice-Public Involvement Plan Amendment**

**BACKGROUND**

***Joint Federal Certification Review***

MUMPO's 2008 Joint Federal Certification Review recommended that a process be developed to determine how minority and low-income populations are impacted by the long range transportation plan. The recommendation was rooted in a 1994 Executive Order (EO #12898) directing every Federal agency to make environmental justice part of its mission. As a recipient of federal funds, MUMPO is obligated to carry out the Executive Order's mandate.

The Joint Certification Review specifically called for the following:

- a. measures/analytical methods to determine overall transportation system equity in an effort to identify both burdens and benefits;
- b. the identification of negative impacts on minority and-low income populations; and
- c. avoidance and/or mitigation measures as appropriate.

***Limited English Proficiency (LEP) Plan***

The MPO is also required to prepare a plan that addresses how populations that are not proficient in English can access services provided by the MPO. Executive Order 13166 directs federal agencies and agencies receiving federal funding to "implement a system by which limited English-proficient (LEP) persons can meaningfully access... services consistent with, and without unduly burdening, the fundamental mission of the agency."

**STAFF RESPONSE**

In response to the Joint Certification Review and Executive Order 13166, staff, with consultant assistance, has been working to develop:

- a. strategies to improve outreach to minority and low-income populations;
- b. an LEP plan that will strengthen outreach to those with limited English skills; and
- c. a GIS-based analysis tool that will assist staff in:
  - i. identifying the location of minority and low-income communities; and
  - ii. assessing the possible impacts of potential LRTP and the Transportation Improvement Program (TIP) projects on those communities.

**ATTACHMENTS**

Three documents are attached that provide additional information about the work staff has undertaken:

- 1. low-income and minority population outreach expansion summary
- 2. LEP summary
- 3. analysis tool outline

**PROPOSED FUTURE ACTION**

No formal MPO action is requested at this time; however, staff proposes to request that the MPO amend the Public Involvement Plan (PIP) in the near future. Depending upon the timing of efforts to further engage the affected populations groups in review of the work done thus far, the request may be brought to the MPO for action in November 2011 or early 2012.

## **Public Involvement Plan: Title VI Expansion Mecklenburg – Union Metropolitan Planning Organization**

The “**Public Involvement Plan: Title VI Expansion**” augments the “MUMPO Public Involvement Plan” adopted in 2005 and amended in 2009. MUMPO recognizes the need for strategies to encourage more participation from within minority and low-income communities. The Public Involvement Plan - Title VI Expansion will provide the organization with:

1. Strategies for pro-actively engaging communities protected under Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” in accordance with Title VI of the Civil Rights Act of 1964; and
2. A database/mailling list of community contacts specific to the MPO’s minority and low-income populations.

The expansion of the Public Involvement Plan provides strategies and community contacts for public involvement that will provide minority communities – particularly Black, Latino and low-income residents – more opportunities for informed and meaningful participation in the transportation planning process.

Recommended strategies include (but are not limited to):

- Building relationships with key agencies, organizations and institutions within targeted communities for cultural insight, community continuity and trust-building;
- Holding meetings (when possible and appropriate) in community venues where community members are comfortable;
- Utilizing “standing” community meetings and events – when possible - for information sharing – instead of scheduling one-time transportation meetings;
- Using minority media outlets to market MUMPO planning initiatives and programs more effectively;
- Building partnerships that will assist in educating minority and low-income communities about transportation initiatives and promote their involvement; and
- Utilizing simulation programs or “before & after” pictures to illustrate and improve community understanding of transportation designs and project objectives.

## **Mecklenburg Union Metropolitan Planning Organization Limited English Proficiency (LEP) Plan**

Limited English Proficient (LEP) persons are those who do not speak English as their primary language or who have difficulty reading, writing or understanding English. As the Mecklenburg-Union transportation planning area has grown over the last twenty years, it has also become home to a much more diverse population. The Mecklenburg Union Metropolitan Planning Organization must plan for and provide the opportunity for all of its citizens to participate in the planning process fully – regardless of their level of proficiency in speaking the English language – as required by Executive Order 13166.

MUMPO has prepared the LEP Plan to augment their Public Involvement Plan and to conduct a U. S. Department of Transportation (USDOT) Four-Factor LEP Analysis that considers the following:

1. The number or proportion of LEP persons who are eligible to be served or likely to be encountered by MUMPO programs, activities or services;
2. The frequency of contact by LEP individuals with MUMPO programs, activities or services;
3. The description and magnitude of the programs, activities or services that MUMPO provides to the LEP population; and
4. The resources available to MUMPO and the overall cost of providing assistance to the area’s LEP population.

<b>MUMPO (non-Black) Minority Population</b>	<b>2010</b>	<b>% Of Population</b>	<b>Rate of Change 1990 - 2010</b>
Asian (Includes Native American and Alaskan Natives)	51,430	4.6%	307%
Latino/Hispanic	132,911	12%	1730%
Total	184,341	16.6%	

The LEP Plan will incorporate appropriate strategies for determining where LEP populations reside within the region and incorporate ways for MUMPO staff to provide opportunities for inclusion in their planning processes.

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## **MUMPO Minority & Low-Income Population Analysis Tool**

MUMPO's 2007 Certification Review recommended the development of a methodology by which the long range transportation plan's impact on minority and low-income populations could be assessed. Because there is no guidance provided by the Federal Highway Administration on how to conduct such an assessment, staff researched existing methods used by MPOs throughout the nation. Several were found to be sound, effective, and easily applied to the MUMPO planning area. Staff decided that, instead of using its limited resources to create a new methodology, it would use an existing, proven technique.

The methodology decided upon was developed by the Delaware Valley Regional Planning Commission (DVRPC), which serves as the MPO for the Philadelphia area. The DVRPC approach was selected because:

- a. it requires little additional data collection;
- b. is easily understood; and
- c. effectively illustrates potential effects of proposed transportation improvements to staff, elected officials and the public.

### **How Will the Methodology Be Used?**

#### ***Long Range Transportation Plan***

The development of past LRTPs has included an environmental justice component within the project ranking process; however, it has been much more qualitative than quantitative. This methodology will allow for a more systematic approach to analyzing potential environmental justice community impacts, while still allowing for local knowledge to inform the decision-making process.

#### ***Transportation Improvement Program***

MUMPO has not conducted environmental justice community impact assessments of its TIP in the past. One exercise being performed in the development of this methodology has been to evaluate TIP expenditures dating to 1990. This exercise will permit us to compare past expenditures with how future funding is proposed to be distributed.

#### ***Other Processes***

The methodology can be used to assess the distribution of CMAQ, STP-DA and other funds throughout the planning area.

*It is important to remember that no formula exists that can accurately assess the impacts of individual projects, positive or negative. Each project must be evaluated on its own merits in order to assess its effects on the community.*

### **Population Groups to be Assessed**

The following population groups will be assessed:

1. Black
2. Hispanic
3. Asian American and American Indian and Alaskan Native
4. Households in poverty

5. Carless households
6. Limited English proficiency

### **Projects to be Included in the Assessment**

1. projects that add capacity on I, US and NC routes
2. projects that use federal funds to add capacity on roads not identified as I, US or NC routes
3. projects that add capacity on regionally significant roads using non-federal funds
4. rapid transit projects (e.g., LYNX Blue Line)
5. the CATS bus route network

### **Methodology**

1. Groups are located at the appropriate geography (tract or block group)
2. Planning area data gathered, combining populations from both counties
  - a. NOTE: to simplify data collection and the assessment process, all of Union County will be analyzed
3. Total number of persons in each group is divided by the total number of people or households in both counties
  - a. Example
    - assume total Hispanic population of 100 and the two-county population of 500
    - 100 divided by 500 = .2, or in other words, the Hispanic population of the two-county area is 20%

The above provides a regional average, or threshold, for the population group in question

4. Any census tract or block group exceeding the threshold is considered an EJ-sensitive tract/block group for that group  
Example  
Population group: Hispanic
  - regional total: 100 people
  - regional threshold: 20%
  - any tract/block group with a Hispanic population of 20% or greater is considered EJ-sensitive relative to the Hispanic group
5. The number of EJ-sensitive groups in each census tract/block group is referred to as its Degree of Impact (DOI)
  - a tract/block group with 0 groups exceeding regional averages is Not Impacted
  - a tract/block group with 1-2 groups exceeding regional averages is Slightly Impacted
  - a tract/block group with 3-4 groups exceeding regional averages is Moderately Impacted
  - a tract/block group with 5-6 groups exceeding regional averages is Highly Impacted
6. Transportation information is then overlaid on the demographic information to assess potential impacts, if gaps exist, etc. "Transportation information" includes
  - a. LRTP candidate projects and/or draft LRTP project lists by proposed horizon year
  - b. Draft TIP projects