North Central Texas Council of Governments' 2022 Title VI Program Update for the Metropolitan Planning Organization

May 2022

North Central Texas
Council of Governments

What is NCTCOG?

The **North Central Texas Council of Governments** (NCTCOG) is a voluntary association of, by, and for **local governments** within the 16-county North Central Texas Region. The agency was established by state enabling legislation in 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development. Its purpose is to strengthen both the individual and collective power of local governments, and to help them recognize regional opportunities, resolve regional problems, eliminate unnecessary duplication, and make joint regional decisions – as well as to develop the means to implement those decisions.

North Central Texas is a 16-county **metropolitan region** centered around Dallas and Fort Worth. The region has a population of more than 7 million (which is larger than 38 states), and an area of approximately 12,800 square miles (which is larger than nine states). NCTCOG has 229 member governments, including all 16 counties, 167 cities, 19 independent school districts, and 27 special districts.

NCTCOG's **structure** is relatively simple. An elected or appointed public official from each member government makes up the **General Assembly** which annually elects NCTCOG's **Executive Board**. The Executive Board is composed of 17 locally elected officials and one ex-officio non-voting member of the legislature. The Executive Board is the policy-making body for all activities undertaken by NCTCOG, including program activities and decisions, regional plans, and fiscal and budgetary policies. The Board is supported by policy development, technical advisory and study **committees** – and a professional staff led by **R. Michael Eastland**, Executive Director.

NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

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NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the Federal Highway Administration, US Department of Transportation, and the Texas Department of Transportation.

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Surface Transportation Technical Committee

Tanya Brooks, Chair
Assistant Director, Traffic Management Division
Transportation and Public Works
City of Fort Worth

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INTRODUCTION

Regional transportation planning in North Central Texas is conducted by the federally designated Metropolitan Planning Organization (MPO), composed of the North Central Texas Council of Governments (NCTCOG) Transportation Department, NCTCOG's Executive Board, the Regional Transportation Council, and several technical committees. The MPO works with state and local governments, the private sector, and the region's residents to plan coordinated transportation systems designed to move goods and people affordably, efficiently, and safely. Areas served include the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney urbanized areas and surroundings. Major products produced by the MPO include a long-range Metropolitan Transportation Plan, a shorter-term Transportation Improvement Program, a Congestion Management Process, and a Unified Planning Work Program.

As an MPO, NCTCOG must consider Title VI in all phases of planning. Title VI applies equally to all the plans, programs, and activities of transportation planning undertaken by the MPO. MPOs can help local public officials, who represent the broader public, understand how Title VI and environmental justice requirements improve planning and decision making. To certify compliance with Title VI and address environmental justice, NCTCOG strives to:

- Enhance analytical capabilities to ensure the long-range transportation plan and the Transportation Improvement Program comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations so their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate and, where necessary, improve public involvement processes to eliminate participation barriers, and engage minority and low-income populations in transportation decision making.

NCTCOG serves as a designated recipient of urban federal funds apportioned by the Federal Transit Administration to the Dallas-Fort Worth Metropolitan Area. Through an agreement with other designated recipients, NCTCOG suballocates funds to the region for the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas, while the Texas Department of Transportation sub allocates funds in the McKinney urbanized area.

Following are descriptions of how NCTCOG, in its capacity as the MPO, is implementing Title VI to ensure that no one is discriminated against on the basis of race, color, or national origin.

GENERAL REQUIREMENTS

Title VI Notice to the Public

NCTCOG has developed a Title VI Notice to the Public that informs the public of their rights under Title VI and includes instructions on how to file a complaint of discrimination. The notice is posted in the NCTCOG lobby and in English and Spanish on the NCTCOG website. Subrecipients opting to adopt NCTCOG's notice will post this notice in all transit-related public spaces, including, but not limited to, transit vehicles, lobbies of administrative offices, and other pick-up and drop-off locations. The notice is included as *Attachment 1*. NCTCOG has also developed a Title VI Policy Statement and Assurances, which are included as *Attachment 2*.

Title VI Complaint Procedures

The Title VI Complaint Procedures are disseminated internally among staff at Environmental Justice Liaison meetings and trainings. The complaint procedures are posted on the Transportation Department website and are referenced in documentation produced by the department. Subrecipients opting to adopt the North Central Texas Council of Governments' complaint procedures will disseminate a copy to their beneficiaries by placing in transit-related public spaces, including, but not limited to, transit vehicles, lobbies of administrative offices, and other pick-up and drop-off locations. A copy of NCTCOG's discrimination complaint form and procedures are included as *Attachment 3*. The complaint procedures and form are also translated into Spanish and are posted on the Transportation Department website.

The Title VI Complaint Procedures were previously revised for the Title VI Program 2019 Update. The procedures also were updated on the website and where they appear in other documents, including the Public Participation Plan. The complaint procedures and complaint form are available in Spanish.

Title VI Complaint Form

The Title VI Complaint Form is included with the Complaint Procedures in *Attachment 3*.

List of Transit-Related Title VI Investigations, Complaints, and Lawsuits

Since the submission of the last Title VI Program to the Federal Transit Administration, no Title VI investigations, complaints, or lawsuits were received by the NCTCOG Transportation Department or the NCTCOG Agency related to transit.

Public Participation Plan and a Summary of Outreach Efforts made since the Last Title VI Program Submission

Informing and involving residents in the transportation planning process is a continuous effort. The Public Participation Plan, included as *Attachment 4*, provides for an open exchange of information and ideas between the public and transportation decision makers. The Public Participation Plan incorporates several key elements to ensure the process is effective and proactive:

- Clearly defined purpose and objectives for initiating a public dialogue on transportation plans, programs, projects, policies, and partnerships.
- Identification of specifically who the affected public and other stakeholder groups are with respect to the plans, programs, projects, policies, and partnerships under development.
- Identification of techniques for engaging the public in the process, including by initiating a community-based organization pilot program that engages the organization to carry out public involvement activities related to transportation issues.
- Notification procedures which effectively target affected groups.
- Education and assistance techniques which result in an accurate and full public understanding of the transportation problem, potential solutions, and obstacles and opportunities within various solutions to the problem.
- Follow-through by public agencies demonstrating that decision makers seriously considered public input.

Evaluation of the public involvement process is ongoing, and the Public Participation Plan is regularly reviewed. The Public Participation Plan was updated in 2018 following a 45-day public comment period. The plan exceeds federal public involvement requirements and includes several implementation strategies to ensure all residents have access to information and opportunities to be involved in the transportation planning process. The plan was updated again in 2019 following a 45-day public comment period to include the updated Title VI Complaint Procedures.

The COVID-19 pandemic resulted in the cancelation of most of the department's planned outreach events in 2021, but outreach materials were distributed at four community events that reached low-income individuals, minorities, and/or other transportation-disadvantaged demographic groups. Furthermore, the department held three rounds of virtual public meetings and multiple in-person open houses for a major planning study (Dallas-Fort Worth High-Speed Transportation Connections Study) and an in-person stakeholder meeting, and a series of virtual public meetings for an area transportation study (Bachman Lake Area Planning Study). Both of these studies focused on outreach to minority and low-income communities. In addition, the department continued to provide formal opportunities for public input online. Since March 2020, the department has hosted 15 online public input opportunities, which followed the department's procedures for notification as outlined in the Public Participation Plan; paper copies of the materials were also available by mail upon request. The department hosted a hybrid virtual/in-person meeting in October 2021, and additional hybrid public input opportunities are planned for 2022, along with online input opportunities.

Language Assistance Plan

NCTCOG updated the Language Assistance Plan in 2022 in coordination with the update of the Title VI Program.

The Language Assistance Plan is included as Appendix B (pages 38 through 45) in the Public Participation Plan (*Attachment 4*). The Language Assistance Plan uses the Four Factor Analysis to identify limited English proficient (LEP) persons that need language assistance, outlines how language assistance is available, and describes how staff considers the needs of LEP persons.

In accordance with the Safe Harbor Provision, NCTCOG has analyzed which language groups exceed the 1,000 persons or 5 percent threshold. These language groups are listed in *Attachment 5*. Because 12 language groups[1] meet the Safe Harbor threshold, it is not feasible to translate vital documents into all of the languages. Therefore, NCTCOG focuses translation efforts on Spanish, which is the largest language group in the region other than English. NCTCOG also translates materials into other languages when local expertise identifies the need. NCTCOG provides Google Translate capabilities on the Transportation Department webpages. The following vital documents have been translated into Spanish:

- Fair Treatment & Meaningful Involvement in Transportation Planning brochure
- Title VI complaint procedures, flow chart, and complaint form
- Title VI notice to the public
- Flyers and newspaper advertising for public input opportunities, including online opportunities
- Notice of Regional Transportation Council meetings, speaker request card, and public comments information

Notices promoting Transportation Department public input opportunities are provided in English and Spanish. They include a disclaimer indicating that translation services are available if a request is made at least 72 hours before the input opportunity.

Membership of Non-Elected Committees and Councils

NCTCOG is governed by an Executive Board, which makes fiduciary decisions related to transit funding. Membership on the Executive Board is limited to elected officials selected by area local governments. As the MPO, NCTCOG serves as staff to the Regional Transportation Council (RTC), which is the MPO policy board. Membership on the RTC is limited to local elected officials, officials from modal operators, and appropriate state officials as required by 23 U.S.C. § 134(d). RTC members are selected by area local governments and transportation agencies, not NCTCOG. The RTC has created the Surface Transportation Technical Committee (STTC), which advises on transit-related matters. This technical committee is composed of local government staff selected by their respective governments or agencies. The North Central Texas Council of

[1] The American Community Survey changed how it reports language groups beginning with 2016 data products. Some languages have been aggregated into larger language groups to address privacy concerns. For more information, see US Census, Note for Language Spoken at Home from the 2016 American Community Survey, https://www.census.gov/content/dam/Census/programs-surveys/acs/tech-doc/user-notes/2016_Language_User_Note.pdf.

Governments does not select the membership of the NCTCOG Executive Board, RTC, or STTC. Therefore, NCTCOG does not track the racial or ethnic composition of these committees. The RTC bylaws do include a statement that the officer nominating committee, composed of RTC members, "shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in making its recommendations." The bylaws for the Executive Board and the RTC are included as *Attachments 6 and 7*.

How Agency Monitors its Subrecipients for Compliance with Title VI, and a Schedule of Subrecipient Title VI Program Submissions

Subrecipients should provide their Title VI Program when plans have been updated. Subrecipient compliance with Title VI requirements is monitored through various methods, including individual subrecipient Title VI Program reviews, site visits, and/or desk reviews. These efforts happen on an as-needed, annual, and triennial schedule depending on the requirement being investigated.

NCTCOG staff periodically reviews the Title VI programs of its subrecipients and works cooperatively when updates are required. Updates or other modifications may be necessary for several reasons, including new implementation requirements issued by the Federal Transit Administration. In the event of a subrecipient's continued noncompliance with federal standards, NCTCOG may impose sanctions such as the withholding of payments and/or the cancellation, termination, or suspension of a project agreement.

The schedule below identifies the most recent updates to Title VI programs by NCTCOG's subrecipients:

Subrecipient	Last Updated
City/County Transportation (City of Cleburne)	October 2020
Community Transit Services	June 2020
Public Transit Services	January 2021
SPAN	January 2022
STAR Transit	May 2021

In addition to providing updated plans, subrecipients are required to submit complaints within five days of receipt of the complaint. Subrecipients are also required to post Title VI notices in public areas in a manner that is visible to those receiving service.

Board Meeting Resolutions of Approved Title VI Program

The Title VI Program was approved by the Regional Transportation Council on May 12, 2022 and by the NCTCOG Executive Board on May 26, 2022. The resolutions approving the program are included as *Attachment 8*.

MPO REQUIREMENTS

Demographic Profile of Metropolitan Area

The Metropolitan Planning Area for NCTCOG is a 12-county region composed of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties. Over the past several decades, the North Central Texas region has grown rapidly and has become increasingly diverse. The table below depicts growth in total population, low-income individuals, minority groups, and LEP individuals from 2000 to 2019. *Attachment 9* is a series of maps that depict the location of low-income, minority, and LEP populations in 2015-2019.

	2000	Percent of Total Population	2010	Percent of Total Population	2019	Percent of Total Population
Total Population*	**5,197,317**		**6,198,833**		**7,378,981**	
Aggregate Minority Population**	2,121,346	40.8%	2,988,753	48.2%	3,960,299	53.7%
Black or African American***	740,570	14.3%	910,633	14.7%	1,158,500	15.7%
American Indian or Alaska Native***	56,865	1.1%	31,026	0.5%	35,419	0.5%
Asian***	219,142	4.2%	319,721	5.2%	504,722	6.8%
Native Hawaiian or Other Pacific Islander***	8,253	0.2%	6,363	0.1%	8,117	0.1%
Hispanic or Latino	1,120,527	21.6%	1,643,252	26.5%	2,124,409	28.8%
Some Other Race ****	517,661	10.0%	679,732	10.6%	395,899	5.4%
Two or More Races *****	125,899	2.4%	180,364	2.8%	217,869	3.0%
Total Population for Whom Poverty Status is Determined*	**5,110,458**		**6,102,989**		**7,289,854**	
Low-Income Population	750,051	14.7%	1,112,615	18.2%	1,174,395	16.1%
Total Population Aged 5 Years or Older*	**4,782,849**		**5,703,710**		**6,866,398**	
Aggregate Limited English Proficiency Population	592,713	12.4%	765,371	13.4%	914,604	13.3%
Spanish	486,521	10.2%	624,880	11.0%	707,239	10.3%
Asian Languages	67,036	1.4%	89,868	1.6%	118,102	1.7%
Indo-European Languages	29,705	0.6%	35,731	0.6%	57,678	0.8%
Other Languages	9,451	0.2%	14,892	0.3%	31,585	0.5%

Source: 2000 US Census, 2006-2010 5-Year American Community Survey Estimates, and 2015-2019 5-Year American Community Survey Estimates.

*Minority, low income, and limited English proficiency have different total populations as their universe, or the target/focus population differs. For example, the universe for limited English proficiency only includes individuals who are 5 years and older.

**The aggregate minority population includes all Non-White individuals who identified their race as Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Some Other Race, or Two or More Races, or who identified their ethnicity as Hispanic or Latino.

***These groups include individuals who identified as a particular race or a particular race and Hispanic or Latino ethnic group.

****Some Other Race Alone includes individuals who identified as a race not included in the above four race categories.

*****Two or More Races includes individuals who identified as two or more of the above six race categories.

How Mobility Needs of Minority Populations are Identified and Considered within the Planning Process

The North Central Texas Council of Governments regularly collects and analyzes demographic information to help plan for a more accessible regional transportation system. In accordance with federal legislation, NCTCOG analyzes environmental justice populations, which are defined as low-income and minority groups. The Environmental Justice Index (EJI) was developed to map concentrations of low-income and minority groups in the region. The 2021 EJI[2] is included as *Attachment 10*. The EJI tool is used by department staff members as a preliminary screening tool to identify areas that should be analyzed further for environmental justice considerations. The EJI is distributed to local governments by request. A User Guide has been created to explain the development and ensure correct usage. The 2021 Environmental Justice Index User Guide is included as *Attachment 11*. Staff also analyzes demographic trends in other potentially transportation-disadvantaged groups, such as LEP individuals, zero-car households, elderly populations, disabled populations, and female head of household populations.

Demographic Maps that Show the Impacts of the Distribution of State and Federal Funds in the Aggregate for Public Transportation Projects

NCTCOG tracks regional transportation projects through the Transportation Improvement Program (TIP). The TIP is a staged, multiyear program of projects approved for funding by federal, state, and local sources within the Dallas-Fort Worth area. In order to analyze the impact of the distribution of federal and state funds on public transportation projects, NCTCOG summarized the amount spent per county on public transportation projects in the past three fiscal years (2019, 2020, and 2021) and compared these totals to county minority data. Data also is provided on roadway transit funds programmed for fiscal years 2019-2024. Some funds spent on public transportation in the region do not have a spatial reference, and the spatial information NCTCOG does have may not be reflective of the total amount of federal and state funds spent on public transportation. Therefore, in lieu of a map, *Attachment 12* includes charts depicting the percentage of federal and state funds spent in each county compared to the percentage of minority individuals, and a chart depicting the total amount of programmed public transportation federal funds. The majority of the programmed federal and state public transportation funds in the past three fiscal years were for projects located in Dallas and Tarrant counties, where about 74 percent of the region's minority population resides. Overall, the federal and state funds spent on public transportation in the past three fiscal years have been located in counties with higher proportions of minority individuals. This indicates that accessibility to public transportation for minority groups continues to be equitable.

Analysis of the Metropolitan Planning Organizations' Transportation System Investments that Identifies and Addresses any Disparate Impacts

As part of NCTCOG's commitment to provide a transportation system that is beneficial to all

[2] This edition of the EJI uses data from the 2015-2019 American Community Survey 5-Year Estimates.

populations of the region, a regional environmental justice analysis is performed to assess the effects of the roadway and transit recommendations in the Metropolitan Transportation Plan. The analysis includes performance measures related to accessibility and mobility that are calculated to determine whether there are any disproportionately high or adverse effects of the recommendations on protected (environmental justice) populations compared with non-protected populations. Specific to transit, the number of jobs accessible by transit is calculated for both protected and non-protected populations over the multiple network scenarios. The regional environmental justice analysis has not resulted in any disparate impacts to date, but if there are disparate impacts in the future, the roadway and transit recommendations would be reviewed and potentially changed. The Social Considerations Chapter and Appendix of *Mobility 2045* – the most recently adopted Metropolitan Transportation Plan – are included as *Attachments 13 and 14*.

Subrecipient Program Administration

NCTCOG passes Federal Transit Administration (FTA) financial assistance through to subrecipients in a nondiscriminatory manner using the following types of allocation processes:

Formula-Based Allocation: NCTCOG suballocates certain FTA program funds between the Eastern and Western portions of the Dallas-Fort Worth Metropolitan Area based on the same formula used by FTA to apportion the funds. This funding split is determined on an annual basis when FTA apportionments are made available. After the suballocation of funds, small public transportation providers submit a request for funding based on need. The remaining program funds, not requested by the small providers, are then allocated to the metropolitan transit authorities.

Set Aside: Funds are available via an allocation process for Job Access/Reverse Commute (JA/RC) and Enhanced Mobility projects. For the Urbanized Area Formula Program, 2 percent of the funds available annually are set aside to be awarded for JA/RC projects that fill a current gap in service within the region. For the Enhanced Mobility Program, funds are first awarded to public transit providers to ensure they can continue to provide existing levels of service, while the remaining funds are then available to be awarded to eligible providers with projects intended to meet the funding program's purpose and where there are current gaps in service.

To provide assistance to potential subrecipients, including entities that would serve predominantly minority populations, in a nondiscriminatory manner, NCTCOG does the following:

- Post information regarding Title VI policies and complaint procedures on NCTCOG's website and on various bulletin boards in NCTCOG's offices.
- Provide periodic Title VI training to subrecipients through meetings and workshops hosted by NCTCOG.
- Provide technical assistance, including demographic data, to help subrecipients develop Title VI programs and conduct equity analyses.
- Reply to questions about potential projects to be submitted through a competitive strategic partnership process in a manner that does not give any potential subrecipient an "edge" over any other applicant.

LIST OF ATTACHMENTS

Attachment 1: Title VI Notice to the Public

Attachment 2: NCTCOG Title VI/Nondiscrimination Policy Statement and Assurances

Attachment 3: Title VI Discrimination Complaint Procedures and Form

Attachment 4: NCTCOG Public Participation Plan and Language Assistance Plan

Attachment 5: Safe Harbor Analysis

Attachment 6: NCTCOG Executive Board Bylaws

Attachment 7: Regional Transportation Council Bylaws

Attachment 8: Title VI Program Approval Resolutions

Attachment 9: 2017 Demographic Profile

Attachment 10: 2019 Environmental Justice Index

Attachment 11: 2019 Environmental Justice Index User Guide

Attachment 12: Impacts of Public Transit Projects on Minority Populations

Attachment 13: Mobility 2045 Social Considerations Chapter

Attachment 14: Mobility 2045 Social Considerations Appendix

Attachment 15: Organizational Chart

North Central Texas Council Of Governments

Title VI Notice to the Public

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e. sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

For more information on NCTCOG's nondiscrimination program, and the procedures to file a complaint, please visit www.nctcog.org/trans/ej/index.asp.

Para obtener más información, llame al (817) 695-9240.

Aviso al Público de Título VI

El Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG), como destinatario de la asistencia financiera federal y según el Título VI de la Ley de Derechos Civiles de 1964 y normas relacionadas, garantiza que ninguna persona, por motivos de raza, religión, color, origen nacional, sexo, edad o discapacidad será excluida de participar en o de obtener los beneficios de los programas o actividades de los organismos o, de lo contrario, estará sujeta a discriminación.

Cualquier persona que crea que NCTCOG o cualquier entidad que recibe asistencia de fondos federales de o atreves de NCTCOG (por ejemplo; sub-destinatarios, sub-contratistas, o sub-vencionarios), lo a sujetado o a una clase de individuos específicos a discriminación ilegal puede presentar una denuncia de discriminación.

Para obtener información adicional sobre el programa de no discriminación de NCTCOG y los procedimientos para presentar una denuncia, visite www.nctcog.org/trans/ej/index.asp, llame al (817) 695-9240 o envíe un correo electrónico a titlevi@nctcog.org.

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Title VI/Nondiscrimination Policy Statement:

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.

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Mike Eastland, Executive Director

Updated: May 26, 2022

Attachment 2b

Title VI/Nondiscrimination Assurances

DOT Order No. 1050.2A

The **North Central Texas Council of Governments** (herein referred to as the "Recipient"), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the **Federal Transit Administration** or the **Federal Highway Administration**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of The Civil Rights Act of 1964*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

> *"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity," for which the Recipient receives Federal financial assistance from DOT, including the* ***Federal Transit Administration*** *or the* ***Federal Highway Administration****."*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally-assisted **Department of Transportation** programs:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material subject to the Acts and the Regulations made in connection with all **Department of Transportation programs** and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

   *"The **North Central Texas Council of Governments**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."*

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.

4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.

7. The Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

   a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
   b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

    a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
    b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, subrecipients, subgrantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the **North Central Texas Council of Governments** also agrees to comply (and require any subrecipients, subgrantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **Department of Transportation** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **Department of Transportation**. You must keep records, reports, and submit the material for review upon request to USDOT, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The **North Central Texas Council of Governments** gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under **all Department of Transportation programs**. This ASSURANCE is binding on **Texas**, other recipients, subrecipients, subgrantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in **all Department of Transportation programs**. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Mike Eastland, Executive Director North Central Texas Council of Governments	Date

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations**: The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, the **Federal Transit Administration,** and the **Federal Highway Administration**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Nondiscrimination**: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment**: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.

4. **Information and Reports**: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient, the **Federal Transit Administration,** or the **Federal Highway Administration** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient, the **Federal Transit Administration,** or the **Federal Highway Administration**, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance**: In the event of a contractor's noncompliance with the Nondiscrimination provisions of this contract, the Recipient will impose such contract sanctions as it the **Federal Transit Administration** or the **Federal Highway Administration** may determine to be appropriate, including, but not limited to:

   a. withholding payments to the contractor under the contract until the contractor complies; and/or
   b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions**: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient, the **Federal Transit Administration,** or the **Federal Highway Administration** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the

contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the **North Central Texas Council of Governments** will accept title to the lands and maintain the project constructed thereon in accordance with **all applicable federal statutes**, the Regulations for the Administration of **all Department of Transportation programs**, and the policies and procedures prescribed by the **Federal Transit Administration** or the **Federal Highway Administration** of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the **North Central Texas Council of Governments** all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the **North Central Texas Council of Governments** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the **North Central Texas Council of Governments**, its successors and assigns.

The **North Central Texas Council of Governments**, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the **North Central Texas Council of Governments** will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the **North Central Texas Council of Governments** pursuant to the provisions of Assurance 7(a):

A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:

    1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, the **North Central Texas Council of Governments** will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*

C. With respect to a deed, in the event of breach of any of the above Nondiscrimination covenants, the **North Central Texas Council of Governments** will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the **North Central Texas Council of Governments** and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the **North Central Texas Council of Governments** pursuant to the provisions of Assurance 7(b):

A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Nondiscrimination covenants, the **North Central Texas Council of Governments** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

C. With respect to deeds, in the event of breach of any of the above Nondiscrimination covenants, the **North Central Texas Council of Governments** will there upon revert to and vest in and become the absolute property of the **North Central Texas Council of Governments** and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

Pertinent Nondiscrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 4 71, Section 4 7123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, subrecipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U .S.C. 1681 et seq).

North Central Texas Council of Governments
Transportation Department
Title VI Complaint Procedures

Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint from and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Or hand delivered to:

616 Six Flags Drive
Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state of federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.

Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

RECEIPT OF COMPLAINT
Complaint is received by NCTCOG:
Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint who do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. Complaints will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

Complaint is logged into tracking database:
Complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action.

INITIAL REVIEW AND WRITTEN RESPONSE

Initial review:

Within 10 days of the receipt of the complaint, NCTCOG's Transportation Department Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets three basic criteria.

1. The complaint will be reviewed for completeness.
2. The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency.
3. Determination of timeliness will be made to ensure the complaint was filed within the 180 calendar day time requirement.

Initial written response:

Within 10 days of the receipt of the complaint, the Title VI Specialist will provide an initial written response to the complaint appropriate to the criteria of the initial review.

1. If the complaint form is incomplete, the complainant will be notified and asked to furnish the missing information within 30 days. Upon receipt of the requested information, the initial review will resume and a follow-up written response will be provided within 10 days of the receipt of the complete complaint.
2. If a complaint is complete but the program or activity about which the complaint was made is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and if consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency. The complaint will then be closed at NCTCOG.
3. If the complaint is complete but the alleged discrimination occurred 180 calendar days or more before the complaint was filed, the complaint will be closed at NCTCOG.

NCTCOG's Title VI Specialist will confer with the Transportation Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint and a copy of the written response to the Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

INVESTIGATION OF COMPLAINT

Fact-finding process:

The Title VI Specialist will confer with the Transportation Department Director to determine the most appropriate fact-finding process to ensure all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include, but is not limited to:

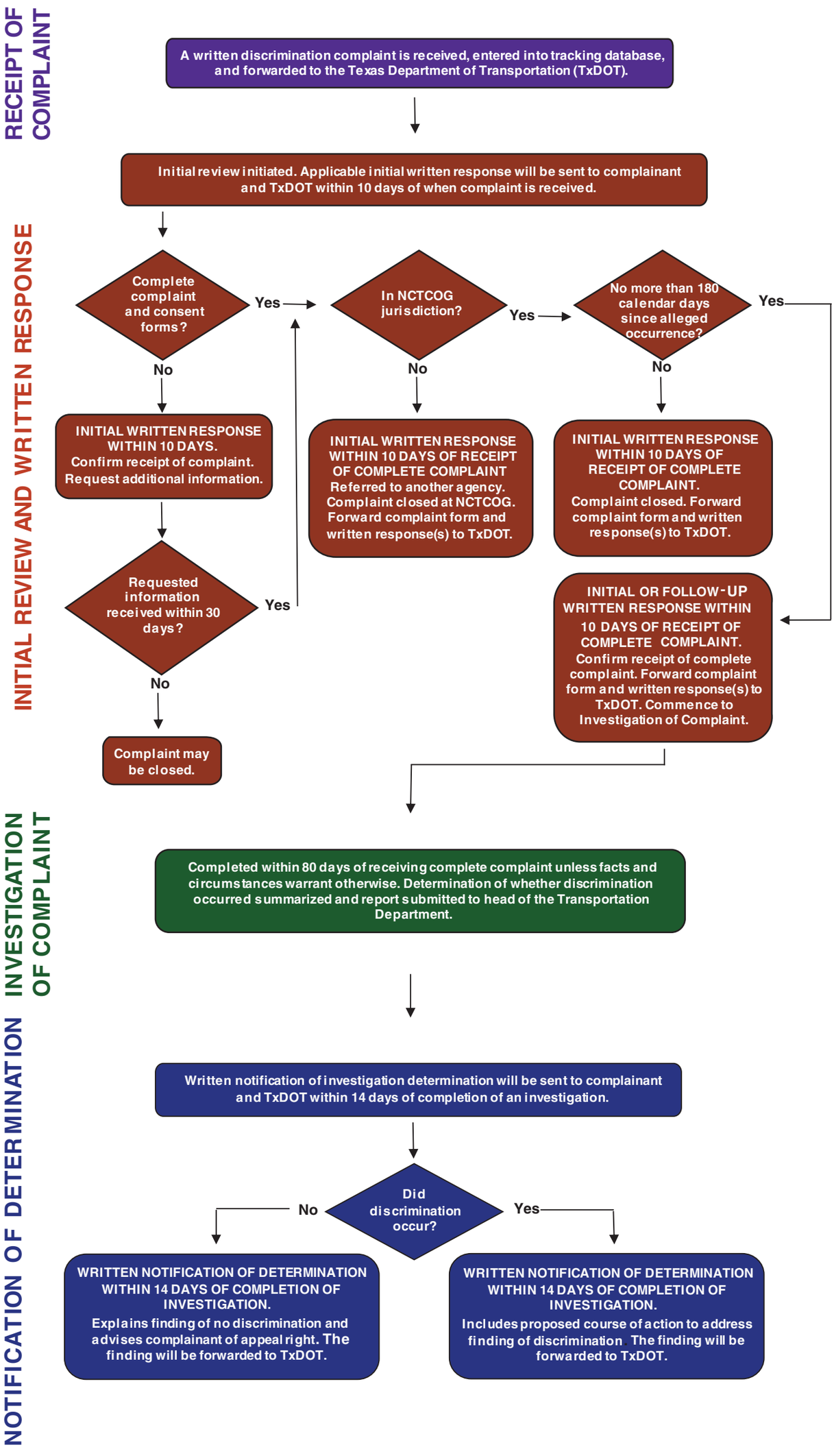
- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.

- Review of technical analysis methods.
- Review of demographic data.

Determination of investigation:
An investigation must be completed within 80 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Transportation Department Director, and/or designee will render a recommendation for action, including formal and/or informal resolution strategies, in a report of findings. The findings of the investigation will be logged into the complaint tracking database.

NOTIFICATION OF DETERMINATION
Within 14 days of completion and determination of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator for information purposes.

Title VI Complaint Procedures



North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist,
P.O. Box 5888
Arlington, TX 76005-5888

Or in person at:

616 Six Flags Drive
Arlington, TX 76011

If you have any questions or need additional information, please call (817) 695-9240 or e-mail titlevi@nctcog.org.

North Central Texas Council of Governments
Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

1

First Name MI Last Name

Street Address City State Zip Code

Telephone Number e-mail Address

2 **Who do you believe discriminated against you?**

First Name MI Last Name

Name of Business/Organization Position/Title

Street Address City State Zip Code

Person's Relationship to You

3 **When did the alleged act(s) of discrimination occur?**
Please list all applicable dates in mm/dd/yyyy format.

Date(s)

Is the alleged discrimination ongoing? ○ Yes ○ No

4 **Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)**

Name of Location

5 **Indicate the basis of your grievance of discrimination:**

- ☐ Race
- ☐ Color
- ☐ National Origin
- ☐ Sex
- ☐ Age
- ☐ Disability
- ☐ Religion

6 **Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.**

Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.

Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.

Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.

Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.

Please provide any additional information about the alleged discrimination.

7 **If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.**

First Name MI Last Name

Name of Business Position/Title Telephone Number

Street Address City State Zip Code

8 **This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.**

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

Signature Date

North Central Texas Council of Governments
Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name MI Last Name

Street Address City State Zip Code

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statues and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

Please Check one:

☐ I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive, and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.

☐ I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

Signature Date

North Central Texas Council of Governments
Department of Transportation
El Procedimiento de Quejas
Titulo VI

Introducción

El North Central Texas Council of Governments (NCTCOG) sirve como el designado federal Metropolitan Planning Organization para la región de Dallas-Fort Worth. Como receptora de ayuda económica federal y en virtud del Título VI de la Ley de Derechos Civiles de 1964 y estatutos vinculados al Título VI, el NCTCOG garantiza que ningún individuo quede excluido de la participación, el acceso a los beneficios proporcionados o sea víctima de discriminación en el marco de ningún programa o actividad de ningún organismo con motivo de su raza, religión, color, nacionalidad, género, edad o discapacidad. Estas prohibiciones abarcan al North Central Texas Council of Governments, como receptor directo de ayuda económica federal, y sus "subreceptores" (es decir, contratistas, consultores, gobiernos locales, facultades, universidades, etc.). Todos los programas financiados por ayuda económica federal en forma parcial o total se encuentran sujetos a los requisitos establecidos en el Título VI. La Ley de Restauración de Derechos Civiles de 1987 hizo que esto se ampliara a todos los programas de cualquier organismo que recibiese ayuda federal independientemente de la fuente de financiación para programas individuales.

El propósito de esta política consiste en establecer un proceso según el cual individuos que no son empleados del NCTCOG puedan presentar quejas por discriminación por parte de disposiciones, servicios o actividades del NCTCOG.

Toda persona que crea haber sido víctima de discriminación ilegal, ya sea hacia su persona o hacia un colectivo de individuos específico, por parte del NCTCOG o cualquier entidad que reciba ayuda económica federal del NCTCOG o a través de este NCTCOG (como subreceptores, subcontratistas o subcesionarios), puede presentar una queja
por discriminación.

Al procesar las quejas por discriminación en virtud del Título VI, el NCTCOG seguirá los plazos establecidos según la guía del Department of Transportation, el Federal Highway Administration, Federal Transit Administration y el Department of Justice.

Cuando Presentarla

La queja por discriminación debe presentarse dentro de los 180 días calendario de la presunta acción de discriminación o del descubrimiento de este último. En caso de que la conducta se haya manifestado en forma continua, a partir de la fecha en la que se haya interrumpido dicha conducta. Al presentar la queja por escrito debe estar sellada por el correo antes de la expiración del período de 180 días. Se considerará fecha de presentación al día en el que usted complete, firme y envíe el formulario de queja. Para que puedan aceptarse, el formulario de queja y el formulario de consentimiento/divulgación deben estar fechados y firmados. Las quejas que se reciban una vez que hayan pasado más de 180 días después de la presunta discriminación no serán procesadas y se le reenviarán al reclamante junto con una carta que explique por qué la queja no ha podido procesarse y a qué agencias alternativas se puede dirigir un informe.

Dónde Presentar

Para poder procesarlos, los formularios de quejas originales firmados se deben de ser enviadas a:

North Central Texas Council of Governments
Transportation
Department Title VI
Specialist
P.O. Box 5888
Arlington, TX 7600-5888

O en persona a:

616 Six Flags Drive
Arlington,TX 76011

Se podrán realizar adaptaciones razonables bajo pedido para los individuos que no se encuentren en condiciones de completar el formulario de queja debido a una discapacidad o a conocimientos limitados del idioma inglés. Asimismo, un representante del reclamante podrá presentar una queja en nombre de este último.

Individuos que no se encuentren satisfechos con la resolución del NCTCOG podrán recurrir a otras agencias aplicables estatales de agencias federales.

Elementos Requeridos de Una Queja

Para que una queja pueda procesarse, debe ponerse por escrito e incluir la siguiente información:

- Nombre, domicilio y número de teléfono del reclamante.
- Nombre(s), domicilio(es) y empresa(s)/organización(es) de la(s) presunta(s) víctima(s) de discriminación.
- Fecha del presunto acto(s) de discriminación.
- Motivo de la queja (por ejemplo: raza, color, nacionalidad, género, edad, religión o discapacidad).
- Una declaración de queja.
- Un formulario de consentimiento de divulgación firmado.

Quejas Incompletas

Después de la revisión inicial de la queja, el especialista en el Título VI verificará que el formulario esté completo y se asegurará de que toda la documentación de respaldo necesaria en esa etapa se encuentre incluida. En caso de que falten documentos, el especialista en el Título VI se lo informará al reclamante dentro de los 10 días. Si no resulta posible contactar al reclamante a pesar de haber realizado esfuerzos razonables para hacerlo, o si el reclamante no responde dentro del período especificado en la solicitud (30 días), el receptor podrá dar por finalizado el caso del reclamante. El reclamante puede volver a presentar la queja, siempre y cuando lo haga dentro del período inicial de 180 días.

En caso de que el caso se cierre por falta de información necesaria, el NCTCOG se lo informará al reclamante, para lo cual intentará establecer contacto valiéndose de su última dirección conocida. Si el reclamante brinda la información faltante después del cierre de su caso, el caso podrá volver a abrirse, siempre y cuando no hayan transcurrido más de 180 días desde la fecha del presunto discriminatorio.

Registro de Quejas

El Especialista en el Título VI llevará un registro de todas las quejas recibidas. El registro incluirá información como la siguiente:

- Información básica sobre la queja, tal como cuándo se presentó, quién la presentó y contra quién.
- Una descripción de la presunta acción discriminatorio.
- Conclusiones de la investigación.

Resumen del Proceso de Quejas

Lo siguiente es una descripción de como una queja discriminatoria deberá ser manejada ya que sea recibida por NCTCOG.

RECEPCIÓN DE LA QUEJA
El NCTCOG recibe una queja:
Las quejas deben presentarse por escrito y estar firmadas por el reclamante o un representante designado por este último. Si el reclamante no se encuentra en condiciones de completar el formulario debido a una discapacidad o a conocimientos limitados del idioma inglés y solicita asistencia, se realizarán adaptaciones razonables para garantizar que la queja se reciba y se procese de manera oportuna. Los reclamantes que deseen presentar una queja y no dispongan de acceso a internet o no tengan la posibilidad de ir a recoger un formulario, recibirán un formulario de quejas por correo para que puedan completarlo. Las quejas se enviarán al Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

La queja se registra en una base de datos para realizar su seguimiento:
Los formularios de quejas se registrarán en la base de datos de quejas para realizar su seguimiento. En todas las quejas recibidas se conservarán los datos básicos, que incluyen el nombre del reclamante, su información de contacto, el nombre y la organización de la persona(s) de la presunta discriminación, fecha en que ocurrió del presunto acto (s) discriminatorio, el motivo en el que se basa la queja por discriminación (por ejemplo: raza, color, nacionalidad, género, edad, religión o discapacidad), y una descripción de la presunta acción discriminatoria.

REVISIÓN INICIAL Y RESPUESTA POR ESCRITO
Revisión inicial:
Dentro de los 10 días siguientes a la recepción de la queja, el Especialista en el Título VI de NCTCOG Transportation Department realizará una revisión inicial de la queja. El objetivo de esta revisión es determinar si la queja cumple con tres criterios básicos.

1. Se controlará que la queja esté completa.
2. Se examinará el programa en el que se haya producido la presunta discriminación para verificar que la queja se haya presentado ante la agencia apropiada.
3. Se definirán los marcos temporales para asegurarse de que la queja se haya presentado dentro del plazo de 180 días calendario, según lo indicado.

Respuesta inicial por escrito:
Dentro de los 10 días siguientes a la recepción de la queja, el Especialista en el Título VI dará una respuesta inicial por escrito al reclamante, la cual será adecuada en función de los criterios de la revisión inicial.

1. En caso de que el formulario de quejas se encuentre incompleto, se informará al reclamante. A su vez, se le solicitará que proporcione la información faltante dentro de los 30 días posteriores. Una vez recibida la información solicitada, la revisión inicial volverá a comenzar y se brindará una respuesta de seguimiento por escrito dentro de los 10 días siguientes a la fecha de recepción de la queja completa.

2. En caso de que una queja esté completa pero el programa o la actividad la cual se base la queja no esté dirigido/a por el NCTCOG o una entidad que reciba ayuda económica federal del NCTCOG o a través de este último (subreceptores, subcontratistas o subcesionarios), se realizarán todos los esfuerzos posibles para determinar cuál es la agencia correcta al que se debería remitir el caso. Cuando sea posible, y si se concedió el consentimiento en el formulario de divulgación, la queja se le remitirá a la agencia apropiada. La queja quedará cerrada en el NCTCOG.

3. Si la queja está completa pero la presunta discriminación ocurrió 180 días calendarios o más antes de que se presentará la queja, dicha queja quedará cerrada en el NCTCOG.

El Especialista en el Título VI del NCTCOG consultará con el Director del Departamento de Transporte para tomar una determinación sobre quejas completas o retrasos por derivación a otras agencias. Una vez que el Especialista en el Título VI finalice la revisión inicial de la queja y determine que cumple con los criterios necesarios para constituir una queja completa, el NCTCOG le enviará la queja y una copia de la respuesta por escrito al Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

INVESTIGACIÓN DE QUEJA

Proceso de investigación:

El Especialista en el Título VI consultará con el Director del Departamento de Transporte para determinar cuál es el proceso de investigación más adecuado para garantizar que se reúna toda la información disponible y poder llegar a una conclusión y posterior resolución de la queja basada en la mayor cantidad de información posible. El tipo de técnicas de investigación utilizadas variará en función del carácter y las circunstancias de la presunta discriminación. Una investigación puede incluir, entre otros:

- Reuniones internas con el personal y los asesores jurídicos del NCTCOG.
- Consultas con agencias estatales y federales.
- Entrevistas con reclamante (s).
- Revisión de documentación (por ejemplo: planificación, participación del público y actividades del programa técnico).
- Entrevistas y revisión de documentación con otras agencias involucrados.
- Revisión de métodos de análisis técnico.
- Revisión de información demográfica.

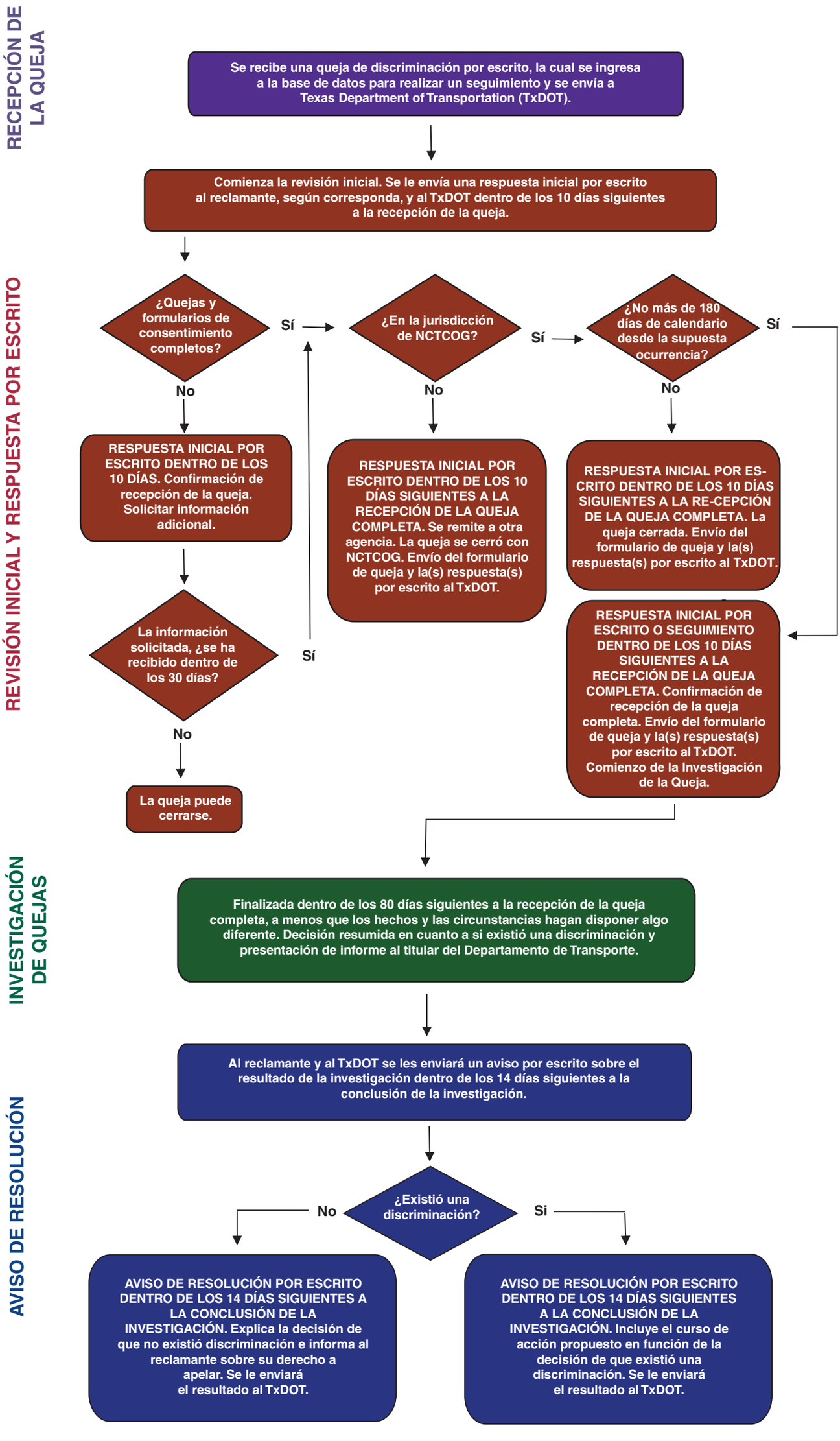
Resolución de la investigación:

La investigación debe finalizar dentro de los 80 días siguientes a la recepción de la queja completa, a menos que los hechos y las circunstancias hagan disponer algo diferente. Se tomará una determinación en base a la información obtenida. El Especialista en el Título VI, el Director del Departamento de Transporte y/o la persona designada presentará una recomendación sobre el curso de acción a seguir. La misma incluirá estrategias de resolución formales y/o informales en un informe de conclusiones. Los resultados de la investigación se registrarán en la base de datos para realizar el seguimiento de las quejas.

AVISO DE RESOLUCIÓN

Dentro de los 14 días siguientes a la finalización y resolución de una investigación, el Director Ejecutivo del NCTCOG deberá informar la decisión final al reclamante. El aviso brindará información al reclamante sobre su derecho a apelar ante agencias estatales y federales en caso de no encontrarse satisfecho/a con la decisión final. Con fines informativos, se le enviará una copia de esta carta junto con un informe de los resultados de la investigación a Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

El Procedimiento de Quejas Titulo VI



Consejo de Gobiernos del Centro-Norte de Texas
Formulario de denuncia por discriminación

Lea detenidamente la información de esta página del siguiente formulario antes de empezar.

El Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) funciona como la Organización Metropolitana de Planeamiento (MPO) designada federalmente para la región Dallas-Fort Worth. Como destinatario de la asistencia financiera federal y según el Título VI de la Ley de Derechos Civiles de 1964 y normas relacionadas, NCTCOG garantiza que ninguna persona, por motivos de raza, religión, color, origen nacional, sexo, edad o discapacidad será excluida de participar en o de obtener los beneficios de los programas o actividades de los organismos o, de lo contrario, estará sujeta a discriminación. Estas prohibiciones se extienden desde el Consejo de Gobiernos del Centro-Norte de Texas, como un destinatario directo de asistencia financiera federal, hasta sus subdestinatarios (por ejemplo: contratistas, consultores, gobiernos locales, institutos, universidades, etc.).
Todos los programas financiados en parte o en su totalidad por asistencia financiera federal están sujetos a los requisitos del Título VI.

Se le exige a NCTCOG que implemente medidas para garantizar que las personas con capacidad limitada o incapacidad en inglés tengan acceso significativo a los servicios, beneficios y a la información de todos sus programas y actividades según el Decreto Presidencial 13166. Se proporcionará asistencia a pedido si usted tiene capacidad limitada o incapacidad en inglés. Las denuncias se presentarán usando un formato alternativo si no puede completar el formulario escrito.

La fecha de presentación corresponde al día que usted completa, firma y envía por correo este formulario de denuncia. Su denuncia debe presentarse antes de los 180 días calendario a partir de la fecha más reciente del presunto acto de discriminación. El formulario de denuncia y el formulario de consentimiento para la divulgación deben fecharse y firmarse para su aceptación. Usted tiene 30 días calendario para responder cualquier solicitud escrita de información. El incumplimiento de lo anterior tendrá como resultado el cierre de la denuncia.

Envíe los formularios por correo a:

Consejo de Gobiernos del Centro-Norte de Texas
Departamento de Transporte
Título VI Especialista
Apartado postal 5888
Arlington, TX 76005-5888

o entréguelos personalmente en:
616 Six Flags Drive
Arlington, TX 76011

Si tiene alguna duda o necesita información adicional, llame al (817)695-9240 o envíe un correo electrónico a titlevi@nctcog.org.

Consejo de Gobiernos del Centro-Norte de Texas
Formulario de denuncia por discriminación

Lea detenidamente la información de esta página del siguiente formulario antes de empezar.

1

Nombre | Inicial del segundo nombre | Apellido

Dirección | Ciudad | Estado | Código postal

Número telefónico | Dirección de correo electrónico

2 **¿Quién cree que lo ha discriminado?**

Nombre | Inicial del segundo nombre | Apellido

Nombre de la empresa/organización | Cargo/Profesión

Dirección | Ciudad | Estado | Código postal

Relación de la persona con usted

3 **¿Cuándo sucedió el presunto acto de discriminación?**
Enumere todas las fechas correspondientes en el formato mm/dd/aaaa.

Fecha(s):

¿Está en curso la presunta discriminación?

○ Sí ○ No

4 **¿Dónde sucedió el presunto acto de discriminación? (Agregue páginas adicionales cuando sea necesario)**

Lugar

5 **Indique el fundamento de su queja por discriminación.**

☐ Raza:
☐ Color:
☐ Origen nacional:
☐ Sexo:
☐ Edad:
☐ Discapacidad:
☐ Religión:

6 **Describa detalladamente los incidentes específicos que fundamentan la presunta discriminación. Describa por separado cada incidente de discriminación. Agregue páginas adicionales cuando sea necesario.**

Explique cómo otras personas o grupos fueron tratados de manera diferente por las personas/organismos que lo discriminaron a usted.

Enumere y describa todos los documentos, correos electrónicos u otros registros y materiales pertenecientes a su denuncia.

Enumere e identifique a todos los testigos de los incidentes o a las personas que tengan conocimiento personal de la información perteneciente a su denuncia.

¿Ha informado anteriormente o, de lo contrario, ha denunciado este incidente o actos relacionados de discriminación? Si así fuera, identifique a la persona a la que usted informó, la fecha del informe y la decisión. Proporcione toda la documentación complementaria.

Proporcione toda la información adicional sobre la presunta discriminación.

7 **Si cuenta con la ayuda de un asesor en el proceso de denuncia, proporcione el nombre y la información de contacto del asesor.**

Nombre	Inicial del segundo nombre	Apellido
Nombre de la empresa	Cargo/Profesión	Número telefónico
Dirección	Ciudad	Estado Código postal

8 **Este formulario de denuncia debe tener la fecha y la firma para tratar sus acusaciones. Además, esta oficina necesitará su consentimiento para divulgar su nombre, si fuera necesario, en el curso de nuestra investigación. Se adjunta el formulario de Consentimiento para divulgación de la denuncia por discriminación. Si presenta una denuncia por discriminación en nombre de otra persona, nuestra oficina también necesitará el consentimiento de dicha persona.**

Certifico que, a mi leal saber y entender, la información que he proporcionado es exacta y que los eventos y circunstancias son tal como los he descrito. Además, entiendo que si cuento con la asistencia de un asesor, mi siguiente firma autoriza a la persona nombrada a recibir copias de la correspondencia relevante concerniente a la denuncia y a que me acompañe durante la investigación.

Firma

Fecha

Consejo de Gobiernos del Centro-Norte de Texas Formulario de Consentimiento de divulgación de denuncia por discriminación

Lea detenidamente la información del siguiente formulario antes de empezar.

Nombre	Inicial del segundo nombre	Apellido

Dirección	Ciudad	Estado	Código postal

Como denunciante, entiendo que en el curso de una investigación para el Consejo de Gobiernos del Centro-Norte de Texas puede volverse necesario revelar mi identidad a personas de la organización o institución bajo investigación. Además tengo conocimiento de las obligaciones del Consejo de Gobiernos del Centro-Norte de Texas de satisfacer las solicitudes conforme a la Ley de Libertad de información. Entiendo que como denunciante, estoy protegido de represalias por haber tomado medidas o participado en medidas para garantizar derechos protegidos por normas y reglas de no discriminación impuestas por la Administración Federal de Autopistas (FHWA) del Departamento de Transporte de los Estados Unidos.

Tilde lo que corresponda:

☐ CONSIENTO y autorizo al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG), como parte de su investigación, a revelar mi identidad a las personas de la organización, empresa o institución que haya sido identificada por mí en mi denuncia formal por discriminación. También autorizo a NCTCOG a tratar, recibir y revisar los materiales y la información sobre mí contenida en la denuncia y con los administradores o testigos adecuados con el fin de investigar esta denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. También entiendo que el material y la información recibida se utilizarán solamente para las actividades autorizadas de cumplimiento de los derechos civiles. Además entiendo que no se me exige autorizar la divulgación y que lo hago voluntariamente.

☐ NIEGO LA AUTORIZACIÓN al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) para que revele mi identidad a las personas de la organización, empresa o institución bajo investigación. También niego mi autorización para que NCTCOG divulgue cualquier información contenida en la denuncia a cualquiera de los testigos que haya mencionado en la denuncia. Al hacer esto, entiendo que no autorizo a NCTCOG a tratar, recibir o revisar cualquier material e información sobre mí contenida en la denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. Además entiendo que mi decisión de denegar el consentimiento puede entorpecer esta investigación y puede tener como resultado la solución no exitosa de mi caso.

Firma	Fecha

Consejo de Gobiernos del Centro-Norte de Texas – Departamento de Transporte
Título VI – Procedimientos de denuncia

Public Participation Plan for the Dallas-Fort Worth Metropolitan Area

March 2020 Update

North Central Texas Council of Governments

Regional Transportation Council

Table of Contents

Appendices

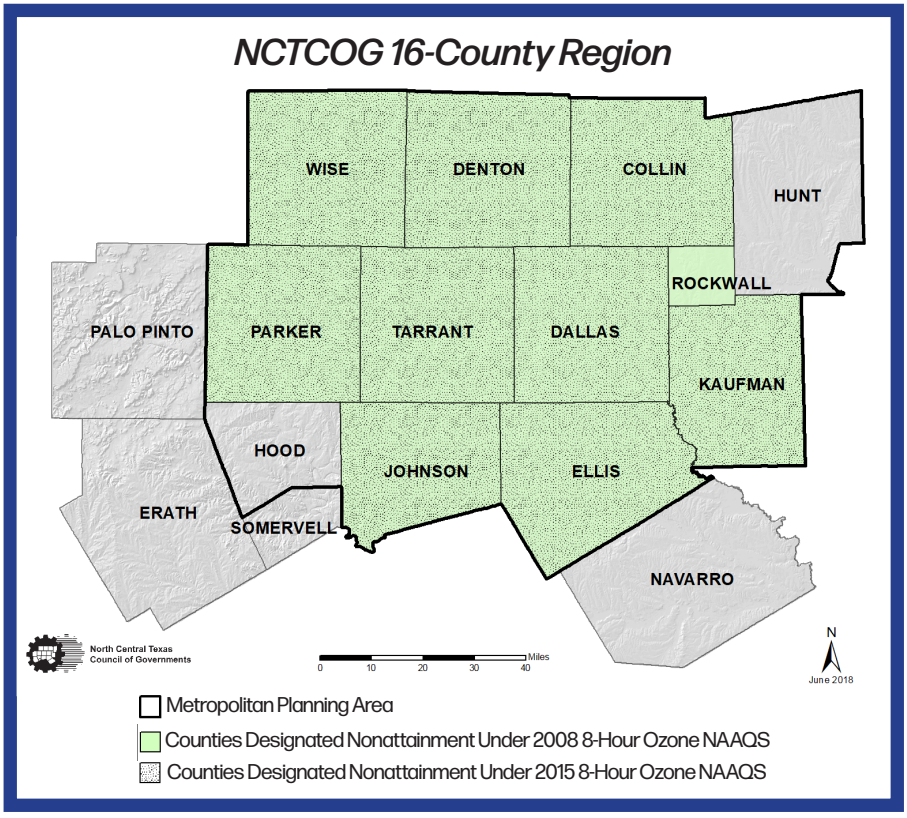
1. About the Metropolitan Planning Organization

North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 7 million people live in the region today, and that is expected to increase to over 11 million by 2045. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, bus, and bicycle and pedestrian facilities.

In addition to serving as the MPO for the Dallas-Fort Worth area, NCTCOG also coordinates public transportation planning for the 12-county region and four additional counties: Erath, Navarro, Palo Pinto and Somervell.

The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.



2. Guiding Principles for Public Participation

This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals and communities and discusses the principles, goals and strategies it employs to broadly engage the diverse audiences living and working in North Texas.

NCTCOG adheres to federal requirements for public involvement and strives to go beyond these requirements by finding new ways to engage the public in the transportation planning and programming process. Appendix A outlines the laws and legislation relevant to public participation and how NCTCOG meets these standards.

Consistent and Comprehensive Communication

Transportation policies and programs affect every individual, group and community in North Texas; therefore, the MPO employs a collaborative public involvement process to identify transportation needs and solutions for the region. Clear and continuous communication with the public through multiple channels is the cornerstone for building a transportation system that helps preserve the region's quality of life while moving people and goods safely, efficiently and reliably.

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). Appendix B outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.

Commitment to Diversity and Inclusiveness

NCTCOG values the full range of voices in North Texas and is committed to listening to and seeking input from the diverse individuals and many communities that reside in the Dallas-Fort Worth area. As such, NCTCOG seeks to both meet federal requirements for participation and actively increase the number and diversity of participants in the planning process.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Furthermore, demographic data is analyzed to identify areas having considerable numbers of protected populations. This information can be used to select locations for public meetings and outreach events as well as to identify opportunities to better target or diversify outreach efforts.

The Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination, whether intentional or where the unintended effect is unduly burdensome.

The Title VI Complaint Procedures in Appendix D outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved.

The Public Participation Plan outlines principles and strategies through which NCTCOG seeks to include all of the region's communities in the planning process. In particular, the diversity of communities in North Texas means NCTCOG will work to establish and maintain relationships and channels of communication with individuals and organizations that serve traditionally underrepresented groups. By working with communities, NCTCOG will better reach individuals and understand their transportation needs, resulting in relationships that lead to consensus building.

Communication and outreach strategies that specifically aim to increase the number and diversity of people reached through the planning process include, but are not limited to:

Media Outreach	Regularly research newspapers, online publications and blogs serving areas with considerable numbers of protected populations and update the media contact database as needed
Paid Advertising	Continue to advertise public input opportunities in minority publications and through social media and identify opportunities to place paid advertisements in strategically selected media and organizational publications to encourage individuals to sign up for NCTCOG Transportation Department email updates
Language Translation	Advertise public input opportunities in Spanish-language newspapers with instructions for requesting additional translation; translate key NCTCOG Transportation Department documents and work with program areas to identify opportunities for bilingual outreach in Spanish and other languages; provide translation into Spanish or other languages upon request
Community Networks	Establish and facilitate a network of individuals and organizations who will share information and notices of input opportunities in their communities and through their own networks
Business Outreach	Evaluate how to expand outreach to the business community, including minority chambers of commerce
Nonprofit Coordination	Identify and develop opportunities to better coordinate with nonprofit organizations already effectively reaching segments of the North Texas population

Consultation with Committees

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination on planning for transportation and air quality issues in the region. The Regional Transportation Council is the forum for cooperative decision-making by the elected officials of local governments and representatives of local transportation providers in the Metropolitan Planning Area. The RTC meets on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice to the RTC with regard to the surface transportation system. Other technical committees, determined as needed by the NCTCOG Transportation Director, provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. Visit www.nctcog.org/trans/about/committees to learn more about the committees, their members, past and upcoming meetings, and other information.

Collaboration with Audiences and Stakeholders

Collaboration with the region's diverse audiences and stakeholders helps build the consensus needed to develop transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals, groups and organizations who live, work or travel in North Texas and may be affected by transportation and air quality decisions. Individuals exist in communities, and often in networks of communities, both formal and informal, so listening to and informing individuals is an important way the NCTCOG Transportation Department implements its communications and outreach plans. Further developing connections in communities will expand the reach of NCTCOG information and involve more people in transportation decision-making.

In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the parties outlined on the following page.

Required for General Public Participation

Individuals

Affected public agencies

Representatives of public transportation employees

Public ports

Freight shippers

Providers of freight transportation services

Private providers of transportation

Intercity bus operators

Employer-based commuting programs

Carpool program

Vanpool program

Transit benefit program

Parking cash-out program

Shuttle program

Telework program

Representatives of users of public transportation

Representatives of users of pedestrian walkways and bicycle transportation facilities

Representatives of the disabled

Other interested parties

Those traditionally underserved by existing transportation systems:

- Low-income households
- Minority Households

Required for Metropolitan Transportation Plan and TIP

Indian Tribal governments

Federal land management agencies, when the MPA includes Federal public lands

Agencies and officials responsible for other planning activities within the MPA that are affected by transportation:

- State and local planned growth
- Economic development
- Tourism
- Natural disaster risk reduction
- Environmental protection
- Airport operations
- Freight movements

Required for Metropolitan Transportation Plan

State and local agencies responsible for:

- Land use management
- Natural resources
- Environmental protection
- Conservation
- Historic preservation

Required for Congestion Management Plan (if developed in the future)

Employers

Private and nonprofit providers of public transportation

Transportation management organization

Organizations that provide job access reverse commute projects or job-related services to low-income individuals

3. Public Participation Goals

NCTCOG implements an integrated communications and outreach program to engage diverse audiences in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive, effective and transparent, and meet its desired outcomes for its public participation process.

Public involvement goals and the strategic priorities for accomplishing each are outlined below.

Goal 1: Inform and Educate

- Increase awareness and understanding of the MPO among North Texans
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process
- Make information accessible and understandable
- Develop visuals to illustrate and enhance communications
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs
- Ensure transparency and accessibility for open meetings, including for the RTC and the standing technical, policy and strategic committee meetings
- Provide language translation and alternate formats upon request

Goal 2: Engage Diverse Audiences and Encourage Continued Participation

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development
- Clearly define the purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships
- Encourage input to be submitted in various ways, including flexible, creative and innovative approaches
- Eliminate barriers to participation by hosting public meetings at accessible locations and convenient times and posting video recordings, information and public comment opportunities online for ease of access
- Document and respond, as needed, to comments from public meetings, outreach events, mail, email, web forms and social media
- Share public input with policy and technical committees
- Use input to develop policies, plans and programs, making the final versions easily accessible

Goal 3: Evaluate Public Participation Strategies and Efforts

- Review quantitative and qualitative data for outreach and communications efforts
- Review how public input influenced transportation decision-making
- Inform the public about outreach and communications efforts and outcomes through reporting

4. Procedures for Public Comments and Specific Plans and Programs

NCTCOG strives to continuously inform and involve the public and encourages North Texans to submit comments and questions at any time. A summary of NCTCOG's procedures for gathering and documenting public input and presenting it to the RTC and other committees is outlined below.

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, nonprofits, stakeholders and interested residents who have a stake in these outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

Public Comment Compilation, Consideration and Response

NCTCOG compiles, summarizes and responds to substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach informed decisions. In the event that more than one public meeting is scheduled for a given topic, the public comment period for that topic begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CT on the date specified as the deadline.

Comments relevant to and received during specific public comment periods are provided to the RTC in advance of any meetings where they are scheduled to take action on the relevant policy, plan or program. All comments received outside these formal public comment periods, regardless of the topic, are compiled into a monthly report and presented to the RTC in advance of its next regularly scheduled meeting. These comments are accessible to the public in the RTC meeting agendas, public meeting minutes and monthly comment reports on the NCTCOG website.

As a matter of course, the RTC gives greater weight to the voices of impacted residents, businesses, governments, transportation partners, and other agencies and organizations in the region. Therefore, when providing comments to the RTC, NCTCOG may distinguish between local comments and comments submitted from outside the region or a project corridor.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent action, such as modification of the Transportation Improvement Program, due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible. As with comments received during longer comment periods, staff will compile, summarize and respond to substantive comments received during the abbreviated comment period. Staff will provide these comments and their responses at the next RTC meeting.

Following the request of emergency funds to provide assistance in the aftermath of Hurricane Harvey in 2017, NCTCOG may also choose to utilize an abbreviated comment period to seek public input on assistance requested from the state or local governments experiencing an emergency. Use of a comment period in such instances is at NCTCOG's discretion and depends on the amount of assistance requested. NCTCOG may not provide funds to either state or local governments in any instance without securing approval from the RTC. Notification will be provided to the public of such actions at the next public input opportunity.

Additional Comment Opportunities for Changes to Final Plans

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raise new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes to a final plan or program, or changes that could have been reasonably foreseen, can be made without further opportunities for public involvement. As such, recommendations presented during public comment periods are understood to be contingent on the outcomes of the public involvement process. Changes made to a final draft plan or program as a result of public comments received during the comment opportunity will not require a further opportunity for public comment; notification of such changes will be provided at the next public input opportunity. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

Inclement Weather and Public Comment Periods

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancelation of one or more public meetings, NCTCOG will first notify the public of the cancelation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at www.nctcog.org/input, the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period.

If action initiating a public comment period, such as posting information to www.nctcog.org/input for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.

Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for broadly engaging diverse audiences in the transportation planning process. Staff monitors and evaluates communication and outreach strategies and reviews federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.	45 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Update to one or more Public Participation Plan appendices or legislative references in the document	Recommendations posted online for public review and comment at www.nctcog.org/input.		
Typographic or grammatical correction	None	Not applicable	Not applicable

Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, Dallas Fort Worth International Airport, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Modifications	Recommendations posted online for public review and comment at www.nctcog.org/input.		

Metropolitan Transportation Plan (MTP)

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the MTP. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation choices in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, email and mail notices, presentations to community groups and public meetings for both the development of the MTP and review of its final recommendations prior to Regional Transportation Council consideration. Public comments regarding the MTP will be included in the plan's documentation or by reference to the Transportation Conformity documentation.

Changes to the MTP are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the MTP that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update, requiring a new transportation conformity determination.

An amendment incorporates a significant change to one or more projects included in the MTP, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects requiring an amendment include a major change in project cost, project or project phase initiation dates, or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

The purpose of the public comment and review period in all cases is to solicit feedback regarding the recommendations and information documented in the MTP. As a result, it is sometimes necessary to make minor modifications to the MTP documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event these changes are necessary during the public comment and review period, revised documentation will be posted online at www.nctcog.org/input and the associated MTP website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously-included projects, and minor changes to project or project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents. The action to make modifications to the Transportation Improvement Program will also modify the Metropolitan Transportation Plan.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a mimimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.	30 days following each meeting	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Metropolitan Transportation Plan Update			
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.	30 days	
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	Availability of information included on next notice for a public input opportunity

Transportation Improvement Program (TIP)

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, state and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the public meeting minutes on the NCTCOG website. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at www.nctcog.org/input.		
TIP Administrative Amendments	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification (i.e. staff action) and modifications supporting previous RTC action	None	Not applicable	Not applicable

Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all of the region's planned transportation projects is within limits established in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan			
Transportation Conformity draft related to changes to the transportation system			
Transportation Conformity draft related to changes in the emissions budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at www.nctcog.org/input.		
Transportation Conformity approval by federal partners	None, final approval available at www.nctcog.org/conformity.	Not applicable	News release announcing federal approval

Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access/Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Funding recommendations for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair			

Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at www.nctcog.org/annual.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligted Projects	Review only at www.nctcog.org/annual.	Not applicable	Information sent to public involvement contact list NCTCOG publication article Social media

Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate the system and manage travel-demand. These strategies complement costly infrastructure improvements. This plan is required of metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release

Environmental Studies

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

Additionally, as the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours. The comment period is determined by the agency publishing the document.

5. Public Participation Strategies

NCTCOG offers information in a variety of formats to include as many people as possible in the planning process. In today's media and communications environment, a comprehensive approach to outreach will rely on multiple streams of information to engage people repeatedly at different times and through different media. Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

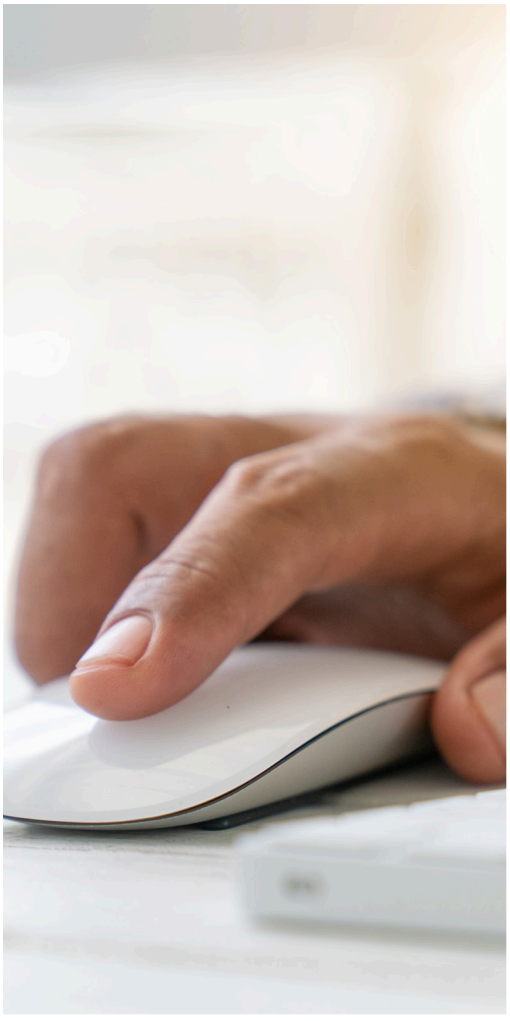
Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

NCTCOG Transportation Department Website

The internet allows NCTCOG to reach a large cross section of people at times convenient to their personal schedules. People can access NCTCOG's web-based information 24 hours a day, seven days a week on their personal or public computer or mobile devices. Websites, email lists, online video, webinars and social media can all be used to inform, educate and dialog with people about transportation planning.

NCTCOG maintains www.nctcog.org/trans, a website that provides easy access to information about the plans, programs and policies of the MPO. Folllowing a major redesign in 2018, the website employs responsive design features and includes a calendar of events; committee activities and actions; requests for proposals, qualifications or partners; and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words, and the Google Translate widget embedded on every webpage provides an option to instantly translate information into more than 100 languages.

When information is released for public review and comment, it will be available at www.nctcog.org/input, which will be included on all communications announcing the public review and comment opportunity.



This site includes a Public Involvement webpage, www.nctcog.org/trans/involve, to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

Finally, website visitors can easily subscribe to NCTCOG email and mailing lists and submit comments and questions. If a person does not have internet access, he or she can request staff to make items on the website available by calling 817-695-9240.

Social Media

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This currently includes the use of Facebook, Twitter, Instagram, YouTube, and Vimeo, but other social media platforms may be added in the future.

NCTCOG staff will post information on NCTCOG Transportation Department accounts and monitor and respond to questions and concerns as warranted. To reach the widest audience possible, NCTCOG also posts engaging and entertaining content that focuses on transportation and air quality issues. Additionally, staff actively seeks to build relationships with transportation partners, local governments, agencies and other groups by sharing their posts and occasionally submitting suggested social media content to cities, chambers of commerce and other organizations.

Video

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings, including livestreams, are posted online at www.nctcog.org/video. Video recordings of selected other meetings and workshops are also available.

Additionally, short, informational videos are posted at www.youtube.com/NCTCOGtrans and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at www.nctcog.org/input. Depending on the length of the video, not only will it be online at www.nctcog.org/input, but it will also be available at www.nctcog.org/video or www.youtube.com/NCTCOGtrans.

Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at transinfo@nctcog.org or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

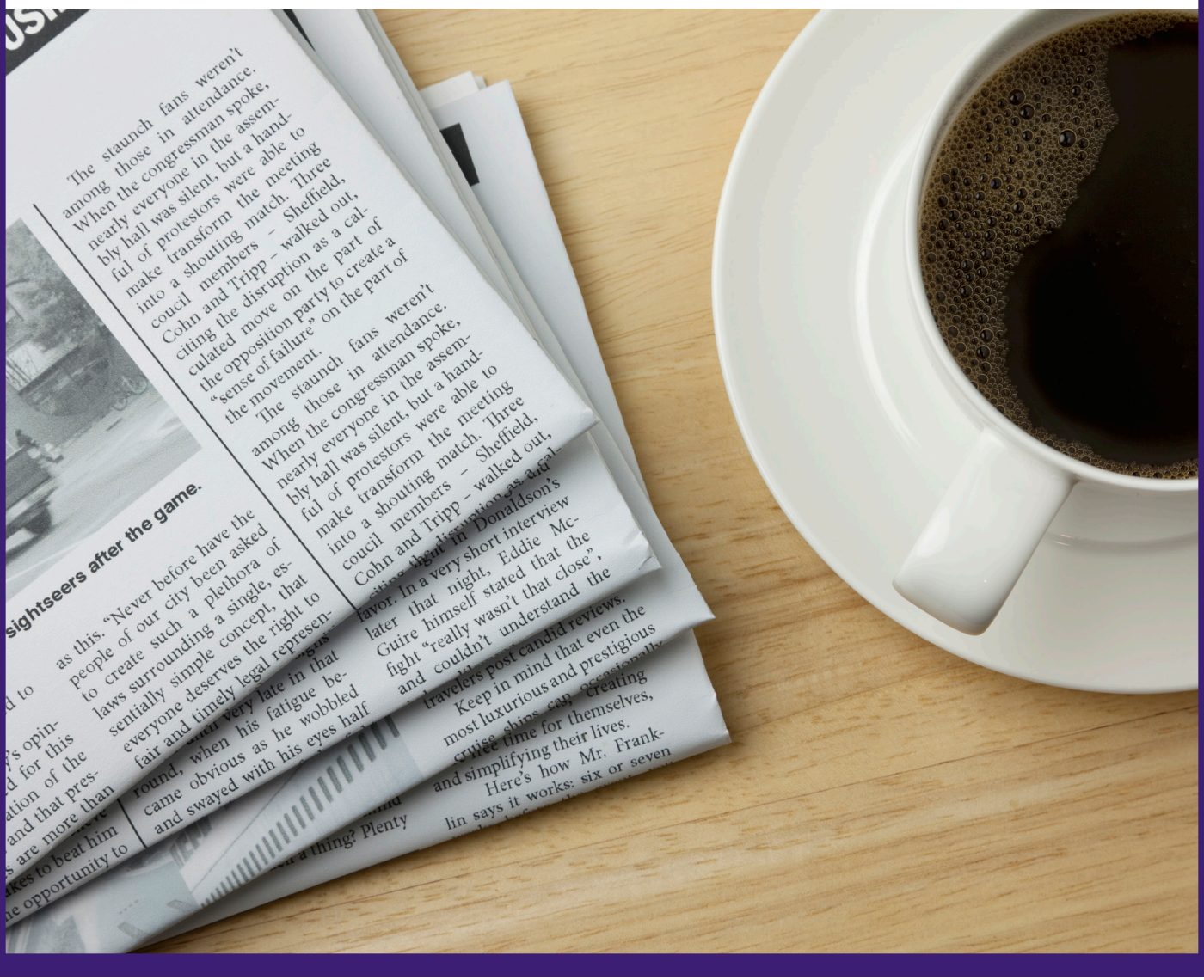
- *Citizen's Guide to Transportation Planning and Programming in the Dallas Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific Fact Sheets and the annual state-of-the-region report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- Mobility Matters (a newsletter mailed and emailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Report Series
- Unified Planning Work Program

Environmental documents received by the Metropolitan Planning Organization are also available to the public. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.

Finally, staff occasionally submits suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.



Public Meetings, Workshops, Roundtables, Forums and Other Events

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events enable and foster in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project- or study area-specific discussions. As needed, the NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders.

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and livestreaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

The NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings, and NCTCOG can assure that information is mailed upon request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the Texas Register website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinates with public information officers of the cities in which meetings are scheduled to request assistance in posting information, often on the city cable television channel, websites and social media accounts.

Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, NCTCOG distributes information and engages in discussion at a variety of community events throughout the year such as events organized by local governments and school districts, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, email transinfo@nctcog.org or call 817-695-9240.

Mail and Email

The public involvement mail and email lists are the most direct forms of communication used by NCTCOG to inform and engage the public and partners. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), houses of worship, representatives of tribal governments and individuals.

Individuals receive public meeting notices, information about public review and comment opportunities, announcements of workshops or open houses, educational brochures, newsletters, and other material suitable for mass mailings.

The lists are continually maintained and expanded based on sign-up sheets at public meetings and community events, requests sent through the NCTCOG Transportation Department website (an online form is available for submission), returned mail, and requests for additions and deletions from various other sources.

Advertising

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Fixing America's Surface Transportation (FAST Act) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

Shareable Content

Staff will seek to develop connections and partnerships with a wide range of outreach professionals, business and community groups, jurisdictions and agencies to extend the reach of messaging about transportation and air quality issues and opportunities for public input. NCTCOG committee members and community leaders are encouraged to share information to reach wider and more diverse audiences and help involve new audiences in the planning process.

Speaking Opportunities

Staff often presents to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, universities, schools, businesses and nonprofits, among others. Presentations provide staff with the opportunity to build relationships with organizations and involve them more actively in the planning process. To schedule a speaker or for more information, visit www.nctcog.org/speakers or call 817-695-9240.

Media Relations

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 240 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major local television stations and newspapers as well as several radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors to provide timely and accurate information. Staff participates in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area residents regarding transportation issues. NCTCOG posts all of its news releases on its website in an online newsroom that is accessible to the public.

Visualization

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color are used to visualize ideas, concepts, plans, projects and programs. Visualization elements are integrated in presentations, publications, website and social media content.

Surveys and Keypad Polling

The NCTCOG Transportation Department may conduct print and/or electronic surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on a single issue, or may be related to large-scale planning endeavors.

Similar to a survey, keypad polling is another opportunity to gather input on community preferences and priorities. Polling questions can be integrated into a presentation and attendees respond with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

Stakeholder Interviews

Meetings with regional transportation stakeholders, such as community and business leaders, nonprofit organization representatives and other individuals helps staff understand local communities. For example, information about the most effective communications and outreach strategies for a particular area or group of people helps staff to engage more and increasingly diverse groups of people in the transportation planning process.

Telephone Town Halls

The NCTCOG Transportation Department will host telephone town hall discussions as needed. Telephone town halls are announced through NCTCOG Transportation Department communications, and interested individuals can sign up in advance to participate. The format is similar to a radio show, except participants listen in from their landline or mobile phones. Staff provides information on a topic and callers can respond with their questions or comments. Polling can be integrated into the discussion, as relevant. An audio recording is then posted online and shared with members of the public who were not able to participate.

Community Networks

The population of the Dallas-Fort Worth area is 7.3 million people and growing, and regional demographics are ethnically, linguistically and economically diverse. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience, including groups traditionally underrepresented in the transportation and air quality planning process.

In the coming years, NCTCOG is planning to initiate a grant-funded community-based organization (CBO) pilot program through a Request for Partners or similar initiative. In the program, NCTCOG will engage local CBOs to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to engage individuals in communities that have been traditionally underrepresented in its public involvement process.

6. Evaluation of Public Participation

The NCTCOG Transportation Department will regularly evaluate its measurable public participation strategies to help determine whether the Public Participation Plan is achieving desired outcomes for public involvement in the transportation and air quality planning process. Performance metrics and reporting for public participation utilize both quantitative and qualitative measures to tell the story of how public involvement is informing the planning process and helping meet goals for public involvement. Other public participation strategies are also reviewed, evaluated and discussed in the context of the measurable strategies, the desired outcomes of the Public Participation Plan and the goals for NCTCOG's public involvement process, more generally.

Evaluation helps staff understand how to better engage the public and more effectively allocate time and resources. In addition, staff will produce reports for the public that clearly explain and illustrate how public participation strategies are working toward the desired outcomes NCTCOG has identified for its public involvement processes. Evaluation of these strategies and the overall Public Participation Plan is ongoing, and efforts improve communication with the public.

The table on the following pages outlines the measurable public participation strategies, the performance metrics and reporting data for each, and desired outcomes for public participation.

Evaluation of Project-Specific Outreach

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measureable public involvement goals for public involvement specific to each project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect from the process. The results of the public involvement process for each project are communicated throughout the project and documented in final reports as applicable.

Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
NCTCOG Transportation Department Website	Total number of visits Number of unique visitors Webpages with most visits Average time spent on significant webpages Top referring websites/sources of web traffic Most common search terms	Identification of trends and changes for website usage Prioritization of and increased accessibility of information and public input opportunities Refined use of metadata to drive traffic
Social Media and Video	Facebook • Number of total page likes • Total reach • Average engagement rate per post Twitter • Number of followers • Total number of impressions • Total number of engagements • Average engagement rate per post YouTube • Number of subscribers • Number of views • Estimated minutes watched	Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions Increased feedback and public input Development of an engaged online base of followers that helps disseminate information and public input opportunities
Print and Digital Publications	Available publication formats Number of print copies of each publication distributed Number of unique views for each publication	Information in multiple formats accessible to all communities in the region Informed understanding of planning process Sustained awareness of public input opportunities

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Meetings and Community Events	Public meetings • Number of public meetings • Number of online public input opportunities • Median attendance per meeting • Median online viewers per meeting and online public input opportunity • Accessible locations for individuals with disabilities • Regional accessibility of information • Notification of how to request language translation or special accommodations Public contacts • Number of contacts receiving public meeting notifications • Net change in number of contacts for the year Public meeting advertising • Ad placements • Median reach for each Facebook ad • Median engagement for each Facebook ad Community events • Number of events attended by staff • Number of events distributing NCTCOG Transportation Department information • Total estimated attendance for all events • Geographic representation in event locations	Information about policies, programs and projects accessible in multiple formats to all communities throughout the region Greater awareness of policies, programs and projects Timely notification through multiple strategies about opportunities to provide input and engage with staff Increased feedback and public input Planned opportunities for the public to interact directly with staff Increased accessibility of staff to communities and partners Transparency in public involvement efforts and the planning process
Public Comments	Total number of comments received Number of comments from meetings and events Number of comments from email Number of comments from social media Number of comments received via other modes Most common comment topics	Transparency in public involvement efforts and the planning process Identification of trends and changes in public attention and concerns

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Speaking Opportunities	Number of presentation requests Number of presentations Number of people reached Types of audiences/groups reached Types of presentation topics	Increased awareness of the planning process and specific plans, programs and projects Increased accessibility of staff to communities and partners Greater participation by communities and organizations in the planning process
Shareable Content	Number of partners that shared content Type of partners that shared content Type of content shared by partners New audiences reached through partners	Strong relationships with partner organizations willing to help disseminate information to the public through multiple channels Extended reach of messaging about transportation, air quality and public input opportunities Increased connections with communities not actively involved in the planning process
Media Relations	Number of news releases Number of media requests Number of media mentions Media Contacts List • Types of news sources • Number of news outlets • Number of minority news outlets • Number of news outlets in each county • Number of reporters	Transparency in public involvement efforts and the planning process Proactive media relations to communicate public input opportunities, policies and programs Diverse list of media contacts to keep the public broadly informed Understanding of local, regional, statewide and national media coverage of transportation and air quality issues Understanding of the NCTCOG Transportation Department's public image

Appendix A: Laws and Legislation Relevant to Public Participation

FEDERAL LEGISLATION AND EXECUTIVE ORDERS

Fixing America's Surface Transportation (FAST) Act

The FAST Act, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirments for public participation processes and proecedures. In general, FAST Act legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU and MAP-21) and did not establish any new requirements. Notably, the FAST Act did add a requirement to provide a reasonable opportunity to for public ports and specific types of private providers of transportation to be involved in the metropolitan transportation planning process.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce (including minority chambers) and representatives of tribal governments. NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, social media pages, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.

- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email and social media. Interested parties may subscribe to receive topic specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.

- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meetings are recorded and archived on the NCTCOG website; when multiple public meetings are held on the same topic(s), at least one meeting in the series is recorded and archived on the NCTCOG website. In addition, public meeting materials and summaries are archived online and hard copies can be mailed upon request.

- Public meetings will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP) and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.

- When possible, public meetings will be coordinated with the Texas Department of Transportation.

- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

23 CFR §450.316 Interested parties, participation, and consultation.

a. The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

   1. The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

      i. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

      ii. Providing timely notice and reasonable access to information about transportation issues and processes;

      iii. Employing visualization techniques to describe metropolitan transportation plans and TIPs;

      iv. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

      v. Holding any public meetings at convenient and accessible locations and times;

      vi. Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

      vii. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

      viii. Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

      ix. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

      x. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

2. When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

3. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

b. In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

   1. Recipients of assistance under title 49 U.S.C. Chapter 53;

   2. Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

   3. Recipients of assistance under 23 U.S.C. 201-204.

c. When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

d. When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

e. MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outline the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency

In 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.

- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

A Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity or service provided by the federal-funding recipient to people's lives.
4. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Appendix B: Language Assistance Plan

UPDATED JUNE 2018

TO BE UPDATED UPON ADOPTION

The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement from populations that have been traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households, are sought out and their needs considered. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination whether intentional or where the unintended effect is unduly burdensome. The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines Limited English Proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

Executive Order 13166

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff to interact with and consider the needs of LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and, consequently, the services NCTCOG provides to these communities.

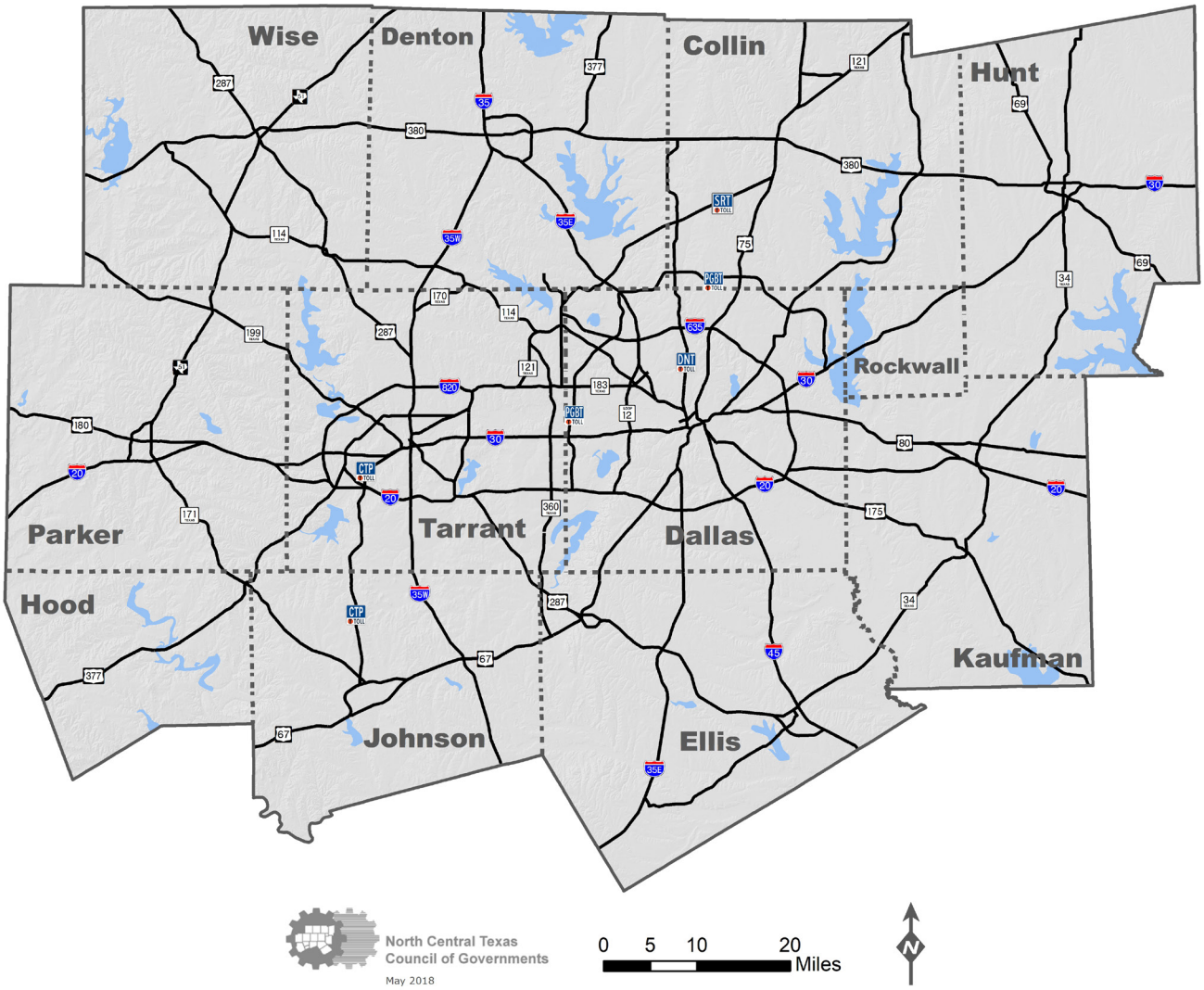
Identification of LEP Populations and Determination of How These Individuals Are Served or Likely to be Served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

Factor 1: *The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.*

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).

Limited English Proficiency Service Area



Data for the 12-county Metropolitan Planning Area was gathered using the 2006-2010 and 2012-2016 American Community Survey datasets. LEP persons were classified as anyone over the age of five who described their ability to speak English as less than 'very well' (i.e. 'well,' 'not well,' or 'not at all'). Due to recent changes in the Census Bureau's coding of language data, it is not possible to compare language groups between the two datasets. The aggregate LEP population increased by 14.9% between 2010 and 2016.

In 2010, the American Community Survey estimated population over age five was 5,698,467 for the 12-county region. The total LEP population was 765,371, approximately 13.4 percent of the total population over age five. In 2016, the LEP population was 879,120, 13.6% of the region's 6,446,768 residents over the age of five. In 2016, Spanish was the largest language represented among the LEP population, with 10.8% percent of the total population over age five. Asian and Pacific Island languages were the second largest group among the LEP population, comprising 1.7 percent of the total population over age five. LEP individuals speaking other Indo-European languages or other languages respectively comprised 0.8 percent and 0.4 percent of the total population over age five.

LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area

Total Metropolitan Planning Area (MPA) Population Over 5		Total MPA LEP Pop.	% LEP of Total Pop.	Total MPA Spanish LEP Pop.	% Spanish LEP of Total Pop.	Total MPA Asian and Pacific Island Languages LEP Pop.*	% Asian and Pacific Island Languages LEP of Total Pop.	Total MPA Other Indo-European Languages LEP Pop.	% Other Indo-European Languages LEP of Total Pop.	Total MPA Other Languages LEP Pop.	% Other Languages LEP of Total Pop.
2006-2010 American Community Survey	5,698,467	765,371	13.4%	624,880	11.0%	89,868	1.6%	35,731	0.6%	14,892	0.2%
2012-2016 American Community Survey	6,446,768	879,120	13.6%	694,804	10.8%	109,511	1.7%	50,426	0.8%	24,379	0.4%

Source: 2006-2010 and 2012-2016 American Community Survey; www.census.gov

Limited English Proficiency (LEP) is classified as any person whose primary language is other than English and answered that their ability to speak English was "well," "not well," and "not at all."

The Dallas-Fort Worth Metropolitan Planning Area consists of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

In 2016, the US Census Bureau changed the way that it codes language data. Consequently, language groupings cannot be compared between the 2006-2010 and 2012-2016 American Community Surveys.

*LEP Asian Languages for 2010 include: Vietnamese (0.58%), Chinese (0.33%), Korean (0.24%), Other Asian Languages (0.14%), Laotian (0.07%), Tagalog (0.06%), Thai (0.04%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Other Pacific Island Languages (0.02%) and Hmong (0.002%).

LEP Asian Languages for 2016 include: Vietnamese (0.64%), Other Asian and Pacific Island Languages (0.41%), Chinese (including Mandarin, Cantonese) (0.36%), Korean (0.21%), and Tagalog (including Filipino) (0.08%).

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Recognizing that low literacy could also result in Limited English Proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.

The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

This Language Assistance Plan outlines how the needs of the LEP population in the service area will be addressed, how language services will be made available, and how LEP persons will be notified of these services.

Location	Population Size[1]	Percent Lacking *Basic Literacy* Skills[2]
Texas	**15,936,279**	**19%**
Collin County	437,018	8%
Dallas County	1,650,735	21%
Denton County	371,897	8%
Ellis County	90,668	13%
Hood County	35,299	9%
Hunt County	60,001	13%
Johnson County	102,672	12%
Kaufman County	60,172	14%
Parker County	72,454	9%
Rockwall County	40,168	8%
Tarrant County	1,130,374	14%
Wise County	40,253	12%

[1] Estimated population size of persons 16 years and older in households in 2003.

[2] Those lacking basic prose literacy skills include those who scored Below Basic in prose and those who could not be tested due to language barriers.

Source: U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy

Factor 2: *The frequency with which LEP individuals come in contact with the program.*

The nature of the programs associated with the Metropolitan Planning Organization dictate that the majority of contact with the public and LEP persons is through inquires submitted to the MPO, public meetings, public outreach events, the MPO website, and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was conducted in 2011. Department staff members were asked if they had encountered an LEP individual in the past six months, and if so, what languages they had encountered, the frequency, and what type of work activity they were conducting. Of the 134 department staff members surveyed, 18 indicated that they encountered LEP individuals speaking six total languages in a period of six months. Spanish was the most common, followed by rare encounters of Vietnamese, Hindi, Arabic, Chinese and unspecified languages. The most frequent work activities in which staff encountered LEP individuals were phone calls and public meetings. The majority of interactions were related to the AirCheckTexas Drive a Clean Machine vehicle repair and replacement assistance program, a state-funded initiative to reduce ozone-causing emissions from high-polluting vehicles.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to LEP individuals. If an employee encounters a LEP individual with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 14 languages are represented in this language assistance directory.

Factor 3: *The nature and importance of the program, activity or service provided by the recipient to people's lives.*

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved or have the opportunity to be involved in the decision making process. As required by federal guidelines. NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program (TIP) that provides short-range planning for transportation investments, a Unified Planning Work Program (UPWP) that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and implementing operational and travel-demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on these products, which influence quality of life and mobility options in the region. Public meetings represent one way for North Texans to be informed and involved. Public meeting notices include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is provided in English and Spanish. Public meetings are advertised in newspapers, and staff interact regularly with local reporters, some of whom contribute to minority publications. Translated ads are placed in the major Spanish newspapers.

Additionally, 10 North Texas counties, Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise, are classified by the U.S. Environmental Protection Agency as moderate nonattainment for the 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS). On April 30, 2018, EPA designated nine of these counties (excluding Rockwall) as marginal nonattainment for the 2015 8-hour ozone NAAQS. MPO transportation plans must show transportation conformity and comply with rules established by the Clean Air Act Amendments of 1990. Therefore, NCTCOG is also responsible for developing and implementing plans, policies, and programs

to reduce transportation-related emissions that lead to ozone formation.

Based on the LEP Interaction Survey described in Factor 2, staff encounters most LEP individuals through the AirCheckTexas program. This state program offers financial assistance to individuals who meet income requirements and wish to make emissions-related repairs or replace older, high-polluting vehicles. It allows local residents to contribute to the regional air quality solution. The AirCheckTexas program team currently employs bilingual staff to assist Spanish speakers that are LEP, and program applications are available in both Spanish and Vietnamese. Additionally, web content and other materials for public awareness campaigns are available in English and Spanish.

Factor 4: *The resources available to the recipient and costs.*

NCTCOG currently has available, if needed, bilingual staff who can assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. Since 2013, NCTCOG has received one request for translation at a public meeting and one request for a meeting transcript for a hearing impaired person.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is $0.12 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department website, making information more readily accessible in more than 100 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance is provided at no charge to LEP individuals.

Guidelines for Making Language Assistance Available

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the website. Department reports, newsletters, brochures, other publications and website information include instructions about how to request information in other formats. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects and programs for areas with a high number of LEP persons will have materials that address the needs of the population in those area. Environmental Justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided at public meetings.

NCTCOG Transportation Department staff will consistently seek input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

Staff Training for Interacting with and Considering the Needs of LEP Persons

All NCTCOG Transportation Department staff members employed as of February 2013 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff — including new employees. In March 2018, a select group of staff (Environmental Justice Liaisons designated by each team in the department) received supplemental training in best practices for engaging LEP populations.

Notice of Assistance Available for LEP Persons

Public meeting notices include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is accessible online and in a brochure made available at public meetings and outreach events. Title VI complaint forms are available in both English and Spanish.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department
P.O. Box 5888
616 Six Flags Drive (76011)
Arlington, TX 76005-5888
Phone: (817) 695-9240
Fax: (817) 640-3028
Email: transinfo@nctcog.org
Website: www.nctcog.org/trans/

Monitoring and Updating Plans and Strategies That Address How LEP Individuals Have Access to Information and Opportunities for Program Participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance.

Appendix C: Transportation Improvement Program Modification Policy - Policies and Procedures to Streamline Project Delivery

UPDATED MARCH 2013

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

General Policy Provisions

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.

2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.

3. Project modifications will only be made with the consent of the implementing/impacted agency.

4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.

5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular "program," such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future "calls for projects" in those areas.

6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.

7. Cost increases for strategically selected projects fall under the same modification policy provisions.

8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.

9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.

10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.

11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.

12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either: (a) require a more detailed estimate and explanation, (b) require value engineering, (c) suggest a reduced project scope, or (d) determine that a cost increase will come from local funds, not RTC funds.

13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.

14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

Project Changes Not Requiring TIP Modification

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.

2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.

3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.

4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than $400,000.

5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.

6. **Changes in RTC Funding Categories:** Staff adjustments permitted.

7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.

8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.

9. **Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.

10. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)

11. **Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

    Examples include, but are not limited to:

Sign refurbishing	Safety/Maintenance
Landscaping	Intersection Improvements
Preventive maintenance	Intelligent Transportation System
Bridge rehabilitation/replacement	Traffic Signal Improvements

12. **Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.

13. **Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and "Grouped" Projects:** Staff will use best practices to advance this category of projects.

14. **Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.

15. **Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from ".25 miles west of" to "west of," or changing the limits from "point A" to ".5 miles east of point A," or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.

16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

1. **Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.

2. **Potentially Controversial Projects:** The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.

3. **Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

Revision Policy

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

1. **Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.

2. **Cost/Funding Increases:** A revision is required on any cost/funding increase over $400,000.

3. **Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.

4. **Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.

5. **Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

Appendix D: Title VI Complaint Procedures

El Procedimiento de Quejas Titulo VI

Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint from and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments
Transportation Department Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Or hand delivered to:
616 Six Flags Drive Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state of federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, ordisability).
- A statement of complaint.
- Signed consent release form.

Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180- day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

RECEIPT OF COMPLAINT

Complaint is received by NCTCOG: Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint who do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. Complaints will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Federal Programs Section.

Complaint is logged into tracking database: Complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action.

INITIAL REVIEW AND WRITTEN RESPONSE

Initial review: Within 10 days of the receipt of the complaint, NCTCOG's Transportation Department Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets three basic criteria.

1. The complaint will be reviewed for completeness.
2. The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency.
3. Determination of timeliness will be made to ensure the complaint was filed within the 180 calendar day time requirement.

Initial written response: Within 10 days of the receipt of the complaint, the Title VI Specialist will provide an initial written response to the complaint appropriate to the criteria of the initial review.

1. If the complaint form is incomplete, the complainant will be notified and asked to furnish the missing information within 30 days. Upon receipt of the requested information, the initial review will resume and a follow-up written response will be provided within 10 days of the receipt of the complete complaint.

2. If a complaint is complete but the program or activity about which the complaint was made is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and if consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency. The complaint will then be closed at NCTCOG.

3. If the complaint is complete but the alleged discrimination occurred 180 calendar days or more before the complaint was filed, the complaint will be closed at NCTCOG.

NCTCOG's Title VI Specialist will confer with the Transportation Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint and a copy of the written response to the Texas Department of Transportation, Office of Civil Rights, Federal Programs Section.

INVESTIGATION OF COMPLAINT

Fact-finding process: The Title VI Specialist will confer with the Transportation Department Director to determine the most appropriate fact-finding process to ensure all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include, but is not limited to:

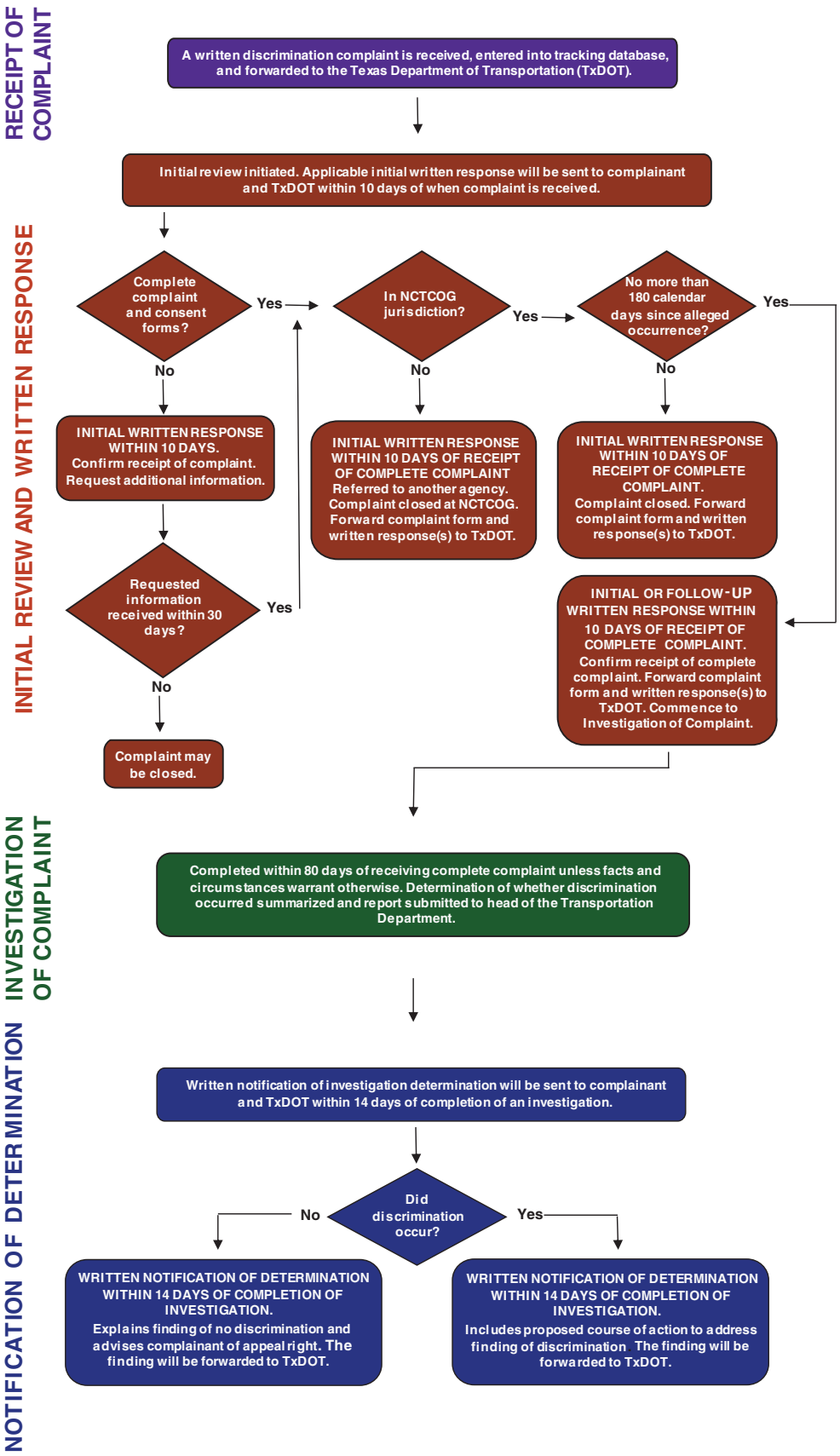
- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

Determination of investigation: An investigation must be completed within 80 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Transportation Department Director, and/or designee will render a recommendation for action, including formal and/or informal resolution strategies, in a report of findings. The findings of the investigation will be logged into the complaint tracking database.

NOTIFICATION OF DETERMINATION

Within 14 days of completion and determination of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Federal Programs Section for information purposes.

Title VI Complaint Procedures



North Central Texas Council of Governments
Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist,
P.O. Box 5888
Arlington, TX 76005-5888

Or in person at:

616 Six Flags Drive
Arlington, TX 76011

If you have any questions or need additional information, please call (817) 695-9240 or e-mail titlevi@nctcog.org.

North Central Texas Council of Governments
Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

1

First Name _____ MI _____ Last Name _____

Street Address _____ City _____ State _____ Zip Code _____

Telephone Number _____ e-mail Address _____

2 **Who do you believe discriminated against you?**

First Name _____ MI _____ Last Name _____

Name of Business/Organization _____ Position/Title _____

Street Address _____ City _____ State _____ Zip Code _____

Person's Relationship to You _____

3 **When did the alleged act(s) of discrimination occur?**
Please list all applicable dates in mm/dd/yyyy format.

Date(s) _____

Is the alleged discrimination ongoing? ○ Yes ○ No

4 **Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)**

Name of Location _____

5 **Indicate the basis of your grievance of discrimination:**

- ☐ Race
- ☐ Color
- ☐ National Origin
- ☐ Sex
- ☐ Age
- ☐ Disability
- ☐ Religion

6 **Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.**

Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.

Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.

Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.

Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.

Please provide any additional information about the alleged discrimination.

7 **If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.**

First Name MI Last Name

Name of Business Position/Title Telephone Number

Street Address City State Zip Code

8 **This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.**

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

Signature Date

North Central Texas Council of Governments
Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name MI Last Name

Street Address City State Zip Code

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statues and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

Please Check one:

☐ I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive, and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.

☐ I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

Signature Date

El Procedimiento de Quejas Titulo VI

Introducción

El North Central Texas Council of Governments (NCTCOG) sirve como el designado federal Metropolitan Planning Organization para la región de Dallas-Fort Worth. Como receptora de ayuda económica federal y en virtud del Título VI de la Ley de Derechos Civiles de 1964 y estatutos vinculados al Título VI, el NCTCOG garantiza que ningún individuo quede excluido de la participación, el acceso a los beneficios proporcionados o sea víctima de discriminación en el marco de ningún programa o actividad de ningún organismo con motivo de su raza, religión, color, nacionalidad, género, edad o discapacidad. Estas prohibiciones abarcan al North Central Texas Council of Governments, como receptor directo de ayuda económica federal, y sus "subreceptores" (es decir, contratistas, consultores, gobiernos locales, facultades, universidades, etc.). Todos los programas financiados por ayuda económica federal en forma parcial o total se encuentran sujetos a los requisitos establecidos en el Título VI. La Ley de Restauración de Derechos Civiles de 1987 hizo que esto se ampliara a todos los programas de cualquier organismo que recibiese ayuda federal independientemente de la fuente de financiación para programas individuales.

El propósito de esta política consiste en establecer un proceso según el cual individuos que no son empleados del NCTCOG puedan presentar quejas por discriminación por parte de disposiciones, servicios o actividades del NCTCOG.

Toda persona que crea haber sido víctima de discriminación ilegal, ya sea hacia su persona o hacia un colectivo de individuos específico, por parte del NCTCOG o cualquier entidad que reciba ayuda económica federal del NCTCOG o a través de este NCTCOG (como subreceptores, subcontratistas o subcesionarios), puede presentar una queja por discriminación.

Al procesar las quejas por discriminación en virtud del Título VI, el NCTCOG seguirá los plazos establecidos según la guía del Department of Transportation, el Federal Highway Administration, Federal Transit Administration y el Department of Justice.

Cuando Presentarla

La queja por discriminación debe presentarse dentro de los 180 días calendario de la presunta acción de discriminación o del descubrimiento de este último. En caso de que la conducta se haya manifestado en forma continua, a partir de la fecha en la que se haya interrumpido dicha conducta. Al presentar la queja por escrito debe estar sellada por el correo antes de la expiración del período de 180 días. Se considerará fecha de presentación al día en el que usted complete, firme y envíe el formulario de queja. Para que puedan aceptarse, el formulario de queja y el formulario de consentimiento/divulgación deben estar fechados y firmados. Las quejas que se reciban una vez que hayan pasado más de 180 días después de la presunta discriminación no serán procesadas y se le reenviarán al reclamante junto con una carta que explique por qué la queja no ha podido procesarse y a qué agencias alternativas se puede dirigir un informe.

Dónde Presentar

Para poder procesarlos, los formularios de quejas originales firmados se deben de ser enviadas a:

North Central Texas Council of Governments
Transportation Department Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

O en persona a:
616 Six Flags Drive Arlington, TX 76011

Se podrán realizar adaptaciones razonables bajo pedido para los individuos que no se encuentren en condiciones de completar el formulario de queja debido a una discapacidad o a conocimientos limitados del idioma inglés. Asimismo, un representante del reclamante podrá presentar una queja en nombre de este último.

Individuos que no se encuentren satisfechos con la resolución del NCTCOG podrán recurrir a otras agencias aplicables estatales de agencias federales.

Elementos Requeridos de Una Queja

Para que una queja pueda procesarse, debe ponerse por escrito e incluir la siguiente información:

- Nombre, domicilio y número de teléfono del reclamante.
- Nombre(s), domicilio(es) y empresa(s)/organización(es) de la(s) presunta(s) víctima(s) de discriminación.
- Fecha del presunto acto(s) de discriminación.
- Motivo de la queja (por ejemplo: raza, color, nacionalidad, género, edad, religión o discapacidad).
- Una declaración de queja.
- Un formulario de consentimiento de divulgación firmado.

Quejas Incompletas

Después de la revisión inicial de la queja, el especialista en el Título VI verificará que el formulario esté completo y se asegurará de que toda la documentación de respaldo necesaria en esa etapa se encuentre incluida. En caso de que falten documentos, el especialista en el Título VI se lo informará al reclamante dentro de los 10 días. Si no resulta posible contactar al reclamante a pesar de haber realizado esfuerzos razonables para hacerlo, o si el reclamante no responde dentro del período especificado en la solicitud (30 días), el receptor podrá dar por finalizado el caso del reclamante. El reclamante puede volver a presentar la queja, siempre y cuando lo haga dentro del período inicial de 180 días.

En caso de que el caso se cierre por falta de información necesaria, el NCTCOG se lo informará al reclamante, para lo cual intentará establecer contacto valiéndose de su última dirección conocida. Si el reclamante brinda la información faltante después del cierre de su caso, el caso podrá volver a abrirse, siempre y cuando no hayan transcurrido más de 180 días desde la fecha del presunto discriminatorio.

Registro de Quejas

El Especialista en el Título VI llevará un registro de todas las quejas recibidas. El registro incluirá información como la siguiente:

- Información básica sobre la queja, tal como cuándo se presentó, quién la presentó y contra quién.
- Una descripción de la presunta acción discriminatorio.
- Conclusiones de la investigación.

Resumen del Proceso de Quejas

Lo siguiente es una descripción de como una queja discriminatoria deberá ser manejada ya que sea recibida por NCTCOG.

RECEPCIÓN DE LA QUEJA

El NCTCOG recibe una queja: Las quejas deben presentarse por escrito y estar firmadas por el reclamante o un representante designado por este último. Si el reclamante no se encuentra en condiciones de completar el formulario debido a una discapacidad o a conocimientos limitados del idioma inglés y solicita asistencia, se realizarán adaptaciones razonables para garantizar que la queja se reciba y se procese de manera oportuna. Los reclamantes que deseen presentar una queja y no dispongan de acceso a internet o no tengan la posibilidad de ir a recoger un formulario, recibirán un formulario de quejas por correo para que puedan completarlo. Las quejas se enviarán al Texas Department of Transportation, Office of Civil Rights, Federal Programs Section.

La queja se registra en una base de datos para realizar su seguimiento: Los formularios de quejas se registrarán en la base de datos de quejas para realizar su seguimiento. En todas las quejas recibidas se conservarán los datos básicos, que incluyen el nombre del reclamante, su información de contacto, el nombre y la organización de la persona(s) de la presunta discriminación, fecha en que ocurrió del presunto acto (s) discriminatorio, el motivo en el que se basa la queja por discriminación (por ejemplo: raza, color, nacionalidad, género, edad, religión o discapacidad), y una descripción de la presunta acción discriminatoria.

REVISIÓN INICIAL Y RESPUESTA POR ESCRITO

Revisión inicial: Dentro de los 10 días siguientes a la recepción de la queja, el Especialista en el Título VI de NCTCOG Transportation Department realizará una revisión inicial de la queja. El objetivo de esta revisión es determinar si la queja cumple con tres criterios básicos.

1. Se controlará que la queja esté completa.
2. Se examinará el programa en el que se haya producido la presunta discriminación para verificar que la queja se haya presentado ante la agencia apropiada.
3. Se definirán los marcos temporales para asegurarse de que la queja se haya presentado dentro del plazo de 180 días calendario, según lo indicado.

Respuesta inicial por escrito: Dentro de los 10 días siguientes a la recepción de la queja, el Especialista en el Título VI dará una respuesta inicial por escrito al reclamante, la cual será adecuada en función de los criterios de la revisión inicial.

1. En caso de que el formulario de quejas se encuentre incompleto, se informará al reclamante. A su vez, se le solicitará que proporcione la información faltante dentro de los 30 días posteriores. Una vez recibida la información solicitada, la revisión inicial volverá a comenzar y se brindará una respuesta de seguimiento por escrito dentro de los 10 días siguientes a la fecha de recepción de la queja completa.

2. En caso de que una queja esté completa pero el programa o la actividad la cual se base la queja no esté dirigido/a por el NCTCOG o una entidad que reciba ayuda económica federal del NCTCOG o a través de este último (subreceptores, subcontratistas o subcesionarios), se realizarán todos los esfuerzos posibles para determinar cuál es la agencia correcta al que se debería remitir el caso. Cuando sea posible, y si se concedió el consentimiento en el formulario de divulgación, la queja se le remitirá a la agencia apropiada. La queja quedará cerrada en el NCTCOG.

3. Si la queja está completa pero la presunta discriminación ocurrió 180 días calendarios o más antes de que se presentará la queja, dicha queja quedará cerrada en el NCTCOG.

El Especialista en el Título VI del NCTCOG consultará con el Director del Departamento de Transporte para tomar una determinación sobre quejas completas o retrasos por derivación a otras agencias. Una vez que el Especialista en el Título VI finalice la revisión inicial de la queja y determine que cumple con los criterios necesarios para constituir una queja completa, el NCTCOG le enviará la queja y una copia de la respuesta por escrito al Texas Department of Transportation, Office of Civil Rights, Federal Programs Section.

INVESTIGACIÓN DE QUEJA

Proceso de investigación: El Especialista en el Título VI consultará con el Director del Departamento de Transporte para determinar cuál es el proceso de investigación más adecuado para garantizar que se reúna toda la información disponible y poder llegar a una conclusión y posterior resolución de la queja basada en la mayor cantidad de información posible. El tipo de técnicas de investigación utilizadas variará en función del carácter y las circunstancias de la presunta discriminación. Una investigación puede incluir, entre otros:

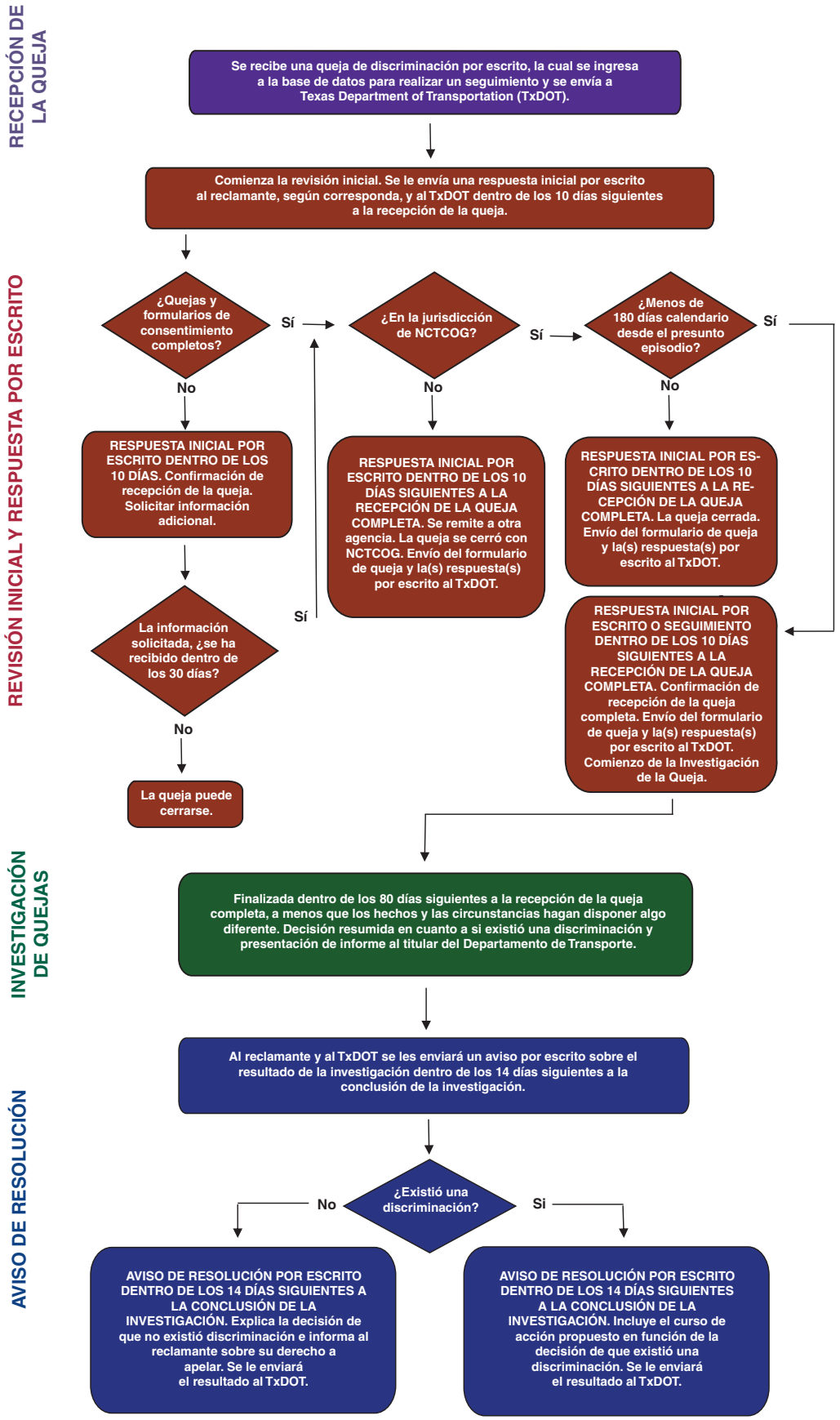
- Reuniones internas con el personal y los asesores jurídicos del NCTCOG.
- Consultas con agencias estatales y federales.
- Entrevistas con reclamante (s).
- Revisión de documentación (por ejemplo: planificación, participación del público y actividades del programa técnico).
- Entrevistas y revisión de documentación con otras agencias involucrados.
- Revisión de métodos de análisis técnico.
- Revisión de información demográfica.

Resolución de la investigación: La investigación debe finalizar dentro de los 80 días siguientes a la recepción de la queja completa, a menos que los hechos y las circunstancias hagan disponer algo diferente. Se tomará una determinación en base a la información obtenida. El Especialista en el Título VI, el Director del Departamento de Transporte y/o la persona designada presentará una recomendación sobre el curso de acción a seguir. La misma incluirá estrategias de resolución formales y/o informales en un informe de conclusiones. Los resultados de la investigación se registrarán en la base de datos para realizar el seguimiento de las quejas.

AVISO DE RESOLUCIÓN

Dentro de los 14 días siguientes a la finalización y resolución de una investigación, el Director Ejecutivo del NCTCOG deberá informar la decisión final al reclamante. El aviso brindará información al reclamante sobre su derecho a apelar ante agencias estatales y federales en caso de no encontrarse satisfecho/a con la decisión final. Con fines informativos, se le enviará una copia de esta carta junto con un informe de los resultados de la investigación a Texas Department of Transportation, Office of Civil Rights, Federal Programs Section.

El Procedimiento de Quejas Titulo VI



Consejo de Gobiernos del Centro-Norte de Texas
Formulario de denuncia por discriminación

Lea detenidamente la información de esta página del siguiente formulario antes de empezar.

El Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) funciona como la Organización Metropolitana de Planeamiento (MPO) designada federalmente para la región Dallas-Fort Worth. Como destinatario de la asistencia financiera federal y según el Título VI de la Ley de Derechos Civiles de 1964 y normas relacionadas, NCTCOG garantiza que ninguna persona, por motivos de raza, religión, color, origen nacional, sexo, edad o discapacidad será excluida de participar en o de obtener los beneficios de los programas o actividades de los organismos o, de lo contrario, estará sujeta a discriminación. Estas prohibiciones se extienden desde el Consejo de Gobiernos del Centro-Norte de Texas, como un destinatario directo de asistencia financiera federal, hasta sus subdestinatarios (por ejemplo: contratistas, consultores, gobiernos locales, institutos, universidades, etc.).

Todos los programas financiados en parte o en su totalidad por asistencia financiera federal están sujetos a los requisitos del Título VI.

Se le exige a NCTCOG que implemente medidas para garantizar que las personas con capacidad limitada o incapacidad en inglés tengan acceso significativo a los servicios, beneficios y a la información de todos sus programas y actividades según el Decreto Presidencial 13166. Se proporcionará asistencia a pedido si usted tiene capacidad limitada o incapacidad en inglés. Las denuncias se presentarán usando un formato alternativo si no puede completar el formulario escrito.

La fecha de presentación corresponde al día que usted completa, firma y envía por correo este formulario de denuncia. Su denuncia debe presentarse antes de los 180 días calendario a partir de la fecha más reciente del presunto acto de discriminación. El formulario de denuncia y el formulario de consentimiento para la divulgación deben fecharse y firmarse para su aceptación. Usted tiene 30 días calendario para responder cualquier solicitud escrita de información. El incumplimiento de lo anterior tendrá como resultado el cierre de la denuncia.

Envíe los formularios por correo a:

Consejo de Gobiernos del Centro-Norte de Texas
Departamento de Transporte
Título VI Especialista
Apartado postal 5888
Arlington, TX 76005-5888

o entréguelos personalmente en:
616 Six Flags Drive
Arlington, TX 76011

Si tiene alguna duda o necesita información adicional, llame al (817)695-9240 o envíe un correo electrónico a titlevi@nctcog.org.

Consejo de Gobiernos del Centro-Norte de Texas
Formulario de denuncia por discriminación

Lea detenidamente la información de esta página del siguiente formulario antes de empezar.

1

Nombre | Inicial del segundo nombre | Apellido

Dirección | Ciudad | Estado | Código postal

Número telefónico | Dirección de correo electrónico

2 **¿Quién cree que lo ha discriminado?**

Nombre | Inicial del segundo nombre | Apellido

Nombre de la empresa/organización | Cargo/Profesión

Dirección | Ciudad | Estado | Código postal

Relación de la persona con usted

3 **¿Cuándo sucedió el presunto acto de discriminación?**
Enumere todas las fechas correspondientes en el formato mm/dd/aaaa.

Fecha(s):

¿Está en curso la presunta discriminación?

○ Sí ○ No

4 **¿Dónde sucedió el presunto acto de discriminación? (Agregue páginas adicionales cuando sea necesario)**

Lugar

5 **Indique el fundamento de su queja por discriminación.**

☐ Raza: ☐ Color:

☐ Origen nacional: ☐ Sexo:

☐ Edad: ☐ Discapacidad:

☐ Religión:

6 **Describa detalladamente los incidentes específicos que fundamentan la presunta discriminación. Describa por separado cada incidente de discriminación. Agregue páginas adicionales cuando sea necesario.**

Explique cómo otras personas o grupos fueron tratados de manera diferente por las personas/organismos que lo discriminaron a usted.

Enumere y describa todos los documentos, correos electrónicos u otros registros y materiales pertenecientes a su denuncia.

Enumere e identifique a todos los testigos de los incidentes o a las personas que tengan conocimiento personal de la información perteneciente a su denuncia.

¿Ha informado anteriormente o, de lo contrario, ha denunciado este incidente o actos relacionados de discriminación? Si así fuera, identifique a la persona a la que usted informó, la fecha del informe y la decisión. Proporcione toda la documentación complementaria.

Proporcione toda la información adicional sobre la presunta discriminación.

7 **Si cuenta con la ayuda de un asesor en el proceso de denuncia, proporcione el nombre y la información de contacto del asesor.**

Nombre	Inicial del segundo nombre	Apellido
Nombre de la empresa	Cargo/Profesión	Número telefónico
Dirección	Ciudad	Estado Código postal

8 **Este formulario de denuncia debe tener la fecha y la firma para tratar sus acusaciones. Además, esta oficina necesitará su consentimiento para divulgar su nombre, si fuera necesario, en el curso de nuestra investigación. Se adjunta el formulario de Consentimiento para divulgación de la denuncia por discriminación. Si presenta una denuncia por discriminación en nombre de otra persona, nuestra oficina también necesitará el consentimiento de dicha persona.**

Certifico que, a mi leal saber y entender, la información que he proporcionado es exacta y que los eventos y circunstancias son tal como los he descrito. Además, entiendo que si cuento con la asistencia de un asesor, mi siguiente firma autoriza a la persona nombrada a recibir copias de la correspondencia relevante concerniente a la denuncia y a que me acompañe durante la investigación.

Firma _____ Fecha _____

Consejo de Gobiernos del Centro-Norte de Texas Formulario de Consentimiento de divulgación de denuncia por discriminación

Lea detenidamente la información del siguiente formulario antes de empezar.

Nombre | Inicial del segundo nombre | Apellido

Dirección | Ciudad | Estado | Código postal

Como denunciante, entiendo que en el curso de una investigación para el Consejo de Gobiernos del Centro-Norte de Texas puede volverse necesario revelar mi identidad a personas de la organización o institución bajo investigación. Además tengo conocimiento de las obligaciones del Consejo de Gobiernos del Centro-Norte de Texas de satisfacer las solicitudes conforme a la Ley de Libertad de información. Entiendo que como denunciante, estoy protegido de represalias por haber tomado medidas o participado en medidas para garantizar derechos protegidos por normas y reglas de no discriminación impuestas por la Administración Federal de Autopistas (FHWA) del Departamento de Transporte de los Estados Unidos.

Tilde lo que corresponda:

☐ CONSIENTO y autorizo al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG), como parte de su investigación, a revelar mi identidad a las personas de la organización, empresa o institución que haya sido identificada por mí en mi denuncia formal por discriminación. También autorizo a NCTCOG a tratar, recibir y revisar los materiales y la información sobre mí contenida en la denuncia y con los administradores o testigos adecuados con el fin de investigar esta denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. También entiendo que el material y la información recibida se utilizarán solamente para las actividades autorizadas de cumplimiento de los derechos civiles. Además entiendo que no se me exige autorizar la divulgación y que lo hago voluntariamente.

☐ NIEGO LA AUTORIZACIÓN al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) para que revele mi identidad a las personas de la organización, empresa o institución bajo investigación. También niego mi autorización para que NCTCOG divulgue cualquier información contenida en la denuncia a cualquiera de los testigos que haya mencionado en la denuncia. Al hacer esto, entiendo que no autorizo a NCTCOG a tratar, recibir o revisar cualquier material e información sobre mí contenida en la denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. Además entiendo que mi decisión de denegar el consentimiento puede entorpecer esta investigación y puede tener como resultado la solución no exitosa de mi caso.

Firma | Fecha

Appendix E: Regional Transportation Council Rules for Public Comment

Regional Transportation Council Normas para el Comentario Público

Regional Transportation Council Rules for Public Comment

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

1. Speaker's name;
2. City of residence;
3. Zip code;
4. Agenda item(s) on which the speaker plans to speak;
5. Indication of whether speaking on/for/against agenda item(s); and
6. Any other information requested by RTC staff.

Speaker Warning and Removal

The RTC Chair will provide a notice to a speaker whose time has expired. The RTC reserves the right to have speakers removed from the meeting room in the event they become disruptive or make threating, profane or otherwise inappropriate remarks.

Regional Transportation Council Normas para el Comentario Público

The Regional Transportation Council (RTC, por sus siglas en inglés) establece normas razonables con respecto al derecho del público a dirigirse al Consejo en reuniones abiertas consistentes con el Texas Open Meeting Act. La intención de estas normas es de escuchar las opiniones del público antes de que el RTC considere los artículos. Estas normas también promueven un proceso ordenado y justo a través del cual el RTC puede recibir comentarios del público.

Comentario Público

En cada reunión abierta del RTC, se proporcionará la oportunidad al inicio de la reunión para que los miembros del público se dirijan al RTC sobre cualquier articulo(s) de agenda para su consideración. Las personas tienen permitido hasta tres (3) minutos para hablar. La persona que se dirija al RTC a través de un traductor se le proporcionará hasta seis (6) minutos. Un temporizador será visible para el participante comunitario e indicará la cantidad de tiempo restante. El participante comunitario concluirá sus comentarios antes de o al vencimiento del tiempo. En caso de que se presenten una alta cantidad de participantes comunitarios, el RTC puede animar a las grandes delegaciones de que una persona hable por el grupo o imponer límites de tiempo razonables por persona que sean más restrictivas; si una delegación decide elegir a un portavoz que represente a toda la delegación, se le proporcionará al portavoz hasta cinco (5) minutos para hablar o diez (10) minutos si el portavoz se dirige al RTC a través de un traductor. Personas que soliciten servicios de traducción, que serán proporcionados por el RTC, deben hacerlo al menos setenta y dos (72) horas antes de la hora de la reunión publicada.

Registro para el Participante Comunitario

Las personas que desean hablar deben de completar y regresar al personal una tarjeta de registro antes del comienzo de la reunión de RTC. Las tarjetas de registro son imprimidas en papel amarillo, están disponibles en la sala de reunión del RTC, y como mínimo, deben incluir la siguiente información:

1. Nombre del participante comunitario;
2. Ciudad de residencia;
3. Código postal;
4. Articulo(s) de agenda sobre los cuales planea hablar;
5. Indicar si está hablando sobre/en favor/en contra del articulo(s) de agenda; y
6. Cualquier otra información solicitada por el personal de RTC.

Advertencia y Remoción del Participante Comunitario

El presidente del RTC le proporcionará un aviso al participante comunitario cuyo tiempo ha expirado. El RTC se reserva el derecho de retirar los participantes comunitarios de la sala de reuniones en caso de que se vuelvan disruptivos o hagan comentarios amenazantes, obscenos o inapropiados.

Safe Harbor Analysis

	Region Aggregate (Population Over 5)	Percentage of Total Population Over 5
Total Population	6,866,398	
Spanish: Speak English less than "very well"	707,165	10.30%
Other Indo-European languages: Speak English less than "very well"	42,571	0.62%
Vietnamese: Speak English less than "very well"	41,222	0.60%
Other Asian and Pacific Island languages: Speak English less than "very well"	32,745	0.48%
Chinese (incl. Mandarin, Cantonese): Speak English less than "very well"	24,557	0.36%
Other and unspecified languages: Speak English less than "very well"	19,914	0.29%
Korean: Speak English less than "very well"	13,191	0.19%
Arabic: Speak English less than "very well"	11,729	0.17%
French, Haitian, or Cajun: Speak English less than "very well"	8,279	0.12%
Tagalog (incl. Filipino): Speak English less than "very well"	6,112	0.09%
Russian, Polish, or other Slavic languages: Speak English less than "very well"	5,352	0.08%
German or other West Germanic languages: Speak English less than "very well"	1,534	0.02%
Total LEP Population	914,371	13.32%

Source: 2015-2019 American Community Survey 5-Year Estimates, C16001

Safe Harbor Threshold: 5% or 1,000 individuals

BYLAWS (REVISED) OF THE
North Central Texas Council of Governments

2018
* * * * * *

INTRODUCTION

The North Central Texas Council of Governments (NCTCOG) is the regional planning commission for the 16-county Texas State Planning Region 4 comprising Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant and Wise counties. NCTCOG is a Texas political subdivision and non-profit corporation organized and operating under Texas Local Government Code Chapter 391.

STATEMENT OF PRINCIPLES AND POLICIES

1. The underlying concept of the North Central Texas Council of Governments (hereinafter referred to as the Council) is that the general purpose units of government, which are closest to the people, should exercise the basic initiative and leadership and have the primary responsibility for dealing with those problems and needs which require action on an areawide or regional basis.

2. The physical, economic, and social well-being of the region, its citizens and business enterprises, now and in the future, are dependent upon an orderly development of the entire region. This will be possible only with the successful coordination of governmental services and policies.

3. Counties and cities are the principal units of local government in the region. As such, they have the responsibility for anticipating and meeting the local governmental needs which future development will produce, including the need for joint and coordinated areawide services.

4. County and city governing bodies are, and should continue to be, the top policy makers in local government. They are directly concerned with all services and regulations affecting the public in their communities.

5. Constructive and workable policies and programs for meeting and solving the areawide problems of local government will be most effectively and expeditiously developed by regular meetings of governmental unit members in an areawide voluntary council dedicated to the solution of these problems.

6. The Council is an organization through which individual governmental units can coordinate their efforts. It is not in itself a government nor does it seek to become one.

7. The Council shall consider such matters as are areawide or regional in nature or as requested by or deemed beneficial to its member governments.

MEMBERSHIP

Section I.

Membership in the Council of Governments shall be voluntary and will be determined by passage of a resolution, the payment of dues, and shall be open to the following eligible entities:

A. Any county in State Planning Region 4, as determined by the Office of the Governor, State of Texas.

B. Any incorporated cities, municipalities, towns, and villages within State Planning Region 4, as determined by the Office of the Governor, State of Texas.

C. Any authority, district or other political subdivision of the State within State Planning Region 4, as determined by the Office of the Governor, State of Texas.

GENERAL ASSEMBLY

Section II.

A. The General Assembly shall be composed of one (1) elected or appointed public official from each governmental member of the Council whose annual dues are current. The General Assembly shall be responsible for the election of officers, directors and for amendments to these Bylaws except as otherwise provided herein.

B. The members present at any Assembly meeting shall constitute a quorum, and the majority vote of said members shall decide any business under consideration except Bylaws. Bylaws may be revised by an affirmative vote of seventy-five percent (75%) of the members present. (See Section XI.)

C. The General Assembly shall elect a President, Vice President, Secretary-Treasurer, and Directors to serve on the Executive Board.

GENERAL MEMBERSHIP (GENERAL ASSEMBLY) MEETINGS

Section III.

A. An annual membership meeting of the General Assembly shall be held after the municipal elections for the purpose of electing Officers and Directors to the Executive Board. Additional meetings may be called by the Executive Board, as necessary. General membership meetings shall be for the purposes of amending Bylaws, electing officers, and conducting any other business which may be deemed appropriate.

B. Written notice of the time, date and location of general membership meetings shall be transmitted to each member government entitled to vote thereat (at the

member's physical or electronic address as it appears on the books of the Council) at least ten (10) days prior to the meeting.

C. Special general membership meetings, for any purpose or purposes, shall be called by the President at the written request of a majority of the members of the General Assembly.

D. Written notice of special general membership meetings, stating the time, place, and object of such meetings, and the business to be transacted, shall be transmitted to each member government entitled to vote thereat, at least ten (10) days before such meeting. Business transacted at all special meetings shall be confined to the objects and business to be transacted as stated in the notice.

E. The time, date, and location of all general membership meetings shall be determined by the President as recommended by the Executive Board.

ROLE AND RESPONSIBILITIES

Section IV.

A. The Council shall be concerned with the planning of the region with respect to transportation, water supply, storm water, waste water, flood management, emergency management, work force development, community services, data support services, land use, environmental protection, public facilities, conservation, and any other governmental functions beneficial to its members. Such Council shall be vested with full authority to perform all acts, to render all services, to initiate all studies and to make all recommendations authorized by law. The Council is authorized to apply for, contract for, receive and expend for its purposes, any funds or grants from any participating governmental unit or from the State of Texas, Federal Government, or any other sources, and to contract with and receive payments for services rendered to any incorporated municipality, the State of Texas or any of its political subdivisions, or the Federal Government. The Council shall have no power to levy any character of tax whatsoever. The participating governmental units shall pay annual dues, as determined by the Executive Board, to the Council to help offset the costs and expenses required in the performance of its purpose.

The Council is empowered to make use of funds to employ staff and/or agents, rent office space, and contract for goods and services as it deems necessary to expeditiously carry to completion any studies, activities and/or programs with which it may be charged.

B. A member government(s) may request the Council to conduct or administer a special study, activity or service on their behalf wherein they agree to pay or share in the costs of such. If said study, activity or service is deemed feasible by the Council, it may enter into an agreement(s) with the member government(s) and any other interested parties to conduct same.

Section V.

A. The Executive Board shall constitute the Board of Directors and governing body of the Council and shall be responsible for the general policies, programs and the control of funds.

B. The Executive Board shall also be responsible for approving a work program, including a complement of personnel to implement it, adopting the annual budget following a public hearing of such budget, and making necessary amendments to the budget during the fiscal year.

C. The Executive Board shall be empowered to appoint an Executive Director as the chief administrative and executive officer of the Council.

D. The Executive Board shall be empowered to employ consultants and to authorize contracts necessary to carry out the business of the Council.

E. The Executive Board shall be empowered to appoint study committees, technical advisory committees, and policy development committees deemed necessary to carry out the business of the Council.

F. The President of the Executive Board shall appoint a nominating committee comprised of Past Presidents to prepare a slate of Officer and Director candidates for consideration at the annual membership meeting of the General Assembly.

G. The Executive Board shall meet regularly at least once each month, unless otherwise determined by its members, to conduct the continuing business of the Council.

H. Representation on the Board shall meet the following minimum requirements at all times:

<u>Counties (6 Seats)</u>

- Four (4) locally elected officials on the Board shall be representatives from the four (4) largest populated member Counties (one from each County), as of the last official census.
- One (1) locally elected official on the Board shall be from a member County with a population of between Seventy Five Thousand (75,000) and Six Hundred Fifty Thousand (650,000), as of the last official census.
- One (1) locally elected official on the Board shall be from a member County with a population of less than Seventy Five Thousand (< 75,000), as of the last official census.

<u>Cities (10 Seats)</u>

- Three (3) locally elected officials on the Board shall be representatives from the three (3) largest populated member Cities (one from each City), as of the last official census.

- One (1) locally elected official on the Board shall be from a member City with a population of between Two Hundred Thousand (200,000) and Three Hundred Fifty Thousand (350,000), as of the last official census.
- One (1) locally elected official on the Board shall be from a member City with a population of between One Hundred Thousand (100,000) and Two Hundred Thousand (200,000), as of the last official census.
- One (1) locally elected official on the Board shall be from a member City with a population of between Fifty Thousand (50,000) and One Hundred Thousand (100,000), as of the last official census.
- One (1) locally elected official on the Board shall be from a member City with a population of between Twenty Thousand (20,000) and Fifty Thousand (50,000), as of the last official census.
- One (1) locally elected official on the Board shall be from a member City with a population of less than Twenty Thousand (20,000), as of the last official census.
- One (1) locally elected official on the Board shall be from a member City with a population of between Fifty Thousand (50,000) and Three Hundred Fifty Thousand (350,000), as of the last official census.
- One (1) locally elected official on the Board shall be from a member City with a population of less than Fifty Thousand (< 50,000), as of the last official census.

No entity shall have more than one representative on the Board at any one time, with the exception that the Past President shall serve in a designated position on the Board and shall not be deemed to be a representative of any specific entity.

I. The Executive Board shall be composed of the following members:

1. The Immediate Past President of the Council;

2. The sixteen (16) Directors of the Council; and,

3. One (1) ex-officio, non-voting member who is a Texas State Legislator representing a Legislative District that is located in-whole or in-part in a county holding membership in the North Central Texas Council of Governments for so long as required by State law.

J. Each member of the Executive Board shall be entitled to one vote, with the exception of the President who will only vote in the event of a tie. Members must be in attendance to vote. Attendance via telephone and/or videoconference is allowable when permitted by State law and as prescribed by Board resolution.

K. The membership of the Executive Board shall always be composed of elected local government officials except as provided in I.3. above.

L. A majority of the Executive Board members in office immediately before a meeting, excluding the ex-officio, non-voting member, shall constitute a quorum for the transaction of business. No business shall be considered by the Board at any meeting at which a quorum is not present.

M. Should a vacancy occur in the Officers or Directors of the Executive Board, a successor shall be appointed by the remaining members of the Board to fill the unexpired term and in accordance with Section V. H.

N. The Executive Board shall establish an Ethics Policy, consistent with State law related to Metropolitan Planning Organizations, which is applicable to Board members and employees.

DIRECTOR AND OFFICER LIABILITY AND INDEMNIFICATION

Section VI.

A. No Director or Officer of the Council shall be personally liable to the Council or any other person for an action taken or omission made by the Director or Officer in such person's capacity as a Director or Officer unless a Director's or Officer's conduct was not exercised (1) in good faith, (2) with ordinary care, and (3) in a manner the Director or Officer reasonably believed to be in the best interest of the Council.

B. The Council shall indemnify a Director or Officer for necessary expenses and costs, including attorney's fees, judgments, fines and amounts reasonably paid in settlement, incurred by the Director or Officer in connection with any claim asserted against the Director or Officer in their respective capacity as a Director or Officer so long as the Director's or Officer's conduct was exercised (1) in good faith, (2) with ordinary care, and (3) in a manner the Director or Officer reasonably believed to be in the best interest of the Council.

WAIVER OF NOTICE

Section VII.

Whenever any notice is required to be given under the provisions of the Bylaws to any member, a waiver thereof in writing signed by the person or persons entitled to such notice, whether before or after the time stated therein, shall be deemed equivalent thereto.

ADVISORY GROUPS

Section VIII.

A. It is the intent of this organization that the Council shall, when advisable, seek the advice and cooperation of interested citizen groups in the formulation of recommendations and to establish the priority of projects for consideration.

B. The Council may recommend to the Executive Board the establishment of such citizen and/or technical advisory committees as may be necessary to effectively carry out the business of the Council.

Section IX.

All checks or demands for money and notes of the corporation shall be signed by such officer or officers, or such persons as the Executive Board may from time to time designate.

ELECTIONS AND OFFICERS' TERMS

Section X.

Election of Officers and Directors to the Executive Board will be conducted at the annual membership meeting of the General Assembly. The elected Officers and Directors shall hold office for one year, said term to begin immediately following the aforementioned meeting and continuing through the next annual membership meeting or until such time as a replacement has been duly elected in accordance with Section V. M.

AMENDMENTS TO THE BYLAWS

Section XI.

These Bylaws may be altered, amended, or added to by written ballots from the members or by action of the General Assembly or Executive Board, provided:

A. Proposed changes shall contain a full statement of the proposed amendment or amendments.

B. The enactment of the amendment by written ballots shall require a majority vote of the city and county member governments.

C. The enactment of amendments at the General Assembly shall require an affirmative vote of seventy-five percent (75%) of the members present at the General Assembly and shall be submitted in writing to the Executive Board at least sixty (60) days prior to the General Assembly.

D. The enactment of amendments by the Executive Board shall require a majority vote and shall be limited to only those changes necessary to conform the Bylaws to State law. Any such changes by the Executive Board shall be transmitted in writing to all member governments within thirty (30) days of enactment.

BUDGETS AND PAYMENTS

Section XII.

A. The fiscal year of the organization shall begin on the first day of October in each year.

B. The annual budget, including the dues structure, for the organization shall be prepared and submitted to the Executive Board for approval and adoption on or before the last day of September of each year, after a public hearing thereon.

C. New members may join the Council upon the pro-rated payment of dues for the remaining portion of the current fiscal year.

D. The annual dues for city and county member governments shall be established in accordance with current population of such member governments as certified annually by the Council. All other member governments shall pay annual dues as established by the Executive Board.

E. The books of the Council shall be audited annually by a certified public accountant or accountants, and the audit report shall be approved by the Executive Board and be available no later than six (6) months after the close of the fiscal year.

Attachment 7

BYLAWS AND OPERATING PROCEDURES
REGIONAL TRANSPORTATION COUNCIL

August 2018

STATEMENT OF PRINCIPLES

1. The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.

2. A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.

3. Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. However, the Texas Department of Transportation is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Under federal legislation, the Metropolitan Planning Organization (MPO), through the NCTCOG Regional Transportation Council, has an expanded role in project selection, transportation project programming, and project funding.

4. Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Regional Transportation Council

(RTC) of primarily elected officials from the counties and cities in the North Central Texas Region. The Regional Transportation Council will be the forum for cooperative decision making by primarily elected officials of general purpose local governments (i.e., cities and counties) and including representatives of entities responsible for highway, toll road, mass transit improvements, and ground access to air carrier aviation. It is in the explicit interest of the Regional Transportation Council, that all elected officials be of general purpose local governments.

5. The Regional Transportation Council will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system, to the counties and cities, the State, and the authorities for all modes of transportation. Final decisions for implementing the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the counties and cities, the Texas Transportation Commission, the Regional Transportation Council, and the authorities.

6. The Regional Transportation Council will monitor the metropolitan transportation planning process to assure that it is conducted in a manner consistent with requirements of federal law and regulations.

7. In an attempt to fulfill the above concepts and to meet the requirements of the Federal Aid Highway Act of 1973, the Governor, on April 12, 1974, designated the North Central Texas Council of Governments as the Metropolitan Planning Organization for transportation planning with the proviso that the Regional Transportation Council be the decision-making group for regional transportation policy for the Dallas-Fort Worth urbanized area. Since that time, this designation has been modified to reflect the inclusion of both the Denton-Lewisville urbanized

area and the McKinney urbanized area. The NCTCOG Executive Board serves as the fiscal agent for the MPO. As the designated Metropolitan Planning Organization, the North Central Texas Council of Governments must assure that transportation planning in the urbanized area is satisfactorily coordinated and integrated with other comprehensive planning in the State Planning Region. These Bylaws and Operating Procedures spell out the manner in which the Regional Transportation Council shall fulfill its responsibilities as the cooperative transportation decision-making group of the Metropolitan Planning Organization for the Dallas-Fort Worth metropolitan area.

DEFINITIONS

Section 1. The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

A. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

B. Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects anticipated to be funded over the next approximately 20+ years, policies, and programs, and be developed consistent with federal guidelines.

C. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which are expected to utilize federal funds and those projects or programs which will utilize other funds (state or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Regional Transportation Council selection criteria.

D. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the MPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which will have regional significance.

E. Regional Transportation System. The Regional Transportation System is the continuous network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System, but are not limited to, are the Regional Highway System, Regional Public Transportation System, Regional Aviation System, and air carrier airports.

F. Regional Highway System. The regional highway system includes, but is not limited to, those freeways, principal and minor arterials, tollways, managed lanes, intermodal terminals, parking facilities, and autonomous passenger vehicle services which make up the system for travel by automobile or truck.

G. Regional Public Transportation System. The regional public transportation system includes, but is not limited to, light rail; commuter rail, high-speed rail, and other emerging transit technologies; local and express bus routes; personal rapid transit; paratransit and ridesharing services operated by public or private entities, and taxi or other for-hire transportation services.

H. Regional Aviation System. The regional aviation system includes, but is not limited to, the collective airports and vertical flight facilities in the Metropolitan Area Boundary which provide terminals for commercial air travel, general aviation, and air cargo activities.

I. Metropolitan Area. The Metropolitan Area is comprised of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. This area is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years).

J. Texas Metropolitan Mobility Plan. The region, as determined by the Regional Transportation Council or required by the Texas Department of Transportation, will develop, and update regularly, a needs-based plan in order to quantify funding needs and develop candidate policy areas.

K. Primary Member. A primary member is the principal individual appointed to represent an entity or group of entities on the Regional Transportation Council.

L. Alternate Member. An alternate member is the individual appointed to represent an entity or group of entities on the Regional Transportation Council in the absence of the primary member. An alternate member will receive all meeting materials provided to the primary member and is encouraged to attend Regional Transportation Council meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the primary member be unable to

attend a particular meeting. In order to ensure coordination between primary and alternate members, all information requests by the alternate member should be coordinated through the primary member.

ORGANIZATION

Section 2. The organization for regional transportation planning shall consist of the Regional Transportation Council, RTC subcommittees determined by the RTC officers, the Surface Transportation Technical Committee, and other technical committees determined by the NCTCOG Transportation Director, as described in subsequent paragraphs and sections of these Bylaws and Operating Procedures.

A. Regional Transportation Council. The Regional Transportation Council shall be the forum for cooperative decision making by primarily elected officials of general purpose local governments in the Metropolitan Area.

B. Standing and Ad Hoc Subcommittees. The Regional Transportation Council officers will determine necessary subcommittees for the conduct of RTC business. Subcommittee membership should reflect the diversity of the RTC.

C. Technical Committees. The Surface Transportation Technical Committee shall provide technical review and advice to the Regional Transportation Council with regard to the surface transportation system. Other technical committees, determined by the NCTCOG Transportation Director, as needed, shall provide technical review and advice for the regional transportation planning process.

REGIONAL TRANSPORTATION COUNCIL

Section 3. The following rules shall govern the procedure, membership, and records of the Regional Transportation Council and its Subcommittees.

A. Membership. Membership on the Regional Transportation Council shall be provided for local governments in the Metropolitan Area, either by direct membership or by representation. The maximum number of seats for individual and cluster cities shall be 27; the maximum for all other seats shall be 17, resulting in membership that shall not exceed 44 seats. The membership structure shall be based on the most recent NCTCOG demographic data, and the allocation readjusted to maintain the membership limit of 44. A copy of the current membership structure is attached to these Bylaws as Appendix A. Cities with a population or employment total of 5,000 or greater shall be represented on the RTC through a membership cluster unless they are provided direct membership. Federally designated urbanized areas of 50,000 or greater, in which the Regional Transportation Council is serving as the Metropolitan Planning Organization, shall be provided direct membership. The cities of Denton, Lewisville, and McKinney have been designated as urbanized areas. The Regional Transportation Council will honor these designations and maintain a cluster seat for each of these three urbanized areas. Representation for the three urbanized area seats can come from any of the cities within the respective cluster. Transportation authority membership is provided only to those entities authorized and operating under Chapters 451, 452 or 460 of the Texas Transportation Code. The following local governments and public agencies shall be represented as indicated:

Cities

City of Arlington	2
Cities of Carrollton and Farmers Branch	1
Cities of Dallas, Highland Park, and University Park	6
Cities of Denton, Sanger, Corinth, and Lake Dallas	1 (urbanized area)
Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins	1

City of Fort Worth	3	
City of Garland	1	
City of Grand Prairie	1	
Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Westworth Village, Saginaw, Azle, Keller, and Sansom Park	1	
Cities of Irving and Coppell	1	
Cities of Lewisville, Flower Mound, and Highland Village	1	(urbanized area)
Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale	1	
Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale	1	
Cities of Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst	1	
Cities of McKinney, Fairview, Anna, Princeton, and Melissa	1	(urbanized area)
City of Plano	1	
Cities of Richardson and Addison	1	
Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village	1	
Cities of Allen, Lucas, Wylie, Rowlett, Sachse, and Murphy	1	
Subtotal	27	

Other

Collin County	1	
Dallas County	2	
Denton County	1	
Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak and Kaufman County and the Cities of Forney, Terrell, and Kaufman	1	
Johnson County and the Cities of Burleson, Cleburne, Keene, and Joshua and Hood County and the City of Granbury	1	
Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce	1	
Parker County and the Cities of Weatherford and Mineral Wells and Wise County and the Cities of Decatur and Bridgeport	1	
Tarrant County	2	
District Engineer, Dallas District, TxDOT (also represents the TxDOT Paris District's interests)	1	
District Engineer, Fort Worth District, TxDOT	1	
Board Member, Dallas Area Rapid Transit	1	
Board Member, Fort Worth Transportation Authority	1	
Board Member, Denton County Transportation Authority	1	

Board Member, North Texas Tollway Authority	1
Board Member, Dallas Fort Worth International Airport	1
Subtotal	17
TOTAL	44

The representatives of the Dallas Fort Worth International Airport, North Texas Tollway Authority (NTTA) and the three transportation authorities shall be selected by the chairs of their respective entities. The Dallas Fort Worth International Airport, NTTA and transportation authority representatives shall be Board members of their respective entities.

B. Appointees. All members of the RTC shall be local elected officials except:

- the three transportation authority representatives,
- the two TxDOT District Engineers,
- the representative of the North Texas Tollway Authority,
- the representative of the Dallas Fort Worth International Airport (unless an elected official Board member is selected), and
- optional representatives of local governments where one-third of a public agency's representation may be by non-elected private sector officials who are residents of the appointing cluster.

Representatives of individual cities and counties shall be appointed by and serve at the pleasure of the city councils and commissioners' courts respectively, and shall be serving on the governing body they represent (except as noted above). The person representing a group of several cities shall be selected by the mayors using a weighted vote of the maximum population or employment of the cities represented, and the person selected shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent (except as noted above or below). The person representing a group of several

cities and counties shall be selected by the county judges using a weighted vote of the maximum population or employment of the counties represented, and the person selected shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent. In the spirit of integrated transportation planning, all cities within a city-only cluster are eligible to hold the RTC membership seat for the cluster, and the cities should strongly consider rotation of the seat among the entities within the respective cluster. Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term, 2) a member's potential to gain an officer position or advance through the officer ranks, 3) a member's strong performance and commitment to transportation planning, or 4) the critical nature of a particular issue or project and its impact on an entity within the cluster. For clusters consisting of both counties and cities, the counties are eligible to hold the RTC membership seat for the cluster, and the counties should strongly consider rotation of the seat among the counties. The entity from which the representative is serving must be located within the Metropolitan Planning Area Boundary. When the Regional Transportation Council modifies the current boundary, membership eligibility will be reevaluated based on the new boundary area.

Each seat on the Regional Transportation Council will be provided a primary member and permitted an alternate member. Alternate members must be predetermined in advance of a meeting and will have voting rights at the full RTC meeting, as well as subcommittee meetings, in the absence of the primary member. An entity or group of entities may elect to appoint its alternate member(s) from a pool of eligible nominees. The same requirements apply to alternate members as to primary members. If a primary member is an elected official, then the alternate member must also be an elected official; if a primary member is a non-elected individual, then the alternate member can be either a non-elected individual or an elected official. Cities and/or counties within a cluster are strongly encouraged to reflect diversity in their

selections of primary and alternate members as well as membership rotation amongst the group depending on the qualifications of the appointees. For clusters containing both counties and cities, the county that does not hold the primary seat shall appoint the alternate member, unless otherwise mutually agreed. A best practice for city-only clusters may be to appoint the alternate member from an eligible entity within the cluster that is not providing the primary member.

The appointing bodies are encouraged to select members in common for the RTC and the NCTCOG Executive Board.

C. Voting Structure. Each seat on the Regional Transportation Council will be provided one vote, with the exception of the Chair who will only vote on a tie. As noted above, either the primary or alternate member in attendance will have the right to vote. An alternate member may represent only one primary member at any given meeting. Teleconferencing for member participation will not be permitted; members must be in attendance to vote. No proxy or absentee voting will be allowed.

D. Standards of Conduct (Ethics Policy). The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to both primary and alternate RTC members, whether elected or non-elected. An RTC member may not:

- accept or solicit any gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;

- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new RTC members, both primary and alternate, no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

All RTC members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

The NCTCOG Executive Board has established an Ethics Policy and Standards of Conduct applicable to NCTCOG employees consistent with Section 472.034 of the Texas Transportation Code.

E. Attendance. Records of attendance of RTC meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly and shall indicate that such notice is standard practice and not indicative of any particular problem. Entities with RTC members that have missed at least three consecutive meetings or

at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. RTC members may record excused absences if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service. An excused absence will not be recorded as an absence. It is the responsibility of the primary members to notify NCTCOG staff and respective alternate members in advance when unable to attend a meeting. The names of the alternate members should also be provided to NCTCOG. If the primary member does not notify NCTCOG staff in writing (i.e., letter, email) of an alternate member's attendance at least two hours in advance of the commencement of the meeting, the alternate member will not be able to participate in the meeting as a voting member.

F. Quorum. At least 50 percent of the appointed members identified in Section 3.A herein must be present at meetings for the RTC to take action.

G. Officers. The Regional Transportation Council shall elect a Chair, Vice Chair, and Secretary for a term of one year. Elections shall be held in June of each year, with the new officers beginning their terms at the conclusion of the June meeting. The Chair shall appoint a nominating committee no later than the May meeting of each year for the purpose of bringing before the Council a slate of officers for consideration. The nominating committee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. The nominating committee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in making its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This

will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. In the event that the Chair of the Regional Transportation Council cannot continue to serve at any time during the term of election, the Vice Chair shall automatically become the Chair. If the fulfillment of this term is eight months or less, the Chair is eligible to be reelected. A vacancy in either the office of the Vice Chair or Secretary shall be filled by the Regional Transportation Council in the first meeting of the Council after the vacancy becomes known. In the event that the offices of Chair, Vice Chair, and Secretary all become vacant, new officers shall be elected at the next regularly scheduled meeting of the Regional Transportation Council, with nominations from the floor.

By resolution on August 23, 2007, the North Central Texas Council of Governments Executive Board created an Investment Advisory Committee to guide the development of an investment plan for Regional Toll Revenue funds, also referred to as Revenue Center 5 funds. If the State delegates responsibility for Regional Toll Revenue funds to the North Central Texas Council of Governments, the Executive Board shall identify, at a minimum, one officer of the Regional Transportation Council to serve on the Investment Advisory Committee.

H. Meetings. At least one meeting shall be held annually by the Regional Transportation Council, but the Council shall meet as often as necessary for the purpose of transacting the business at hand. The Chair shall call the meeting and/or workshop and shall designate in the written notice of the meeting and/or workshop the business to be transacted or considered. The Staff Director to the Regional Transportation Council develops the meeting agenda. All members have the right to place items on an agenda by contacting the RTC Staff Director at least ten days in advance of the meeting date or by requesting the topic during an RTC meeting for a subsequent agenda. The Chair cannot restrict items to be placed on the agenda.

Written notice of the meeting, accompanied by an Agenda, shall be transmitted to the members and major news media at least 72 hours prior to the meeting. In special situations or under certain circumstances (i.e., inclement weather), confirmation of the meeting and/or member attendance will be made with members by telephone or email. The time and place of meetings shall be designated by the Chair. All meetings shall be held and meeting notice provided in accordance with Chapter 551 of the Texas Government Code.

I. Minutes. Minutes of the meetings shall be kept and shall be submitted to the members of the Council for approval. Meeting minutes from the Surface Transportation Technical Committee will be made available to the RTC for information.

J. Staff Support. Staff support for the Regional Transportation Council shall be furnished by the staff of the North Central Texas Council of Governments.

K. Council Functions. Functions of the Regional Transportation Council shall be as follows:

1. Provide direction to the regional transportation planning process.

2. Certify the coordination, comprehensiveness, and continuity of the regional transportation planning process.

3. Develop the Unified Planning Work Program, Metropolitan Transportation Plan and related items, and the Transportation Improvement Program in accordance with requirements of federal statutes and regulations.

4. Review the Transportation Improvement Program and Metropolitan Transportation Plan to assure that transportation projects do not unreasonably exceed the funding that currently seems likely to be available for each metropolitan subarea.

5. Select, nominate, and support projects for those funding programs authorized by federal law or requested by the State.

a. Eastern/Western Subregion Funding Split

The Dallas-Fort Worth Area is divided into two subregions for the distribution of funds to the region. The Eastern Subregion is comprised of the counties of Collin,

Dallas, Denton, Ellis, Hunt, Kaufman, and Rockwall. The Western Subregion is comprised of the counties of Hood, Johnson, Parker, Tarrant and Wise. To ensure an equitable distribution of funding between the Eastern and Western portions of the Area, the RTC applies a funding distribution that fairly credits each subregion within all applicable federal and State laws. In extraordinary circumstances, it may be necessary to modify the Eastern/Western funding split of one category in order to accommodate federal/State laws of another. When this situation arises, the variation from established policy will be clearly documented and tracked. This policy applies to all funding programs selected and funded by the RTC. The Eastern/Western funding split is calculated and implemented in multiple ways depending upon the funding source, as indicated below:

(1) Traditional Gas Tax Supported Funding: Mobility Programs are distributed based upon population, employment, activity (population and employment equalized), and vehicle miles of travel. Air Quality Programs are distributed based on Nitrogen Oxide and Volatile Organic Compound emissions. This funding split is determined at the beginning of each transportation funding bill cycle or every two years, whichever is less. This methodology applies to the following funding sources:

- Surface Transportation Block Grant Program (STBG)—
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Metro Corridor (jointly selected by TxDOT and the RTC)
- Transportation Alternatives Set-Aside (TA Set-Aside)
- Texas Mobility Fund (jointly selected by TxDOT and the RTC)
- Proposition 12 (jointly selected by TxDOT and the RTC)

(2) Transit Section 5307 Urbanized Area Formula Program Funding: Distributed based on the same formula used by the Federal Transit Administration (FTA) to apportion the funds to the larger urbanized area. This funding split is determined on an annual basis when FTA apportionments are made available.

(3) Toll Revenue Funding: Distributed based upon the factors enumerated in Texas State law and in accordance with the RTC Near Neighbor and Excess Revenue Policies. The funding split is determined at the time the revenues are received by the RTC directly or by the State on behalf of the RTC using tolling data from January of the affected year.

b. RTC Procedures for Calls for Projects/Funding Initiatives

(1) NCTCOG wishes to assist its member governments to the best extent possible assuring fair and equitable treatment for all. NCTCOG has historically provided technical assistance and will continue to do so under this policy. No supplemental information which is material to the application can be submitted or will be accepted after the application deadline. Applicants will be encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG to review the material for completeness only. Applications submitted just prior to the deadline may not receive any advance review. NCTCOG staff will be able to provide more

assistance to the applicant when the Regional Transportation Council's role is to simply nominate a project. NCTCOG staff must remain neutral when the Regional Transportation Council selects transportation projects.

(2) When the Regional Transportation Council sends out a Call for Projects, the applicant will have an option to return an "Intent to Submit" response to NCTCOG. This response will entitle each applicant that returns this to receive a reminder notice approximately two weeks in advance of the deadline. This reminder will include a summary of this policy statement reminding applicants that late or incomplete applications will not be accepted.

(3) The Regional Transportation Council will communicate these policies when a Call for Projects is initiated.

(4) The Regional Transportation Council will not accept any late applications.

(5) The Regional Transportation Council will not accept any incomplete applications.

(6) Consistent deadlines will be established with the standard deadline being on Friday at 5 p.m. NCTCOG must have the submitted application "in hand" at the NCTCOG offices. Postmarked by the published deadline does not constitute an on-time application. Deadlines other than the standard will be communicated in advance to the Regional Transportation Council. The RTC will establish a policy on the method by which proposals must be received to accommodate changes in technology over time.

(7) Questions on project scores are required previous to Regional Transportation Council selection. No appeals on late or incomplete applications will be accepted.

(8) While all of the above rules apply to all RTC-sponsored Calls for Projects/Funding Initiatives, additional rules may apply when projects are selected using toll revenues.

6. Prioritize corridors identified for improvements in the Metropolitan Transportation Plan for which Corridor Studies shall be performed in accordance with federal regulations.

7. Review the limits of the Metropolitan Area and make revisions considered appropriate.

8. Authorize transit planning technical assistance to transit operating agencies at their request.

9. Encourage federal and state agencies to follow the plans and programs developed by the Regional Transportation Council.

10. Identify the kinds of consultant projects eligible for federal transportation funding.

11. County representatives are appointed to represent the transportation needs of the entire county, especially those areas of the county within unincorporated areas, and local governments within each county which are not directly represented on the RTC. It is the responsibility of the county representatives to inform and discuss policies and actions of the

RTC with those impacted areas they represent and to communicate the transportation needs of these areas to the RTC. A best practice may be for the county representatives to hold regular meetings with the cities in their respective counties to discuss transportation-related items.

12. RTC members representing groups of entities are appointed to represent the transportation needs of all entities within the group. It is the responsibility of the RTC members representing groups to inform and discuss policies and actions of the RTC with elected officials in their impacted areas and to communicate the transportation needs of these areas to the RTC. A best practice may be for the primary member to hold regular meetings with the entities in the group to discuss transportation-related items.

13. Maintain a set of public involvement procedures to optimize public participation and periodically review these procedures for possible enhancements.

TECHNICAL COMMITTEES

Section 4. The following rules shall govern the procedures, membership, and records of the Technical Committees.

A. Technical Committees. The following technical committees shall be the minimum number of committees formed to provide technical advice and review for the transportation planning process.

   1. Surface Transportation Technical Committee (STTC)
   2. Other technical committees determined by NCTCOG Transportation Director/Staff Director to the Regional Transportation Council. Operating guidelines and principles will be established by each committee as necessary.

B. Membership. Members of the Surface Transportation Technical Committee shall be staff personnel nominated by their respective governments or agencies and shall include at least one member from each jurisdiction and agency directly represented on the Regional Transportation Council. Local governments or agencies wishing to send a “consultant or designee” serving as staff is acceptable. Membership selected by formula will be based on the most recently approved population and employment data from NCTCOG with adjustments performed in June of even-numbered years. Membership and voting on the Surface Transportation Technical

Committee shall be provided to local governments and public agencies and shall be represented by the following formulas:

- Dallas and Tarrant Counties shall each have two representatives.
- Each perimeter county in the Metropolitan Area shall have one representative.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,500,000 shall have five representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,000,000 and less than or equal to 1,500,000 shall have four representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 500,000 and less than or equal to 1,000,000 shall have three representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 200,000 and less than or equal to 500,000 shall have two representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 40,000 and less than or equal to 200,000 shall have one representative.
- The following planning agencies will be represented as listed:

TxDOT Fort Worth District	2
TxDOT Dallas District	2
TxDOT Paris District	1
TxDOT TP&P (Austin)	1
Dallas Area Rapid Transit	2
Fort Worth Transportation Authority	2
Denton County Transportation Authority	1
North Texas Tollway Authority	2

Texas Commission on Environmental Quality	1	(non-voting)
Dallas Fort Worth International Airport	1	

Each city with an RTC primary member representing multiple local governments and not having a Surface Transportation Technical Committee member by the above representation will also be provided one member.

Representatives from other local governments, the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency are welcome to attend the meetings.

Members of other Technical Committees are selected on an as-needed basis and shall be approved by the Executive Board of the North Central Texas Council of Governments.

C. Standards of Conduct (Ethics Policy).

The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to all Technical Committee members, whether local government representatives, consultants or designees. A Technical Committee member may not:

- accept or solicit a gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;

- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new Technical Committee members no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

Technical Committee members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

D. Attendance. Records of attendance at Surface Transportation Technical Committee meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly. Entities with STTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. STTC members may record an excused absence if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, or business necessity. An excused absence will not be recorded as an absence. The quarterly attendance notice shall indicate that such notice is standard practice and not indicative of any particular problem.

E. Quorum. The Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken.

F. Officers. A Chair, Vice Chair, and a Secretary for the Surface Transportation Technical Committee shall be designated by the Executive Board of the North Central Texas Council of Governments for a term of one year, beginning in June of each year. Issues of diversity, including sensitivity to gender, ethnicity, and geography, shall be considered in the officer recommendations. The slate of officers shall also reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. Officers for other technical committees will be approved by the Executive Board as well.

G. Meetings. Meetings of the Technical Committees shall be held as necessary to review and advise on matters referred to them. The Chair shall call such meetings as necessary and shall notify all Committee members.

H. Minutes. Minutes of all meetings shall be kept and submitted to the membership of the Committee for approval. Minutes will also be made available to the RTC. The Regional Transportation Council will be kept apprised of Surface Transportation Technical Committee attendance by agency.

I. Staff Support. Staff support for the Surface Transportation Technical Committee shall be furnished by the North Central Texas Council of Governments.

J. Committee Functions. The functions of the Technical Committees shall be to review and comment on all matters referred to them by either the Regional Transportation Council, their respective Technical Committee Chairs, or the NCTCOG Transportation Director.

INTENT

Section 5. These Bylaws and Operating Procedures are intended to provide rules and procedures to assure the orderly function of the regional transportation planning process in North Central Texas. The Bylaws and Operating Procedures should be reviewed for possible revisions every four years.

ADOPTION

Section 6. These Bylaws and Operating Procedures shall be in full force and effect at such time as they have been approved by two-thirds vote of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present.

REVISION

Section 7. These Bylaws and Operating Procedures may be revised by approval of two-thirds of the members of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present. Changes in the Bylaws must be presented at one regularly scheduled meeting and voted on at a following regularly scheduled meeting. No Bylaw change shall be made that has not been presented at a previous meeting.

APPENDIX A

APPENDIX A

2018 RTC Membership Structure

City	2018 Population	2014 Employment	Maximum of Population & Employment	Percent of Total Based on Maximum	Share of RTC Seat(s)	% of RTC Seat By Grouping	RTC Seats
City Membership							
Plano	281,390	274,623	281,390	4.51	1.171	**1.171**	**1**
McKinney	179,970	58,005	179,970	2.88	0.749		
Anna	13,690	534	13,690	0.22	0.057		
Princeton	10,560	1,645	10,560	0.17	0.044		
Fairview	9,520	1,968	9,520	0.15	0.040		
Melissa	9,580	1,325	9,580	0.15	0.040	**0.930**	**1**
Allen	96,870	39,278	96,870	1.55	0.403		
Lucas	7,710	2,101	7,710	0.12	0.032		
Wylie	49,500	19,940	49,500	0.79	0.206		
Rowlett	58,830	13,289	58,830	0.94	0.245		
Sachse	58,830	1,960	58,830	0.94	0.245		
Murphy	20,010	3,623	20,010	0.32	0.083	**1.215**	**1**
Frisco	172,940	74,099	172,940	2.77	0.720		
Prosper	22,650	3,077	22,650	0.36	0.094		
Little Elm	42,040	4,486	42,040	0.67	0.175		
The Colony	42,090	8,576	42,090	0.67	0.175		
Celina	13,090	1,820	13,090	0.21	0.054		
Providence Village	6,550	322	6,550	0.10	0.027	**1.246**	**1**
Dallas	1,286,380	1,126,984	1,286,380	20.60	5.356		
University Park	22,890	13,536	22,890	0.37	0.095		
Highland Park	8,520	5,272	8,520	0.14	0.035	**5.486**	**6**
Garland	236,030	101,932	236,030	3.78	0.983	**0.983**	**1**
Addison	15,760	66,566	66,566	1.07	0.277		
Richardson	110,140	130,960	130,960	2.10	0.545	**0.822**	**1**
Irving	237,490	288,487	288,487	4.62	1.201		
Coppell	41,100	42,084	42,084	0.67	0.175	**1.376**	**1**
Mesquite	143,350	61,034	143,350	2.30	0.597		
Balch Springs	24,660	6,183	24,660	0.39	0.103		
Seagoville	16,180	5,666	16,180	0.26	0.067		
Sunnyvale	5,540	5,155	5,540	0.09	0.023	**0.790**	**1**
Grand Prairie	189,430	84,554	189,430	3.03	0.789	**0.789**	**1**
Duncanville	39,470	16,227	39,470	0.63	0.164		
DeSoto	52,870	19,240	52,870	0.85	0.220		
Cedar Hill	47,480	16,201	47,480	0.76	0.198		
Lancaster	37,880	13,267	37,880	0.61	0.158		
Glenn Heights	11,680	1,114	11,680	0.19	0.049		
Hutchins	5,950	4,084	5,950	0.10	0.025	**0.813**	**1**
Carrollton	132,330	107,662	132,330	2.12	0.551		
Farmers Branch	31,590	78,393	78,393	1.26	0.326	**0.877**	**1**
Denton	130,990	76,474	130,990	2.10	0.545		
Sanger	8,400	4,287	8,400	0.13	0.035		
Corinth	21,030	6,429	21,030	0.34	0.088		
Lake Dallas	7,260	1,811	7,260	0.12	0.030	**0.698**	**1**
Lewisville	104,780	68,798	104,780	1.68	0.436		
Flower Mound	73,130	34,187	73,130	1.17	0.304		
Highland Village	15,540	5,396	15,540	0.25	0.065	**0.805**	**1**
Fort Worth	829,560	504,040	829,560	13.28	3.454	**3.454**	**3**
Arlington	383,950	212,737	383,950	6.15	1.598	**1.598**	**2**
N. Richland Hills	67,530	27,093	67,530	1.08	0.281		
Richland Hills	7,920	6,055	7,920	0.13	0.033		
Haltom City	42,740	23,793	42,740	0.68	0.178		
Watauga	23,610	5,813	23,610	0.38	0.098		
White Settlement	17,380	9,029	17,380	0.28	0.072		
River Oaks	7,310	1,880	7,310	0.12	0.030		
Lake Worth	4,730	6,125	6,125	0.10	0.025		
Westworth Village	2,620	1,097	2,620	0.04	0.011		
Saginaw	21,730	10,131	21,730	0.35	0.090		
Azle	12,140	4,554	12,140	0.19	0.051		
Sansom Park	5,050	857	5,050	0.08	0.021		
Keller	44,940	15,242	44,940	0.72	0.187	1.079	**1**
Grapevine	49,240	92,774	92,774	1.49	0.386		
Southlake	29,580	32,998	32,998	0.53	0.137		
Colleyville	25,010	10,358	25,010	0.40	0.104		
Westlake	1,380	6,360	6,360	0.10	0.026		
Trophy Club	11,370	1,173	11,370	0.18	0.047		
Roanoke	8,330	8,135	8,330	0.13	0.035		
Hurst	38,410	21,743	38,410	0.62	0.160		
Euless	55,170	20,205	55,170	0.88	0.230		
Bedford	48,600	30,660	48,600	0.78	0.202	**1.328**	**1**
Mansfield	65,660	31,353	65,660	1.05	0.273		
Benbrook	22,760	7,238	22,760	0.36	0.095		
Forest Hill	12,840	3,749	12,840	0.21	0.053		
Crowley	14,660	5,648	14,660	0.23	0.061		
Everman	6,090	1,766	6,090	0.10	0.025		
Kennedale	7,420	4,006	7,420	0.12	0.031	**0.539**	**1**
Total	6,021,400	4,009,266	6,245,137	100	26	26.000	
Allocation for City Seats					26		
Seat Threshold Based on Combined Higher of Population or Employment					240,198		
Resulting RTC City Seats						**RTC City Members**	**27**

2018 RTC Membership Structure (Continued)

2018 Population by County Grouped By RTC Seats

County Membership	2018 Population		
Collin County	**969,730**		**1**
Dallas County	**2,529,150**		**2**
Denton County	**844,260**		**1**
Tarrant County	**1,989,810**		**2**
Ellis County	183,360		
Ennis	18,910		
Waxahachie	35,550		
Midlothian	30,400		
Red Oak	12,790		
Kaufman County	119,670		
Forney	20,280		
Kaufman	6,730		
Terrell	16,650		
Combined Ellis and Kaufman Population	**303,030**		**1**
Johnson County	168,890		
Burleson	44,860		
Cleburne	30,230		
Keene	6,290		
Joshua	6,770		
Hood County	65,060		
Granbury	9,520		
Combined Johnson and Hood Population	**233,950**		**1**
Hunt County	95,960		
Commerce	8,260		
Greenville	27,060		
Rockwall County	97,990		
Rockwall	43,750		
Heath	8,180		
Royse City	12,060		
Fate	13,240		
Combined Hunt and Rockwall Population	**193,950**		**1**
Parker County	131,210		
Weatherford	27,900		
Mineral Wells	16,790		
Wise County	62,700		
Decatur	6,600		
Bridgeport	6,150		
Combined Parker and Wise Population	**193,910**		**1**
County Membership Total		**RTC County Members**	**10**
DART			**1**
DCTA			**1**
FWTA			**1**
DFW Airport			**1**
TxDOT Dallas			**1**
TxDOT Fort Worth			**1**
NTTA			**1**
Transportation Providers		**RTC Transportation Provider Members**	**7**
Total Members		**Total RTC Members**	**44**

Data Based on NCTCOG 2018 Population Estimates and 2014 Employment Estimates

Attachment 8a

RESOLUTION APPROVING 2022 TITLE VI PROGRAM UPDATE (R22-0x)

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council, comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, Title VI of the Civil Rights Act of 1964 and related statutes prohibit discrimination on the basis of race, religion, color, national origin, sex, age, or disability; and,

WHEREAS, the North Central Texas Council of Governments, as a recipient of federal financial assistance and a Federal Transit Administration (FTA) designated recipient, is required to comply with Title VI requirements, which include review and approval of a Title VI Program every three years; and,

WHEREAS, in 2019, the Regional Transportation Council approved a Title VI Program, which was subsequently approved by NCTCOG's Executive Board and submitted to FTA; and,

WHEREAS, the North Central Texas Council of Governments has undertaken on effort to review and update its Title VI Program for 2022.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council hereby approves the 2022 Title VI Program Update, included as Attachment 1.

Section 2. This resolution shall be transmitted to the Federal Transit Administration and other funding agencies as appropriate.

Section 3. This resolution shall be in effect immediately upon its adoption.

_____
Duncan Webb, Vice Chair
Regional Transportation Council
Commissioner, Collin County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 12, 2022.

_____
Cary Moon, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth

Exhibit: 2022-0x-xx-TR
Attachment 8b

RESOLUTION APPROVING THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS' 2022 TITLE VI PROGRAM UPDATE

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is a Texas political subdivision and nonprofit corporation organized and operating under Texas Local Government Code Chapter 391 as the regional planning commission for the 16-county North Central Texas region; and,

WHEREAS, NCTCOG is a voluntary association of, by and for local governments established to assist in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development; and,

WHEREAS, NCTCOG has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of the State of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with NCTCOG, and has been and continues to be a forum for cooperative decisions on transportation; and,

WHEREAS, Title VI of the Civil Rights Act of 1964 and related statutes prohibit discrimination on the basis of race, religion, color, national origin, sex, age, or disability; and,

WHEREAS, NCTCOG, as a recipient of federal financial assistance and a Federal Transit Administration designated recipient is required to comply with the Title VI requirements which include review and approval of a Title VI Program every three years; and,

WHEREAS, NCTCOG has undertaken an effort to review and update its Title VI Program for 2022; and

WHEREAS, on May 12, 2022, the RTC approved the 2022 Title VI Program Update.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The NCTCOG Executive Board hereby approves the NCTCOG 2022 Title VI Program Update.

Section 2. This resolution shall be transmitted to the Federal Transit Administration and other funding agencies as appropriate.

Section 3. This resolution shall be in effect immediately upon its adoption.

_____
David Sweet, President
North Central Texas Council of Governments
County Judge, Rockwall County

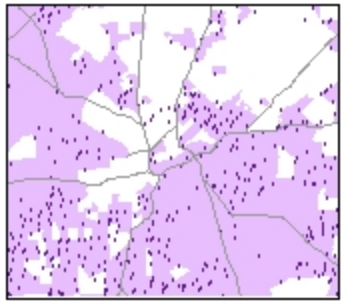
I hereby certify that this resolution was adopted by the Executive Board of the North Central Texas Council of Governments on May 26, 2022.

_____
Bill Heidemann, Secretary-Treasurer
North Central Texas Council of Governments
Mayor, City of Corinth

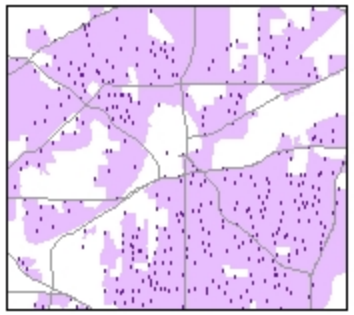
Low Income Population

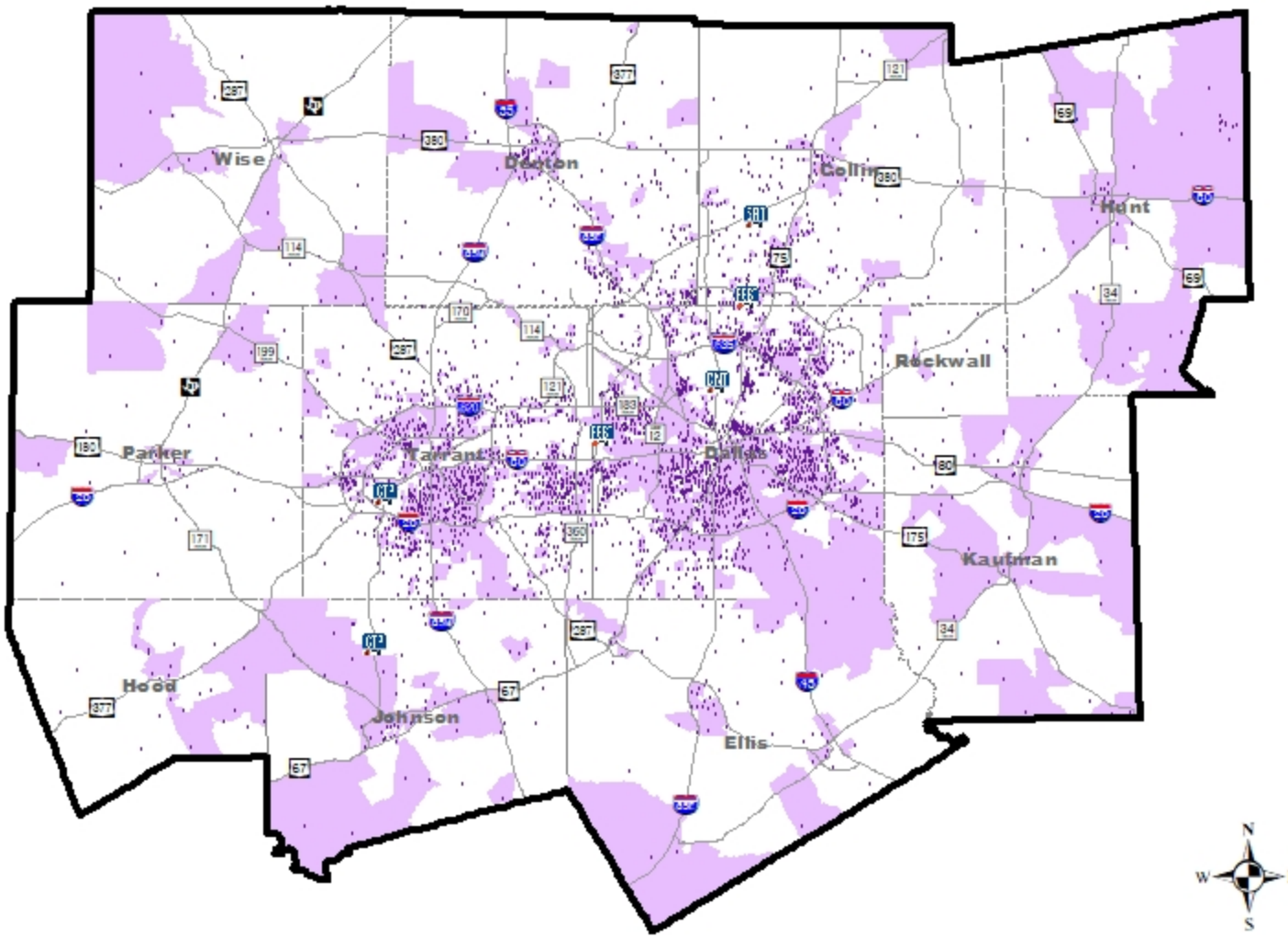
Central Business Districts

Dallas



Fort Worth





Legend

- 1 Dot = 300 Individuals from Low Income Group
- Block Groups Above Regional Percentage: Low Income
- MPA Boundary
- Block Groups At or Below Regional Percentage: Low Income
- Counties
- Highways

The Low Income Population layer from the Environmental Justice Index (EJI) displays Census block groups above the regional percentage for Low Income population. This population includes individuals whose household income in the past 12 months was below the approximate Department of Health and Human Services poverty threshold. By overlaying dot density on gradient maps, absolute numbers and relative concentrations of groups can both be conveyed. The EJI is a preliminary screening tool to identify areas that may need additional analysis when considering EJ groups in a plan, project, or program.

Source: 2019 American Community Survey 5-Year Estimates

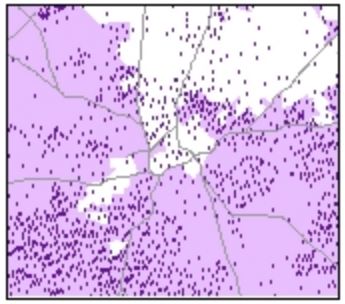
January 10, 2022

North Central Texas Council of Governments

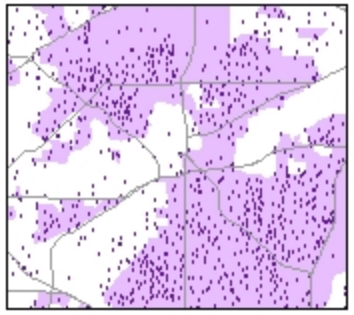
Total Minority Population

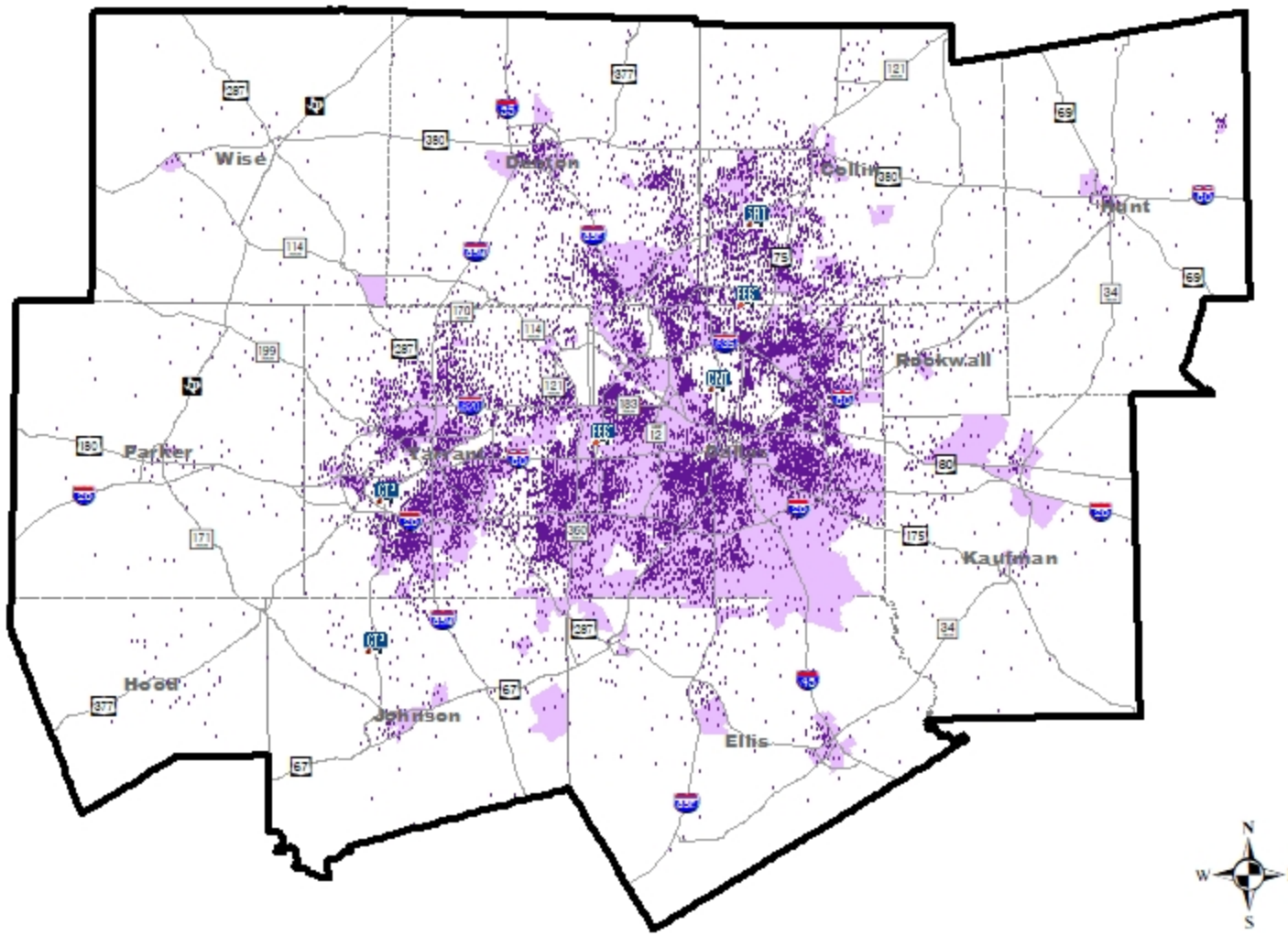
Central Business Districts

Dallas



Fort Worth





Legend

1 Dot = 300 Individuals from Total Minority Group

Block Groups Above Regional Percentage: Total Minority

MPA Boundary

Block Groups At or Below Regional Percentage: Total Minority

Counties

Highways

The Total Minority Population layer from the Environmental Justice Index (EJI) displays Census block groups above the regional percentage for Total Minority population. This population includes individuals who identify their race as any race other than white, or who identify their ethnicity as Hispanic or Latino. By overlaying dot density on gradient maps, absolute numbers and relative concentrations of groups can both be conveyed. The EJI is a preliminary screening tool to identify areas that may need additional analysis when considering EJ groups in a plan, project, or program.

Source: 2019 American Community Survey 5-Year Estimates

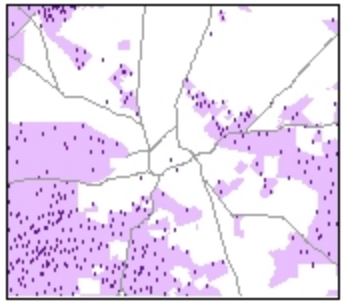
January 10, 2022

North Central Texas Council of Governments

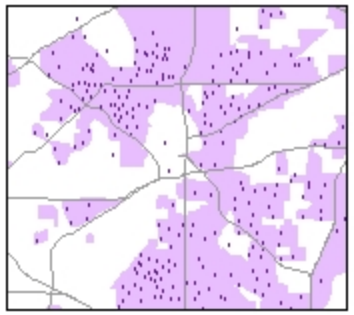
Limited English Proficiency Population

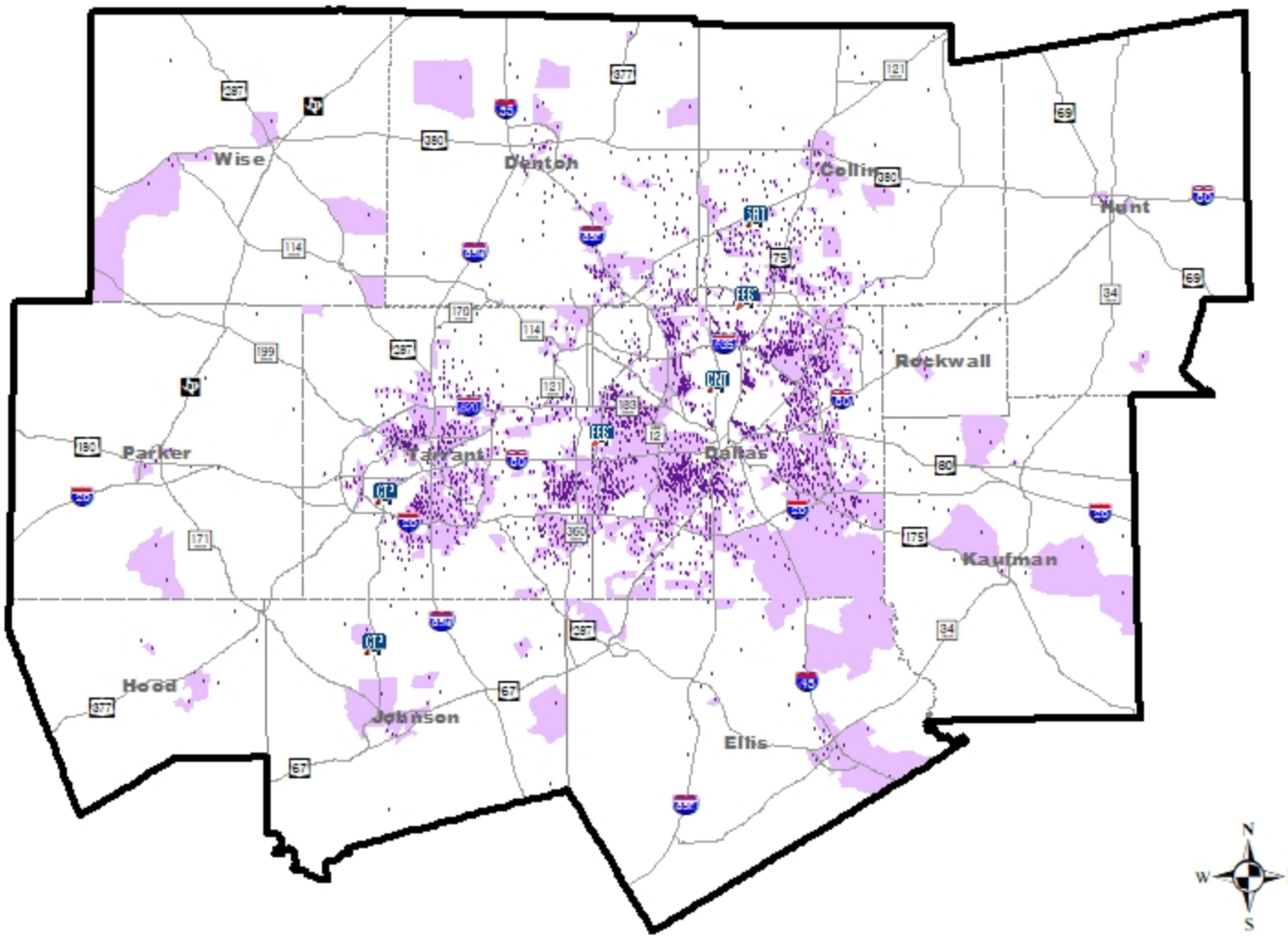
Central Business Districts

Dallas



Fort Worth





Legend

- 1 Dot = 300 Individuals from Limited English Proficiency Group
- Block Groups Above Regional Percentage: Limited English Proficiency
- MPA Boundary
- Block Groups At or Below Regional Percentage: Low Income
- Counties
- Highways

The Limited English Proficiency Population supplemental layer from the Environmental Justice Index (EJI) displays Census block groups above the regional percentage for Limited English Proficiency population. This population includes individuals aged 5 years or older who do not speak English as their primary language and who reported being able to read, speak, write, or understand English less than "very well." By overlaying dot density on gradient maps, absolute numbers and relative concentrations of groups can both be conveyed. The EJI is a preliminary screening tool to identify areas that may need additional analysis when considering EJ groups in a plan, project, or program.

Source: 2019 American Community Survey 5-Year Estimates

January 10, 2022

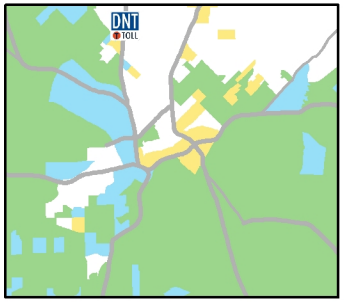
North Central Texas Council of Governments

Attachment 10

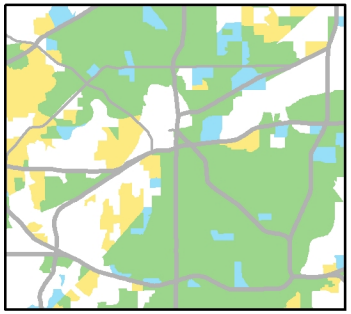
Environmental Justice Index

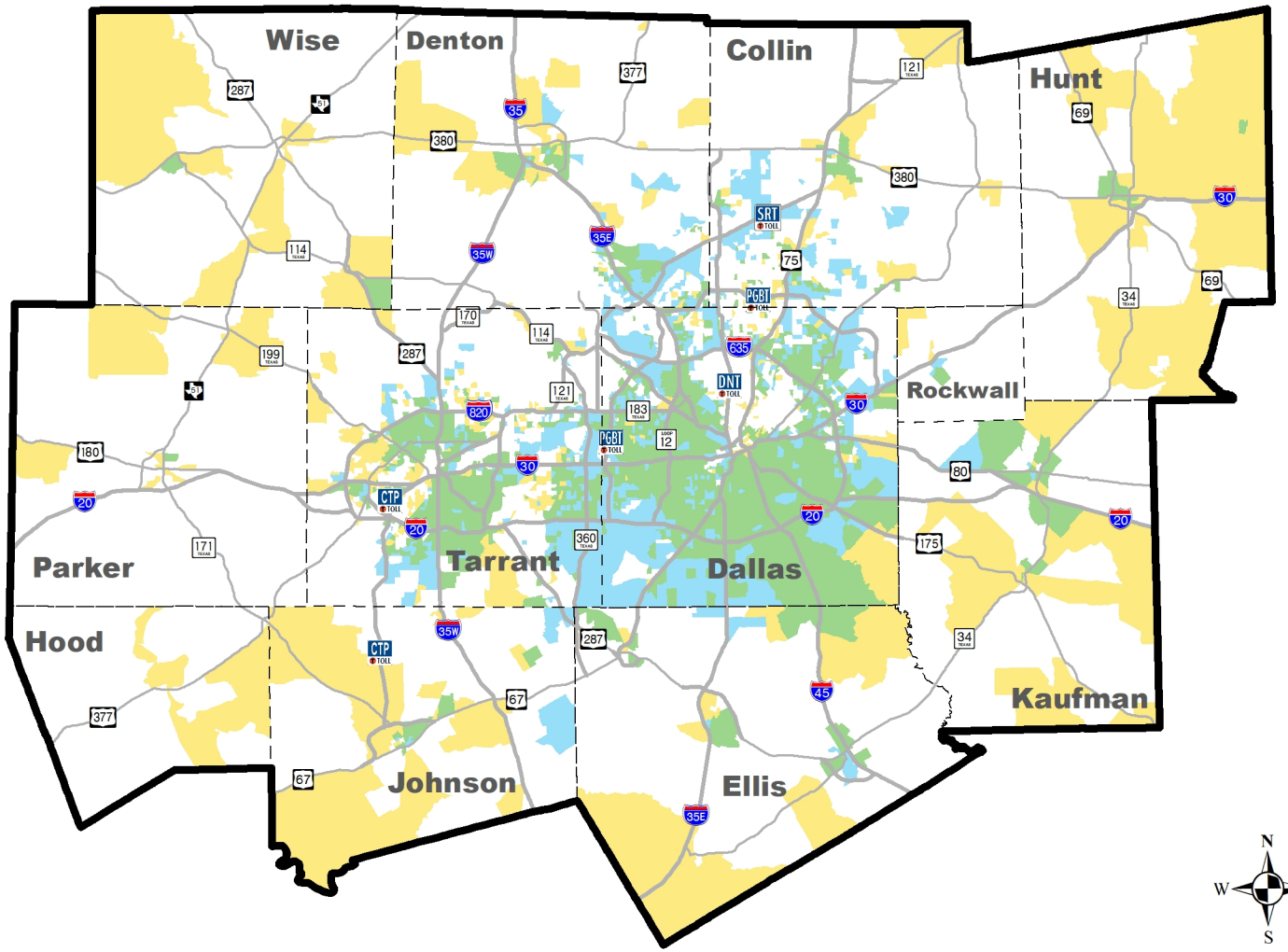
Central Business Districts

Dallas



Fort Worth





Legend

- Block Groups Above Regional Percentage: Low Income
- Block Groups Above Regional Percentage: Total Minority
- Block Groups Above Regional Percentage: Low Income and Total Minority
- Block Groups At or Below Regional Percentage: Low Income and Total Minority
- Counties
- Highways
- MPA Boundary

The Environmental Justice Index (EJI) displays Census block groups above the regional percentage for two variables: Total Minority and Low Income. The Total Minority population includes individuals who identify their race as any race other than white, or who identify their ethnicity as Hispanic or Latino. The Low Income population includes individuals whose household income in the past 12 months was below the approximate Department of Health and Human Services poverty threshold. The EJI is a preliminary screening tool to identify areas that may need additional analysis when considering EJ groups in a plan, project, or program.

Source: 2019 American Community Survey 5-Year Estimates

January 21, 2020

North Central Texas Council of Governments

2021

Environmental Justice Index User Guide

2015-2019 AMERICAN COMMUNITY SURVEY EDITION

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

North Central Texas Council of Governments

What is NCTCOG?

The **North Central Texas Council of Governments** (NCTCOG) is a voluntary association of, by, and for **local governments** within the 16-county North Central Texas Region. The agency was established by state enabling legislation in 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development. Its purpose is to strengthen both the individual and collective power of local governments, and to help them recognize regional opportunities, resolve regional problems, eliminate unnecessary duplication, and make joint regional decisions – as well as to develop the means to implement those decisions.

North Central Texas is a 16-county **metropolitan region** centered around Dallas and Fort Worth. The region has a population of more than 7 million (which is larger than 38 states), and an area of approximately 12,800 square miles (which is larger than nine states). NCTCOG has 229 member governments, including all 16 counties, 169 cities, 19 independent school districts, and 25 special districts.

NCTCOG's **structure** is relatively simple. An elected or appointed public official from each member government makes up the **General Assembly** which annually elects NCTCOG's **Executive Board**. The Executive Board is composed of 17 locally elected officials and one ex-officio non-voting member of the legislature. The Executive Board is the policy-making body for all activities undertaken by NCTCOG, including program activities and decisions, regional plans, and fiscal and budgetary policies. The Board is supported by policy development, technical advisory and study **committees** – and a professional staff led by **R. Michael Eastland**, Executive Director.

NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

North Central Texas Council of Governments
P. O. Box 5888
Arlington, Texas 76005-5888
(817) 640-3300
FAX: (817) 640-7806
Internet: http://www.nctcog.org

NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. *The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation*

Table of Contents

About the Environmental Justice Index

Executive Order 12898 defines environmental justice populations as low-income and minority groups. This rule states that federally-funded agencies must identify and address disproportionately high and adverse impacts of their programs, policies, and activities on environmental justice populations.

In addition, Executive Order 13985, signed on January 20, 2021, requires the federal government to pursue a comprehensive approach to advancing equity. Equity is defined as "the consistent and systematic fair, just, and impartial treatment of all individuals," including people of color, religious minorities, LGBTQ+ persons, people with disabilities, people who live in rural areas, and people "otherwise adversely affected by persistent poverty or inequality." This order may affect how equity is addressed in transportation planning in the future.

The Environmental Justice Index is a method to identify environmental justice populations using demographic data at the Census block group level. The method was developed by the North Central Texas Council of Governments (NCTCOG). Block groups displayed as either yellow, blue, or green are above the regional percentage of low-income individuals, total minority populations, or both, respectively. When the population density supplemental layer is used, darker shades of each color indicate higher population density.

The Environmental Justice Index map is meant to identify where further analysis is needed and is not meant to act solely as the analysis itself. The scope and specific needs of your project should be examined when determining the appropriate criteria for further analysis. Data for the index is based on American Community Survey (ACS) five-year estimates. The map can be accessed in two formats: online or using Geographic Information systems (GIS). Online users can view data by clicking on the interactive map. GIS users can download the data from the online site www.nctcog.org/ej.

Methodology

To identify environmental justice (EJ) populations, a regional percentage is calculated for the Low-Income and Total Minority variables by summing the number of individuals who meet the definition of each of these EJ variables and dividing this number by the known total population, or universe, for each variable. Block groups are then shown as above the regional percentage, or equal to or below the regional percentage for either one or both EJ variables. Population density is provided as a supplemental layer, resulting in darker shades of each color indicating higher population density as a secondary consideration. A dot density layer is also available that shows dots that each represent 250 individuals (for layers representing individuals) or 100 households (for layers representing households) within each block group that meet the definition of each EJ variable.

In addition to layers that flag block groups above the regional percentage for minority and low-income, users may download the EJI data from the website to access additional demographic

information through the EJI feature class's attribute table. (Note: This requires GIS software to open.) The attribute table has absolute numbers of individuals/households for each EJ variable listed below. It also contains fields that represent the percent of the total population in each block group for each EJ variable.

Environmental Justice Index Variables

Total Minority Populations

The Total Minority variable describes the percentage of Total Minority persons in the block group. Racial or ethnic minority groups that are included in the Total Minority variable for the Environmental Justice Index (EJI) include:

- American Indian or Alaska Native Race
- Asian Race
- Black or African American Race
- Hispanic or Latino Ethnicity
- Native Hawaiian or Other Pacific Islander Race
- Some Other Race (non-white)
- Two or More Races (could include white)

Total Minority is the sum of the number of individuals who are Hispanic or Latino and the number of non-Hispanic and non-Latino individuals who identify as one of the above minority race categories. This prevents double-counting of Hispanics or Latinos who also identified themselves as a race or races other than white. Each block group is displayed as either above or below/equal to the regional percentage for Total Minority.

Low-Income Populations

The Low-Income variable is the percentage of persons whose household income is below the Department of Health and Human Services poverty level. The Department of Health and Human Services does not provide spatial data associated with the number of people below the poverty level. Therefore, ACS data must be used. The poverty threshold used by ACS may be less inclusive than the Department of Health and Human Services poverty level in some years and/or in some household sizes. Therefore, the EJI uses as a low-income threshold; 125 percent of the ACS poverty level. This poverty threshold was used by NCTCOG for the first time with the 2013-2017 ACS Edition of the EJ Index. Therefore, comparisons of low-income populations can be made between the 2013-2017 ACS Edition and the 2015-2019 ACS Edition, but comparisons should not be made with earlier editions of the EJI.

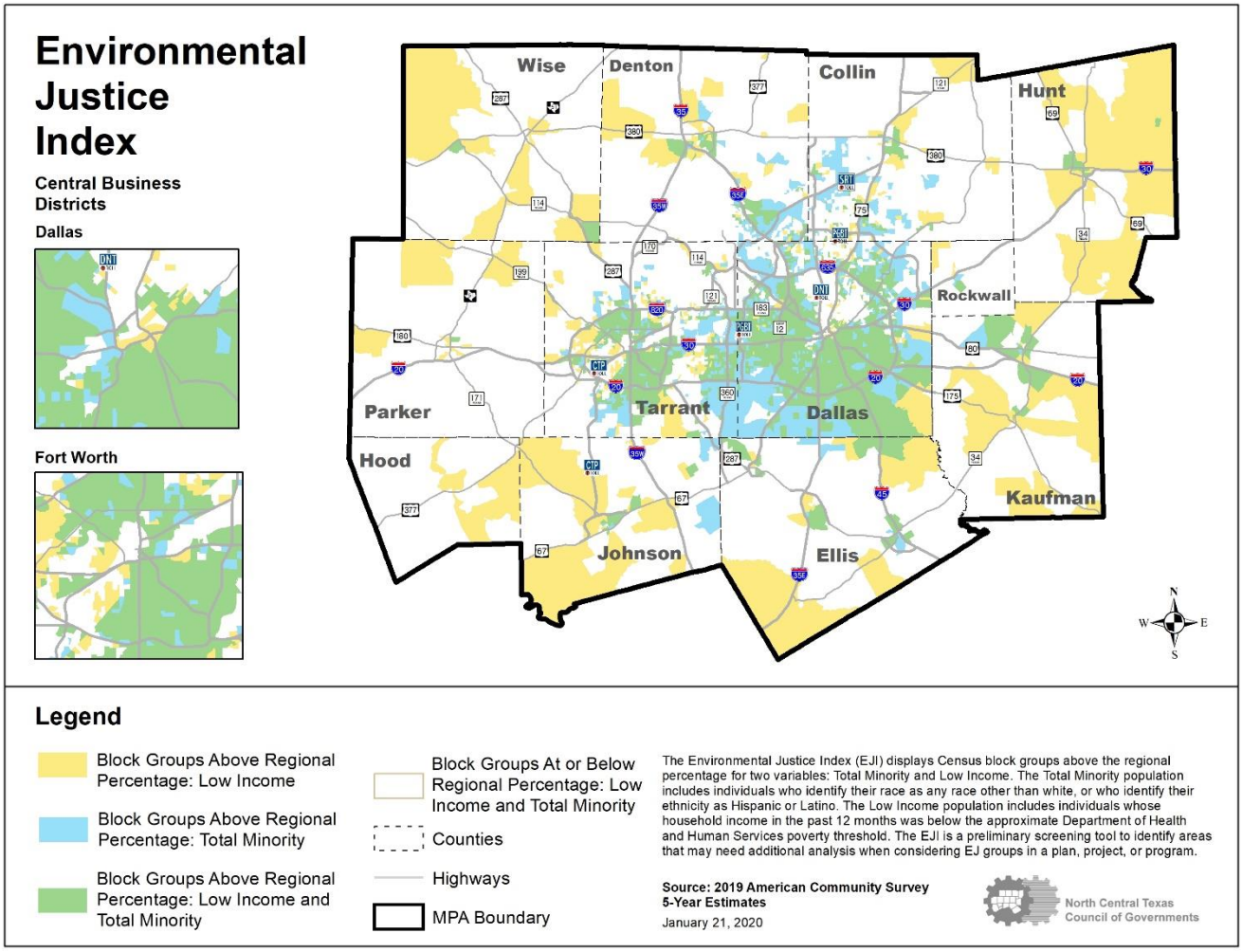
To establish the percentage of persons below the poverty level, the number of persons whose household income in the past 12 months fell below 125 percent of the ACS poverty level was divided by the total population for whom poverty status is determined. Percentages were calculated in this way because poverty status is not established for the region's total population; percentages could be underestimated had total population been used in the calculation. Each block group is displayed as either above the regional percentage or below/equal to the regional percentage for Low-Income.

Displaying the Results

The EJI was designed to represent block groups above the regional percentage for one or both EJ variables using an intuitive combination of colors.

Indicator	Block Group Percentage Relationship to EJ Variable Regional Percentage
No color	≤ Regional Percentage for Both Variables
Yellow	≤ Regional Percentage for Total Minority and > Regional Percentage for Low-Income
Blue	≤ Regional Percentage for Low-Income and > Regional Percentage for Total Minority
Green	> Regional Percentage for Both Variables

GIS users should not change the colors used in the EJI maps to ensure consistent data interpretation.



Supplemental Layers

Additional layers are available to supplement the EJI. These layers are not all federally mandated as EJ populations but can add value to analyses. These variables include:

- Population Density*:* Population density is defined as the number of people per square mile (sq. mi.) in a block group. To determine the density of each block group, the total population was divided by the total land area of the block group.[1] The population density supplemental layer is displayed as shades of gray that are visible beneath the Low-Income and Total Minority block groups. Block groups with relatively low population densities are displayed as lighter shades of gray; as population density increases, the shades of gray get darker.
- Dot density: Dot density layers use dots on the map to show the total individuals or households that reside within a given block group. Each dot represents 250 people (for layers representing individuals) or 100 households (for layers representing households).

[1] Total land area is acquired from Census Bureau TIGER/Line shapefiles, which are usually available each August. The TIGER shapefile for the last year in the range for ACS data should be used. For example, for the 2015-2019 5-Year Estimates, the 2019 TIGER shapefiles were used. https://www2.census.gov/geo/pdfs/maps-data/data/tiger/How_do_I_choose_TIGER_vintage.pdf

Areas with many dots indicate high concentrations of the given EJ variable; areas with fewer dots indicate lower concentrations. The dots are generated at the block group level and randomly distributed within each block group; users should be advised that the location of dots within each block group does not exactly correspond to the location of the population it represents.

- Individual “total” racial groups, including Some Other Race and Two or More Races
- Hispanic or Latino ethnicity
- Age 65 and Over Population
- People with Disabilities (only available at the Census Tract level)
- Zero-Car Households
- Female Head of Household (any household with children under 18 years of age and no husband present)
- Limited English Proficient (LEP) Populations (individuals who speak English less than “very well”)
    - Total LEP Population
    - Spanish Languages LEP Population
    - Asian Languages LEP Population
    - Other Indo-European Languages LEP Population
    - Other Languages LEP Population

The “total” racial groups differ from the racial groups summed to create the Total Minority variable. The “total” racial groups include individuals who identify themselves *only* as a non-white race, plus individuals who identify themselves as *both* that race *and* identify their ethnicity as Hispanic or Latino.

Geographic information system users should not change the symbology for population density so the consistency of maps displaying the EJI is maintained; however, they may change the symbology of the other supplemental layers. Users should also use caution when changing symbology of dot density layers, as the number of individuals or households per dot will no longer be directly comparable to other layers.

Pre-made legend content is available for NCTCOG staff using the EJI. Legends will be available for the base map and for the base map overlaid with population density – for the latter, the legend will show graduated shades indicating increasing population density. The contents of these legends have been converted to graphics so users can incorporate them into their own maps. Users should ensure that they also include text describing the EJI and the source information. For access to the legend, please contact NCTCOG EJ staff.

Layer	Regional Percentage
Total Black or African American	15.70%
Total American Indian or Alaska Native	0.48%
Total Asian	6.84%
Total Native Hawaiian or Other Pacific Islander	0.11%
Hispanic or Latino	28.79%
Total Some Other Race	5.37%
Total Two or More Races	2.95%
Total Minority	53.67%
Low-Income/Below Poverty	16.11%
Persons with Disabilities	9.49%
Age 65 and Over	11.05%
Female Head of Household	8.85%
Zero Car Households	4.66%
LEP Total	13.32%
LEP Spanish	10.30%
LEP Asian Language	1.72%
LEP Other Indo-European Lang	0.84%
LEP Other Language	0.46%

Calculating the Ratio to Regional Percentage

A ratio comparing the block group's relation to the regional percentage exists for each EJ variable and supplemental layer. This ratio offers data that can provide additional information during EJ analyses. The ratio is calculated by dividing the block group's percentage for a layer by the regional percentage for that layer. For example:

A block group in Dallas County has a population that is 27.78 percent Age 65 and Older. The regional percentage for the population Age 65 and Older is 10.54 percent. The ratio is calculated this way:

27.78 ÷ 10.54 = 2.63

This shows that the block group's percentage of residents Age 65 and Older is more than two-and-a-half times the regional percentage.

Applications for Equity Analysis, Planning, or Outreach

The Environmental Justice Index can support implementation of environmental justice principles in transportation planning and project delivery. The Environmental Justice Index, or a desktop analysis, can identify where further analysis is needed but should not be the sole tool for analysis. Ways to use the index are described here:

Avoiding, Minimizing, or Mitigating Disproportionately High and Adverse Effects

Users can identify the demographics of block groups. relevant to a transportation project, to understand whether effects may be predominantly borne by a minority population and/or a low-income population. Block groups that fall at or below a regional percentage threshold should not necessarily be excluded from analyses, because disproportionately high and adverse effects can affect even very small populations. EJ determinations are made based on the scale of the effect, not the population. Transportation projects may adversely affect:

- Soil, air, or water
- Man-made or natural resources
- Community cohesion
- Economic vitality
- Noise or vibration
- Residents or businesses via displacement
- Health or safety

Ensuring Full and Fair Participation in Transportation Decision-Making

Users can conduct strategic outreach to affected communities. This may involve identifying non-profit organizations whose interests align with those of the community; translating documents and providing an interpreter at meetings; or selecting a meeting location that is accessible to residents without vehicles or the ability to drive. Strategic outreach allows transportation professionals to identify the community's transportation needs and the specific benefits and burdens of the project. Depending on the community's transportation needs, some residents may face the burdens of a transportation project without being able to enjoy the project's benefits. Outreach also can guide efforts to mitigate adverse effects.

Preventing the Denial of, Reduction in, or Significant Delay in the Receipt of Benefits

Users can analyze a single project, or multiple projects, to determine whether the scale and timing of benefits are equitable. Examples include:

- Identifying whether transit stops or access to a controlled-access roadway provide benefits equitably to environmental justice populations.
- Identifying whether a project would reduce benefits currently received by environmental justice populations.
- Analyzing the implementation timing of multiple projects to determine whether project prioritization is equitable. The results of outreach to identify a project's benefits and burdens can be incorporated into this analysis.

The Environmental Justice Index also can be used in selecting projects, comparing alternatives, measuring performance, and conducting a spatial equity analysis of transportation investments. For more information on environmental justice analysis, see:

Environmental Justice Analysis in Transportation Planning and Programming: State of the Practice (2019)
www.fhwa.dot.gov/environment/environmental_justice/publications/tpp/

Addressing Changing Demographics in Environmental Justice Analysis, State of the Practice (2019)
www.fhwa.dot.gov/environment/environmental_justice/publications/chng_demo/

Environmental Justice and Tolling: A Review of Tolling and Potential Impacts to Environmental Justice Populations (2016)
www.fhwa.dot.gov/environment/environmental_justice/publications/ej_and_tolling/index.cfm

EJ and NEPA
www.fhwa.dot.gov/environment/environmental_justice/resources/ej_and_nepa/index.cfm

Environmental Justice Policy Guidance for Federal Transit Administration Recipients (2012)
www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_EJ_Circular_7.14-12_FINAL.pdf

Environmental Justice FAQs
www.transit.dot.gov/environmental-justice/faq?page=1

Data Dictionary

A Data Dictionary for the information in the EJI and supplemental layers is shown below.

Alias Field	GIS Non-Alias Field	Description
GEOID10	Same as Alias	A unique set of 12 numbers that identify a Census block group.
County	Same as Alias	The county in which the block group is located.
Total Population	TotalPop	The total number of people, male and female, child, and adult, living in a geographic area.
Total Population Age 65 and Over	Age65Over	Any individual aged 65 and older.
Percent Age 65 and Over	Pct65_Over	The share of the population that is 65 years of age or older.
Ratio Age 65 and Over to Regional Percentage	Rat_65Over	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Total Asian LEP Population	AsianLEP	Individuals age 5 years and older who speak an Asian or Pacific Island language as their primary language and who reported that their ability to read, speak, write, or understand English is less than "very well."
Percent Total Asian LEP	Pct_AsnLEP	The share of the population age 5 years and older who speak an Asian or Pacific Island language as their primary language and who reported that their ability to read, speak, write, or understand English is less than "very well."

Alias Field	GIS Non-Alias Field	Description
Ratio Total Asian LEP to Regional Percentage	Rat_AsnLEP	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Total Households	TotalHH	Includes all housing units that are occupied as a primary residence.
Total Female Head of Households	TotalFHH	Includes any household with children under 18 years of age and with no husband present.
Percent Female Head of Households	Pct_TotFHH	The share of total households with children under 18 years of age and no husband present.
Ratio Female Head of Households to Regional Percentage	Rat_TotFHH	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Total Indo-European LEP Population	IELEP	Individuals age 5 years and older who speak an Indo-European language other than Spanish as their primary language and who reported that their ability to read, speak, write, or understand English is less than "very well."
Percent Total Indo-European LEP	Pct_IE_LEP	The share of the population age 5 years and older who speak an Indo-European language other than Spanish as their primary language and who reported that their ability to read, speak, write, or understand English is less than "very well."

Alias Field	GIS Non-Alias Field	Description
Ratio Indo-European LEP to Regional Percentage	Rat_IE_LEP	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Total Other LEP Population	OtherLEP	Individuals age 5 years and older who speak a language other than English, Spanish, Indo-European, Asian, or Pacific Island as their primary language and who reported that their ability to read, speak, write, or understand English is less than "very well".
Percent Total Other LEP	Pct_OthLEP	The share of the population age 5 years and older who speak a language other than English, Spanish, Indo-European, Asian, or Pacific Island as their primary language and who reported that their ability to read, speak, write, or understand English is less than "very well."
Ratio Total Other LEP to Regional Percentage	Rat_OthLEP	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Total Spanish LEP Population	SpanishLEP	Individuals age 5 years and older who speak Spanish as their primary language and who reported that their ability to read, speak, write, or understand English is less than "very well."

Alias Field	GIS Non-Alias Field	Description
Percent Spanish LEP	Pct_SpLEP	The share of the population age 5 years and older who speak Spanish as their primary language and who reported that their ability to read, speak, write, or understand English is less than “very well.”
Ratio Total Spanish LEP to Regional Percentage	Rat_SpLEP	A block group’s relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Total American Indian or Alaska Native Population	TotAI	Includes individuals who identify their race as American Indian or Alaska Native and individuals who identify their race as American Indian or Alaska Native and their ethnicity as Hispanic or Latino.
Percent Total American Indian or Alaska Native	Pct_TotAI	The share of the population who identify their race as American Indian or Alaska Native and individuals who identify their race as American Indian Alaskan Native and their ethnicity as Hispanic or Latino.
Ratio Total American Indian or Alaska Native to Regional Percentage	Rat_TotAI	A block group’s relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Total Asian Population	TotAsian	Includes individuals who identify as having origins in any of the original people of the Far East, Southeast Asia, or the Indian subcontinent and individuals who identify their race as Asian and their ethnicity as Hispanic or Latino.

Alias Field	GIS Non-Alias Field	Description
Percent Total Asian	Pct_TotAsn	The share of the population who identify as having origins in any of the original people of the Far East, Southeast Asia, or the Indian subcontinent and individuals who identify their race as Asian and identify their ethnicity as Hispanic or Latino.
Ratio Total Asian to Regional Percentage	Rat_TotAsn	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Total Black or African American Population	TotBlk	Includes individuals who identify their race as Black or African American and individuals who identify their race as Black or African American and identify their ethnicity as Hispanic or Latino.
Percent Total Black or African American Population	Pct_TotBlk	The share of the population who identify their race as Black or African American and who identify their race as Black or African American and identify their ethnicity as Hispanic or Latino.
Ratio Total Black Population to Regional Percentage	Rat_TotBlk	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.

Alias Field	GIS Non-Alias Field	Description
Total Native Hawaiian or Other Pacific Islander Population	Tot_HPI	Includes individuals who identify as having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands and individuals who identify their race as Native Hawaiian or Other Pacific Islander and identify their ethnicity as Hispanic or Latino.
Percent Total Native Hawaiian or Other Pacific Islander	Pct_TotHPI	The share of the population who identify as having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands and individuals who identify their race as Native Hawaiian or Other Pacific Islander and identify their ethnicity as Hispanic or Latino.
Ratio Native Hawaiian or Other Pacific Islander to Regional Percentage	Rat_TotHPI	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Total Hispanic or Latino Population	Hispanic	Includes individuals who identify their ethnicity as belonging to Mexican; Puerto Rican; Cuban; Dominican; Salvadoran; Guatemalan; Argentinean; Colombian; Spaniard; or other Hispanic, Latino, or Spanish cultures or origins, regardless of race.
Percent Total Hispanic or Latino	Pct_Hisp	The share of the population who identify their ethnicity as belonging to Mexican; Puerto Rican; Cuban; Dominican; Salvadoran; Guatemalan; Argentinean; Colombian; Spaniard; or other Hispanic, Latino, or Spanish cultures or origins, regardless of race.

Alias Field	GIS Non-Alias Field	Description
Ratio Total Hispanic or Latino to Regional Percentage	Rat_Hisp	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Total Population 5 Years and Over	PopOver5	The total population of individuals age 5 years and older.
Total LEP Population	TotalLEP	Individuals age 5 years and older who do not speak English as their primary language and who reported that their ability to read, speak, write, or understand English is less than "very well."
Percent Total LEP	Pct_TotLEP	The share of the population age 5 years and older who do not speak English as their primary language and who reported that their ability to read, speak, write, or understand English is less than "very well".
Ratio Total LEP to Regional Percentage	Rat_TotLEP	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.

Alias Field	GIS Non-Alias Field	Description
Total Some Other Race Population	TotOther	Includes individuals who identify themselves as a race other than White; Black or African American; American Indian or Alaska Native; Asian; or Native Hawaiian or Other Pacific Islander. Respondents reporting entries such as multiracial, mixed, interracial, or a Hispanic or Latino group (for example, Mexican, Puerto Rican, Cuban, or Spanish) in response to the race question are included in this category.
Percent Some Other Race	Pct_TotOth	The share of the population who identify their race as Some Other Race or who reported their race as multiracial, mixed, interracial, or a Hispanic or Latino group (for example, Mexican, Puerto Rican, Cuban, or Spanish).
Ratio Total Some Other Race to Regional Percentage	Rat_TotOth	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with value less than 1 are below the regional percentage.
Total Two Races Population	Tot2Race	Includes individuals who identify their race as Two or More Races, including individuals who identified one of their races as Some Other Race. This category also includes individuals who identify their ace as Two or More Races and individuals who identify their race as Two or More Races and their ethnicity as Hispanic or Latino.

Alias Field	GIS Non-Alias Field	Description
Percent Total Two Races	Pct_Tot2Ra	The share of the population who identify their race as Two or More Races, including individuals who identified one of their races as Some Other Race. This category also includes individuals who identify their race as Two or More Races and identify their ethnicity as Hispanic or Latino.
Ratio Total Two Races to Regional Percentage	Rat_Tot2Ra	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Total Minority Population	TotalMin	Includes individuals who identify their race as any race other than white, or who identify their ethnicity as Hispanic or Latino.
Percent Total Minority	Pct_TotMin	The share of the population who identify their race as any race other than white, or who identify their ethnicity as Hispanic or Latino.
Ratio Total Minority to Regional Percentage	Rat_TotMin	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Individuals for Whom Poverty Status in Known	TotPSK	The total number of individuals for whom poverty status was surveyed.

Alias Field	GIS Non-Alias Field	Description
Total Below Poverty Population	BlwPov	Includes individuals whose household income in the past 12 months was below 125 percent of the US Census poverty threshold. This is inclusive of individuals whose household income in the past 12 months was below the US Department of Health and Human Services poverty threshold.
Percent Below Poverty	Pct_BlwPov	The share of the population whose household income in the past 12 months was below 125 percent of the US Census poverty threshold. This is inclusive of the share of the population whose household income in the past 12 months was below the US Department of Health and Human Services poverty threshold.
Ratio Below Poverty to Regional Percentage	Rat_BlwPov	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.
Zero Car Households	NoCar	The number of housing units that have no vehicle available.
Percent Zero Car Households	Pct_NoCar	The share of total housing units that have no vehicle available.
Ratio Zero Car Households to Regional Percentage	Rat_NoCar	A block group's relation to the regional percentage with 1 equaling the regional percentage. Block groups with a value greater than 1 are above the regional percentage. Block groups with a value less than 1 are below the regional percentage.

Alias Field	GIS Non-Alias Field	Description
Persons with Disabilities	Sum_PWD	Any civilian, non-institutionalized individual with at least one disability that may limit the individual's ability to care for himself or herself.
Percent Persons with Disabilities	RegPct_PWD	The share of civilian, non-institutionalized individuals with at least one disability that may limit the individual's ability to care for himself or herself.
Ratio Persons with Disabilities to Regional Percentage	Ratio_PWD	A Census tract's relation to the regional percentage with 1 equaling the regional percentage. Census tracts with a value greater than 1 are above the regional percentage. Census tracts with a value less than 1 are below the regional percentage.
Population Density	ACS_PopDen	The number of people per square mile of land area in a block group, as reported in the 2013-2017 American Community Survey 5-Year Estimates.

Changes Between Editions of the Environmental Justice Index

The Environmental Justice Index described in this User Guide continues and refines an EJI methodology first used by NCTCOG in late 2016. As noted in the Methodology: Environmental Justice Index Variables section of the User Guide, Low-Income data in the current EJI cannot be compared to Low-Income data from Environmental Justice Index editions that precede the 2013-2017 ACS Edition.

Additionally, results of the current EJI methodology cannot be compared to the EJI methodology used before late 2016. The previous methodology aggregated Total Minority, Low-Income, and Population Density data to produce one numeric score.

Conclusions

The Environmental Justice Index can help agencies initially identify where concentrations of EJ populations are located, but it should not be the sole analysis used in a project. In conjunction with more detailed, project-specific analyses, the EJI can be treated as a preliminary step toward avoiding or mitigating disproportionately high and adverse impacts of plans and policies on EJ populations. As the North Central Texas region continues to change demographically, adjustments may be made to the EJI methodology to better reflect individual variables.

Benefits of Using the Environmental Justice Index

The Environmental Justice Index can help transportation agencies comply with federal rules related to the avoidance of adverse impacts that plans and policies may have on EJ populations. Furthermore, the EJI can be used as a screening technique to identify areas where more detailed assessment should take place for long-range transportation planning, project programming, public outreach, identifying potential needs for transit service, and other applications. Finally, the EJI facilitates this screening process because it allows users to look at population characteristics on a single map.

Limitations of the Environmental Justice Index

The Environmental Justice Index is intended as a preliminary screening tool. Block groups that fall at or below the regional percentage threshold for either Total Minority or Low-Income should not necessarily be excluded from analyses. The Federal Transit Administration cautions that “a very small minority or low-income population (statistically ‘insignificant’) in the project, study, or planning area does not eliminate the possibility of a disproportionately high and adverse effect on these populations.”[2]

The results of the index are meant to serve as a guide to identify concentrations of EJ populations for further analysis; they do not definitively locate EJ communities. The data for the EJI is based on ACS five-year estimates because the decennial Census does not provide data on all the population characteristics included in the EJI. A known limitation of the ACS is that the dataset surveys only a sample of the US population.

[2] Environmental Justice FAQs, https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/environmental-justice/environmental-justice-faqs

Data Sources

American Community Survey Tables Used for Demographic Data

Population Characteristic	Data Source (ACS 5-Year Estimates)
Age 65 and Over	SF Table B01001
Asian LEP	SF Table B16004
Low-Income/Below Poverty	SF Table C17002
Female Head of Household	SF Table B11005
Indo-European LEP	SF Table B16004
Other LEP	SF Table B16004
Persons with Disabilities	SF Table B18101
Spanish LEP	SF Table B16004
Total American Indian or Alaska Native	SF Table B03002
Total Asian	SF Table B03002
Total Black or African American	SF Table B03002
Total Native Hawaiian or Other Pacific Islander	SF Table B03002
Total Hispanic or Latino	SF Table B03002
Total LEP	SF Table B16004
Total Minority	SF Table B16004
Total Two Races	SF Table B03002
Total Some Other Race	SF Table B03002
White Alone	SF Table B03002
Zero Car Households	SF Table B25044

Programmed Federal Transit Funds by County: Fiscal Year 2019-2021						
	Federal Funds[2]		**Percentage of Federal Funds**	**Percentage of Regional Minority Population[3]**		**Federal Funds Attributed to Regional Minority Population**
Collin	$	241,706,137	8.41%	10.59%	$	25,585,181
Dallas	$	2,103,446,796	73.16%	46.65%	$	981,251,779
Denton	$	68,348,546	2.38%	8.58%	$	5,864,563
Ellis	$	1,829,349	0.06%	1.72%	$	31,443
Hood		N/A	0.00%	0.23%	$	-
Hunt		N/A	0.00%	0.67%	$	-
Johnson	$	1,139,603	0.04%	1.18%	$	13,477
Kaufman	$	1,072,950	0.04%	1.14%	$	12,181
Navarro[4]	$	154,826	0.01%	N/A		N/A
Parker	$	1,843,208	0.06%	0.56%	$	10,297
Rockwall	$	1,659,986	0.06%	0.72%	$	11,883
Tarrant	$	453,767,350	15.78%	27.58%	$	125,136,858
Wise		N/A	0.00%	0.39%	$	-
Total	**$**	**2,874,968,751**	**100.00%**	**100.00%**	**$**	**1,137,917,663**

Notes:

[1] Table includes federal funding awarded from the Federal Transit Administration (FTA) Sections 5307, 5307 CARES, 5307 CRRSAA, 5307 ARPA, 5309, 5310, 5337, and 5339 programs to the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas.

[2] County federal funds are estimated based on public transportation agency allocations of service by county.

[3] Minority population data is from the 2015-2019 American Community Survey 5-Year Estimates, the most current data available.

[4] Navarro County is within the 16-county NCTCOG region, but not the 12 county MPA region.

NCTCOG Programmed Public Transportation Funds: Total Federal Funds					
Fiscal Year (FY)		2019	2020	2021	Total
Grant Program[1]	5307	$ 88,997,547	$ 90,168,544	$ 93,245,122	$ 272,411,213
	5307 CARES	$ -	$ 342,090,996	$ -	$ 342,090,996
	5307 CRRSAA	$ -	$ -	$ 128,511,228	$ 128,511,228
	5307 ARPA	$ -	$ -	$ 353,899,864	$ 353,899,864
	5309	$ 101,200,000	$ 750,000,000	$ 795,390,221	$ 1,646,590,221
	5310	$ 1,899,832	$ 2,744,441	$ 2,505,961	$ 7,150,234
	5337	$ 34,056,662	$ 32,112,032	$ 34,211,520	$ 100,380,214
	5339	$ 7,801,497	$ 8,252,153	$ 7,881,130	$ 23,934,780
	Total	**$ 233,955,538**	**$ 1,225,368,166**	**$ 1,415,645,046**	**$ 2,874,968,750**

Notes:

[1] CARES, CRRSAA, and ARPA are emergency assistance funds programmed to transit providers in response to the COVID-19 pandemic.

Programmed Roadway Transit Funds by County: Fiscal Year 2019-2024[1,2]								
	Federal Funds	Regional Funds	State Funds	Local Funds	Local Contribution	Total Funding	Percentage of Federal, State, and Regional Funds by County	Percentage of Regional Minority Population[3]	Federal Funds Attributed to Regional Minority Population
Dallas	$ 41,081,358	$ 7,009,000	$ 350,000	$ 4,167,500	$ 12,404,358	$ 65,012,216	15.54%	46.65%	$ 30,328,199
Denton	$ 12,794,256	$ 2,360,211	$ -	$ 248,300	$ 744,900	$ 16,147,667	3.86%	8.58%	$ 1,385,470
Tarrant	$ 13,138,963	$ 3,080,400	$ -	$ 2,809,242	$ 41,195,000	$ 60,223,605	14.40%	27.55%	$ 16,591,936
Various	$ 206,447,056	$ 19,234,800.00	$ -	$ 41,755,013	$ 9,511,449	$ 276,948,318	66.20%	N/A[4]	N/A
Total	**$ 273,461,633**	**$ 31,684,411**	**$ 350,000**	**$ 48,980,055**	**$ 63,855,707**	**$ 418,331,806**	**100.00%**	**N/A[4]**	**N/A[4]**

[1] Table includes all capital public transportation projects in the roadway section of the TIP with federal, state, regional, or local funds/contributions.

[2] Programmed funds may not be obligated yet.

[3] Minority population data is from the 2015-2019 American Community Survey 5-Year Estimates.

[4] The 'Various' row can include counties outside the 12-county region. Therefore, calculations related to the regional minority population cannot be conducted.

3. Social Considerations

Mobility 2045 Supported Goals

Ensure all communities are provided access to the regional transportation system and planning process.

Encourage livable communities which support sustainability and economic vitality.

Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.

Provide for timely project planning and implementation.

Public Benefits of the Transportation System

The transportation system provides residents in the North Central Texas region access to jobs, medical care, education, recreation, and cultural activities. Easy access to daily destinations and multiple transportation options contribute to the quality of life in a neighborhood, city, or region. In coordination with local governments and transportation partners, the North Central Texas Council of Governments aims to develop transportation infrastructure that is accessible to all.

Although most North Central Texans choose to drive, it is crucial to provide other transportation choices. Opportunities to walk, take transit, or cycle are linked to healthy communities. Walking can improve the environment and personal health, reduce traffic congestion, enhance quality of life, and provide economic rewards and other benefits.[1]

Mobility 2045 includes policies, programs, and projects that support a range of mobility options that can contribute to healthy, livable communities. By developing active transportation systems such as

[1] Sam Schwartz Engineering PLLC & America Walks, 2012, *Steps to a Walkable Community: A Guide for Citizens, Planners, and Engineers*, americawalks.org

SOCIAL CONSIDERATIONS AT A GLANCE:

Engaging the public and addressing their needs is of utmost importance in any public planning process. The North Central Texas Council of Governments proactively seeks to educate North Central Texans and engage them in the transportation planning process. By 2045, over 11 million people are expected to call the region home. Meeting the mobility needs of today and tomorrow requires all stakeholders to coordinate and collaborate. Nondiscrimination also plays a vital role in the transportation planning process. Through public outreach and analysis, the Regional Transportation Council seeks to understand and address the needs of the North Central Texas community.

IN THIS CHAPTER:

- Regional Population and Employment Trends
- North Central Texas Population Profile Changes
- Cultural Trends
- Nondiscrimination Efforts
- Mobility 2045 Policies
- Integrating Nondiscrimination Principles into the Planning Process
- Regional Environmental Justice Analysis
- Travel and Tourism
- Public Involvement

DID YOU KNOW …

… by the year 2045, the 12-county Metropolitan Planning Area is forecasted to grow to 11.2 million residents, a 55 percent increase in the North Central Texas population?

… all counties in North Central Texas, except for Hunt County, exceed an affordability threshold for the combined cost of housing and transportation: 45 percent of household income? This threshold was identified by the Center for Neighborhood Technology.

"Simple justice requires that public funds, to which all taxpayers of all races contribute, not be spent in any fashion which encourages, entrenches, subsidizes, or results in racial discrimination."

John F. Kennedy, 1963

bicycle and pedestrian facilities, Mobility 2045 promotes physical activity and more equitable communities. Additional information on healthy communities is found in the **Environmental Considerations** chapter and appendix.

Considerations for healthy, livable, and sustainable communities should be integrated into the transportation planning process. This chapter analyzes the social impacts of the regional transportation system. The **Environmental Considerations**, **Operational Efficiency**, and **Mobility Options** chapters of Mobility 2045 recommend programs and projects that support healthy, livable, and sustainable communities for the existing and future residents of the region.

Regional Population and Employment Trends

Regional population and employment trends and forecasts analyze where residents live, work, and carry out leisure activities, and predict where residents will do these things in the future. Transportation planners need this information in order to provide facilities and connections that meet the mobility and accessibility needs of existing and future populations.

According to the US Census Bureau, the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA)[2] is the fourth most populous in the country and the most populous in the state. Between 2010 and 2016, the MSA added about 800,000 residents. Only one other MSA in the nation – Houston – added a greater number of residents during that period.[3] Forecasts project that rapid growth will continue through 2040.

> The region has added approximately **ONE MILLION** people per decade since 1970.

Several key demographics transportation planners must consider are the density, size, and profile of the population. These characteristics impact where transportation improvements will be needed in order to curb congestion and affect the land use-transportation connection. These two aspects are explored further in the **Mobility Options** chapter and the *Sustainable Development* portion of the **Operational Efficiency** chapter.

Historical Population Growth

In 2010, the 12-county Dallas-Fort Worth Metropolitan Planning Area (MPA) had a population of approximately 6.4 million.[4] By the year 2045, these counties are forecasted to grow to 11.2 million residents. This expected growth represents a 75 percent increase in the population of North Central Texas over 35 years. Historical population growth is important to understanding where populations will grow in the future. **Exhibit 3-1** shows the population distribution by county for 1990, 2000, and 2010.

The four urban counties – Collin, Dallas, Denton, and Tarrant – had a combined population of 5.6 million in 2010, or 88 percent of the 12-county population. This percentage share has remained stable since 1990; however, the individual population shares for Collin and Denton counties have increased while the shares in Dallas and Tarrant counties have decreased. This change can be attributed to rapidly growing cities in Collin and Denton counties.

[2] The Dallas-Fort Worth-Arlington Metropolitan Statistical Area is a Census designation that consists of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Somervell, Tarrant, and Wise counties. Bureau of Economic Analysis, Statistical Areas, https://www.bea.gov/regional/docs/msalist.cfm#D

[3] US Census Bureau 2016 Population Estimates

[4] 2010 US Census, www.census.gov

Exhibit 3-1: Historical Population Growth by County, 1990 to 2010

MPA County	Population					
	1990		2000		2010	
	Number	Percent	Number	Percent	Number	Percent
Collin	264,036	6	491,675	9	782,341	12
Dallas	1,852,810	46	2,218,899	43	2,368,139	37
Denton	273,525	7	432,976	8	662,614	10
Ellis	85,167	2	111,360	2	149,610	2
Hood	28,981	1	41,100	1	51,182	1
Hunt	64,343	2	76,596	2	86,129	1
Johnson	97,165	2	126,811	2	150,934	3
Kaufman	52,220	1	71,313	1	103,350	2
Parker	64,785	2	88,495	2	116,927	2
Rockwall	25,604	1	43,080	1	78,337	1
Tarrant	1,170,103	29	1,446,219	28	1,809,034	28
Wise	34,679	1	48,793	1	59,127	1
Totals	***4,013,418***	***100***	***5,197,317***	***100***	***6,417,724***	***100***

Source: 1990-2010 US Census Data, www.census.gov

Population Forecasts

A population forecast is a projection of how many people will live in a certain area based on factors like past growth trends, development potential, and market demand. Mobility 2045 uses the North Central Texas Council of Governments' 2045 demographic forecast to develop transportation recommendations. The year 2017 is used as a base year in the **Social Considerations** chapter to illustrate general trends in population and employment growth through 2045. Based on population forecasts for 2017 and 2045, the total population of the MPA is projected to increase from 7,235,508 in 2017 to 11,246,531 in 2045. **Exhibit 3-2** represents this 55 percent increase for the region and the growth by individual counties in the MPA.

Tarrant County is projected to gain the most population – nearly 1.25 million residents – between 2017 and 2045. Dallas, Collin, and Denton counties follow Tarrant County in terms of forecasted population growth in this timeframe. Kaufman County is projected to have the greatest percent increase in population at 95 percent. With the exception of Dallas County, every county in the MPA is expected to grow by more than 50 percent.

Exhibit 3-2: Forecasted Population Growth by County, 2017 to 2045

MPA County	2017 Population	2045 Population	Growth	Percent Growth
Collin	951,795	1,689,168	737,373	77%
Dallas	2,600,408	3,445,204	844,796	32%
Denton	804,396	1,346,316	541,920	67%
Ellis	163,695	300,954	137,259	84%
Hood	55,034	85,738	30,704	56%
Hunt	87,279	134,291	47,012	54%
Johnson	158,683	262,865	104,182	66%
Kaufman	114,741	224,203	109,462	95%
Parker	123,181	206,813	83,632	68%
Rockwall	93,430	181,560	88,130	94%
Tarrant	2,020,278	3,263,622	1,243,344	62%
Wise	62,588	105,797	43,209	69%
Totals	***7,235,508***	***11,246,531***	***4,011,023***	***55%***

Source: NCTCOG 2045 Demographic Forecasts

Population Density

In addition to population forecasts, population density is critical when planning transportation facilities. Denser areas may warrant more multimodal transportation infrastructure to ensure that residents are able to travel efficiently. In the four urban counties (Collin, Dallas, Denton, and Tarrant), population density is projected to increase from 1,845 to 2,820 people per

square mile between the years 2017 and 2045. For the entire MPA, population density is projected to increase from 796 to 1,237 people per square mile.[5]

Exhibits 3-3, 3-4, and 3-5 show the population density by county and by traffic survey zone between 2017 and 2045. Traffic survey zones are a geographic unit used for transportation planning. They are similar in size to Census block groups.

Exhibit 3-3: Increase in Population Density by County, 2017 to 2045

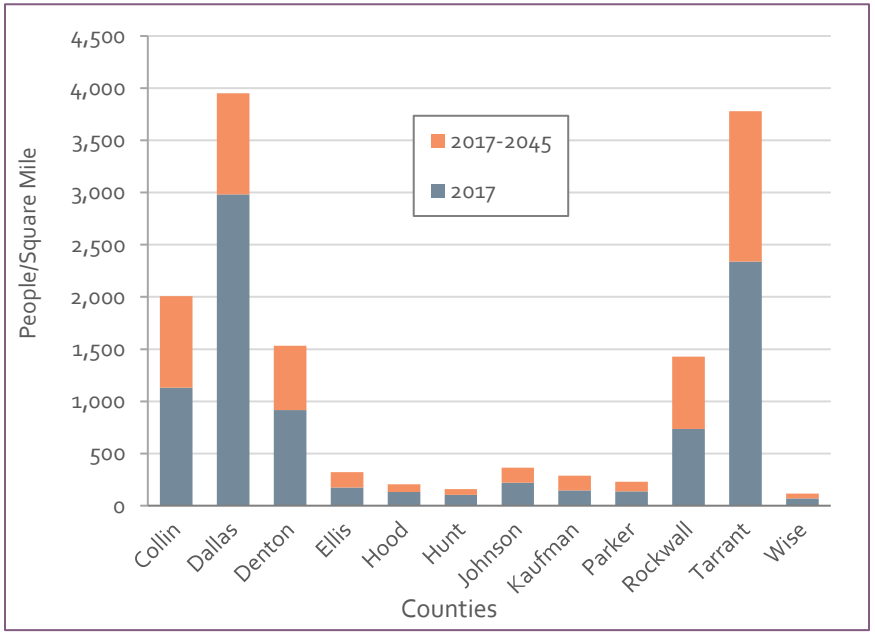
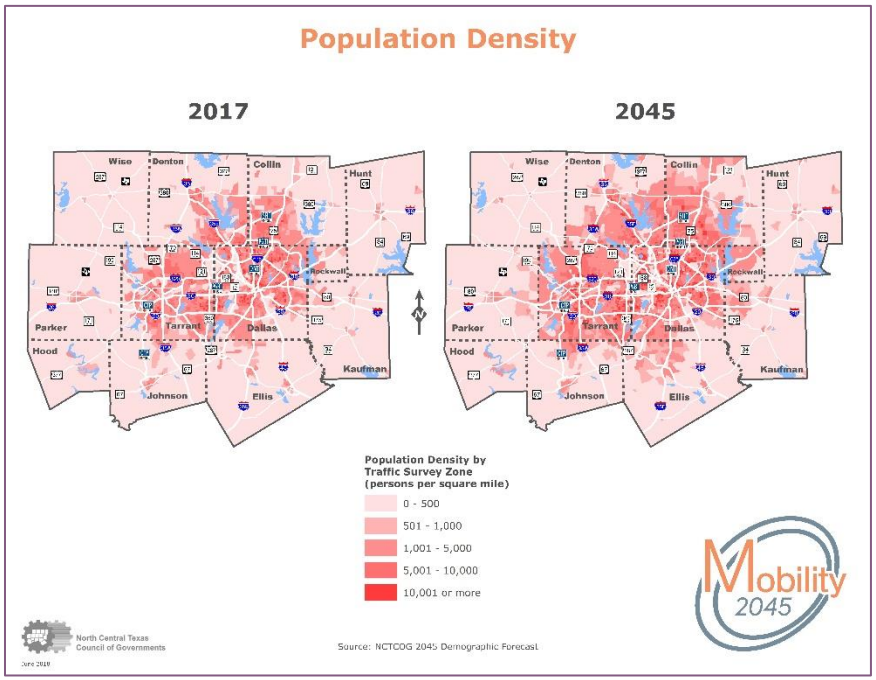


Exhibit 3-3 shows increases in population density by county. The counties with the greatest increases in people per square mile are Tarrant – 1,440; Dallas – 969; Collin – 877; Rockwall – 693; and Denton – 617. In 2045, the five most densely populated counties in the MPA will be Dallas with 3,950 people per square mile; Tarrant with 3,779; Collin with 2,008; Denton with 1,532; and Rockwall with 1,428.

Exhibit 3-4: Population Density in the 12-County MPA, 2017 and 2045



Historic Employment Growth

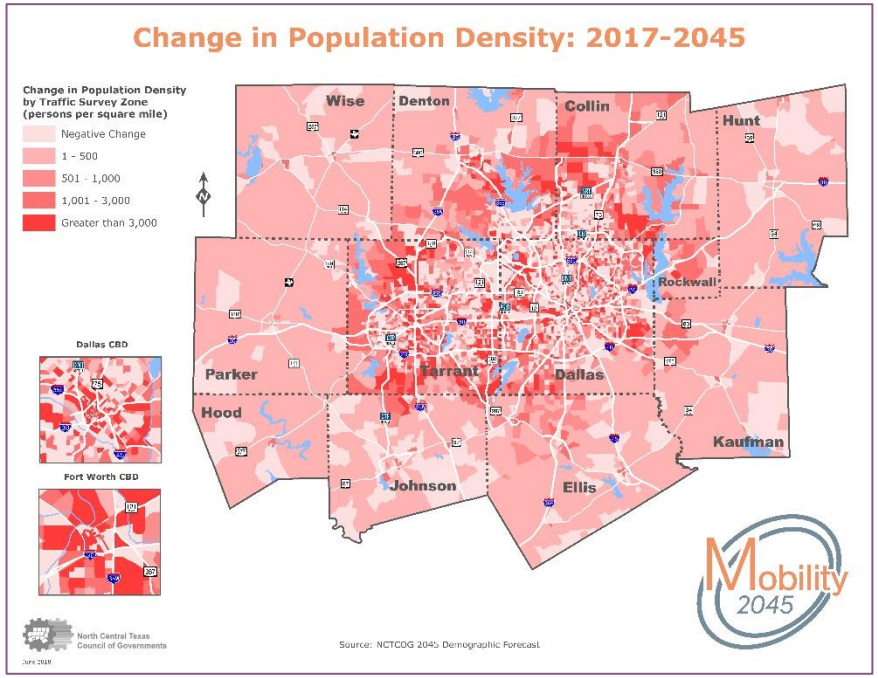
North Central Texas is a major economic, social, and political center of both Texas and the United States. Job growth continues to flourish in the region and state. The North Central Texas region represents 30 percent of the state's gross domestic product. The region is also home to 22 Fortune 500 companies.[6] From 2000 to 2015, the number of civilian employees in the region increased by 30 percent, while the number of armed forces employees

[5] Population density for the Dallas-Fort Worth MPA is calculated by dividing the total regional population by the land area of the region; Exhibits 3.0-4 and 3.0-5 show population density by Traffic Survey Zone.

[6] North Texas Commission, *Profile of North Texas 2018*, http://ntc-dfw.org/publications/profile/

increased by 11 percent.[7,8] The transportation system is central in supporting job growth because it allows for the efficient movement of people and goods. Understanding not only population growth, but employment growth, is critical to transportation planning and to providing the best system to move people to and from jobs.

Exhibit 3-5: Change in Population Density in the 12-County MPA, 2017 to 2045



Employment Forecast

The North Central Texas Council of Governments forecasts employment growth to ensure that transportation facilities provide the region's residents with access to jobs. Employment within the 12-county MPA is projected to increase 53 percent from 4,584,235 jobs in 2017 to 7,024,227 jobs in 2045.

During the same period, the employment density in the region is projected to increase from 504 to 773 jobs per square mile.

Employment growth in the MPA is shown in **Exhibits 3-6, 3-7,** and **3-8**. The highest increase in the number of jobs is projected to occur in Dallas County with 1,151,186 new jobs for a growth rate of 54 percent. The second-highest increase is projected to occur in Tarrant County with 630,864 new jobs for a 53 percent increase. Denton County is projected to have the highest rate of employment growth with a 61 percent increase.

Exhibit 3-6: Forecasted Employment Growth by County, 2017 to 2045

County	2017 Employment	2045 Employment	Growth	
Collin	542,493	835,342	292,849	54%
Dallas	2,147,027	3,298,213	1,151,186	54%
Denton	298,071	479,619	181,548	61%
Ellis	68,913	102,692	33,779	49%
Hood	23,703	31,723	8,020	34%
Hunt	45,548	72,658	27,110	60%
Johnson	75,452	111,301	35,849	48%
Kaufman	46,312	68,285	21,973	47%
Parker	62,665	86,890	24,225	39%
Rockwall	39,879	58,611	18,732	47%
Tarrant	1,196,521	1,827,385	630,864	53%
Wise	37,651	51,508	13,857	37%
Totals	***4,584,235***	***7,024,227***	***2,439,992***	***53%***

Source: NCTCOG 2045 Demographic Forecasts

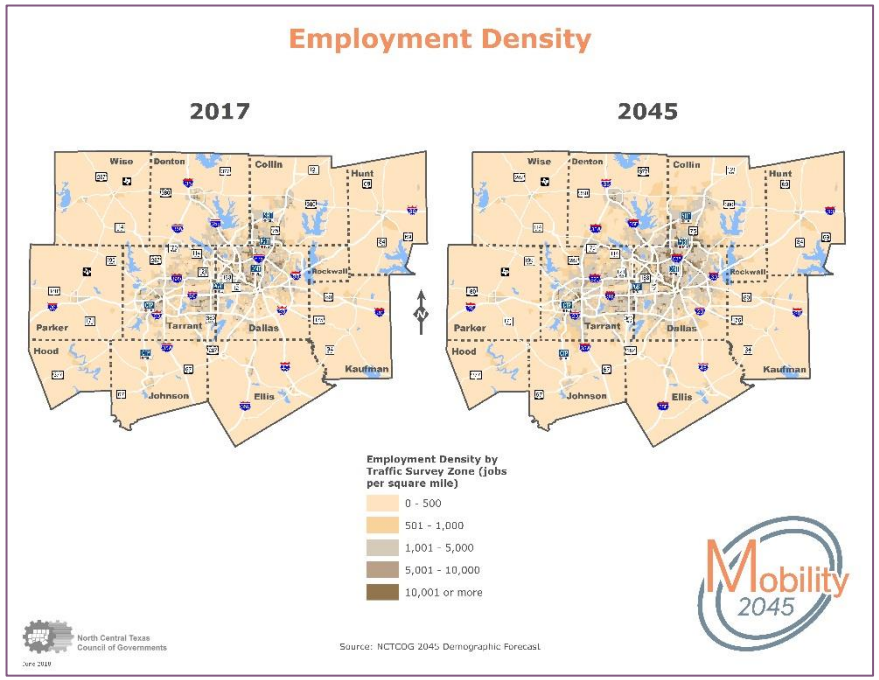
Growth in the region's employment plays an important role in forecasting population. Regions with job growth retain current residents and attract new ones moving to the area for employment opportunities. Transportation planners use this information to forecast future revenue streams for transportation projects and determine areas that will need additional

[7] 2000 US Census & 2011-2015 American Community Survey 5-Year Estimates, www.census.gov

[8] Despite these numbers, as a percentage of the region's total labor force, civilian employment fell from 95 percent in 2000 to 93 percent in 2015. Armed forces employment dropped from 0.15 percent to 0.12 percent during the same period.

infrastructure. The region's employment forecasts show that employment opportunities will continue to grow, leading to long-term economic growth and vitality in North Central Texas.

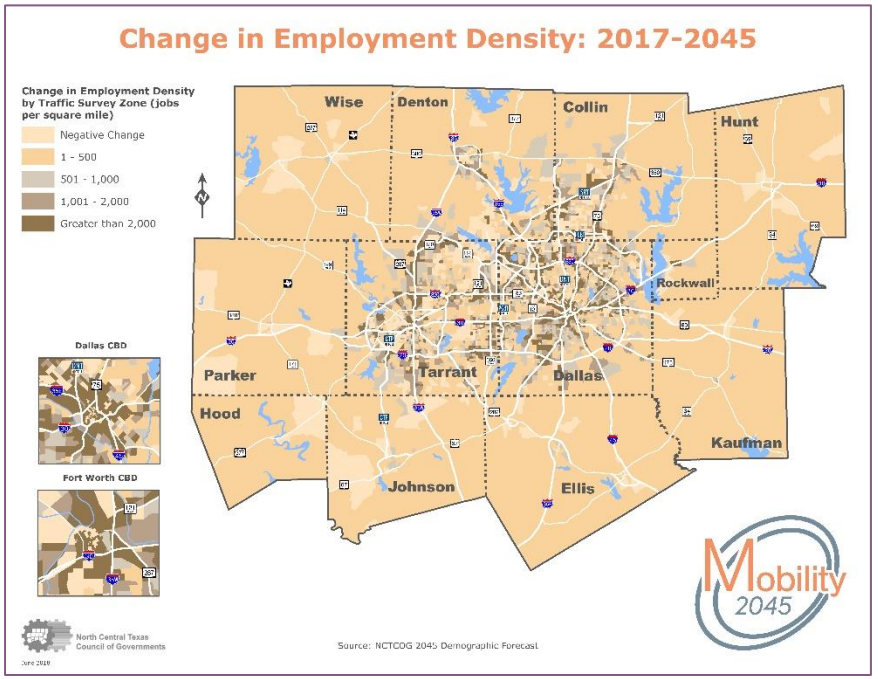
Exhibit 3-7: Employment Density in the 12-County MPA, 2017 and 2045



North Central Texas Population Profile Changes

In a region that is demographically diverse, planners must consider how this diversity affects residents' transportation needs. Demographic trends indicate that the region's population profile will change over time in terms of race, ethnicity, income, language, and age. The data source for the majority of the following demographic data in Mobility 2045 is the 2015 American Community Survey 5-Year Estimates, the most recent dataset that included all the applicable data at the time Mobility 2045 was developed.

Exhibit 3-8: Change in Employment Density in the 12-County MPA, 2017 to 2045

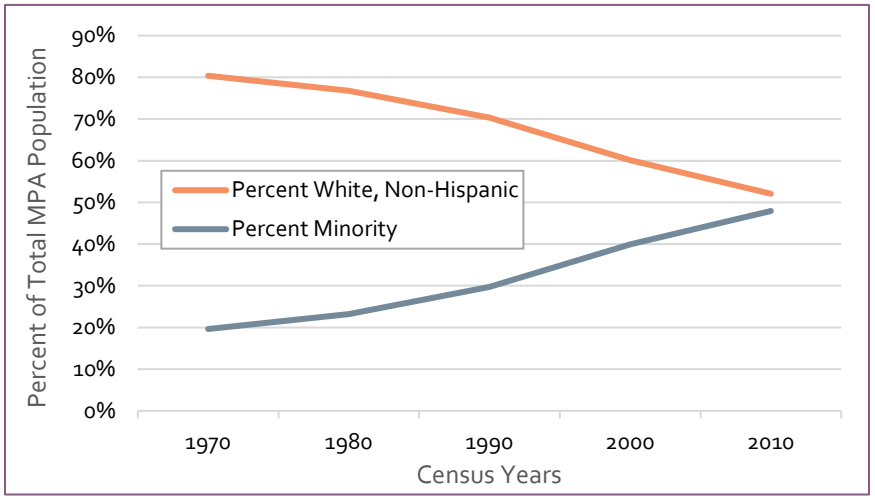


Changes in Race and Ethnicity

Since the 1970s, both the overall population and minority population have increased in the region. The North Central Texas Council of Governments defines minority as any person who identifies his or her race as Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or other Pacific Islander, two or more races, or some other race; or who defines his or her ethnicity as Hispanic or Latino. Individuals may identify themselves as one or more races and as ethnically Hispanic or Latino. To avoid double counting people, the total minority population is calculated as the sum of 1) individuals who identify themselves as being a member of any race(s) other than White and who are not Hispanic or Latino and 2) all individuals who are ethnically Hispanic or Latino, regardless of race. The overall population in the region has increased nearly 160 percent, from 2.5 million people in 1970 to more than 6.4 million in 2010. During the same period, the minority population has increased more than 550 percent, from 500,000 in 1970 to over 3 million in 2010. **Exhibit 3-9** illustrates changes in the region's racial and ethnic make-up over time.

Today, the region is demographically diverse with a total minority population of 51 percent. **Exhibit 3-10** illustrates the racial profile of the North Central Texas region between 2011 and 2015.

Exhibit 3-9: North Central Texas Population Change, 1970 to 2010



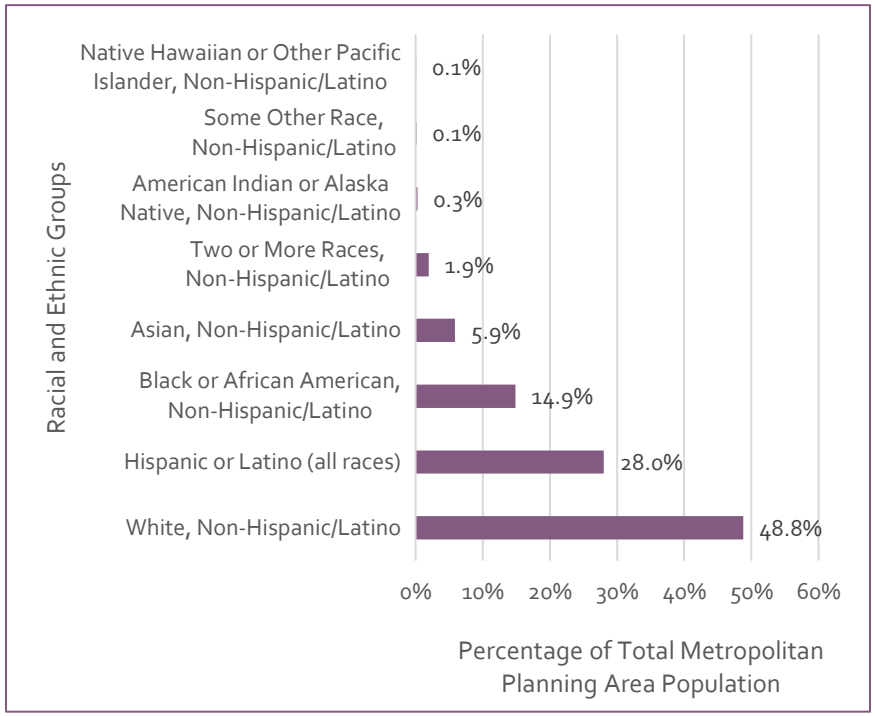
Source: 2011-2015 American Community Survey 5-Year Estimates, www.census.gov

Historically, the minority population has grown at a faster rate than the overall population. Based on patterns in birth rates and migration, this trend is expected to continue into the future.[9] A growing number of MPA residents were born in foreign countries. The number of individuals who are not native to the United States and were born in a foreign country increased by 54 percent from 2000 to 2015. As a result, this demographic group's share of the region's total population has increased from 15 percent in 2000 to 18 percent in 2015.[10]

Changes in Income

Income is an additional population indicator that must be considered when planning transportation facilities. Individuals or households with lower incomes may not have access to a working vehicle and may rely on other modes of transportation. From 2000 to 2015, the percent of the region's population that lives below the poverty level increased from approximately 11 percent to approximately 15 percent.

Exhibit 3-10: Regional Population by Race and Ethnicity, 2011 to 2015



Source: National Historic Geographic Information System, www.nhgis.org

Changes in Language

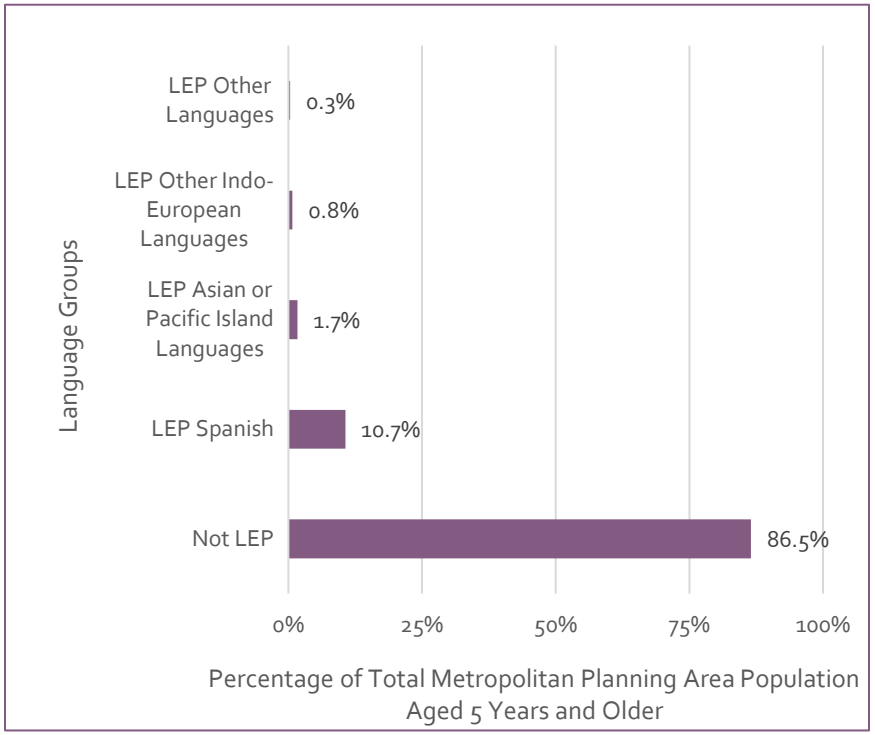
As North Central Texas continues to become a more diverse region, the number of non-English speaking residents will likely increase. People who identify their ability to read, write, speak, or understand English as less than "very well" are considered Limited English Proficient (LEP). Transportation planners are concerned with how to effectively engage LEP speakers in outreach. According to the 2011-2015 American Community Survey results,

[9] Texas Demographic Center, 2014 Population Projections (0.5 Scenario), http://txsdc.utsa.edu/Data/TPEPP/Projections/

[10] 2000 US Census & 2011-2015 American Community Survey 5-Year Estimates, www.census.gov

the largest LEP language group in North Central Texas is Spanish-speaking individuals, at almost 11 percent of the region's population. [11] When all other languages are included, approximately 13 percent of the regional population has a limited ability to read, write, speak, or understand English. **Exhibit 3-11** represents the percentage of LEP individuals by language group in the region.

Exhibit 3-11: Limited English Proficiency (LEP) by Language Group, 2011 to 2015



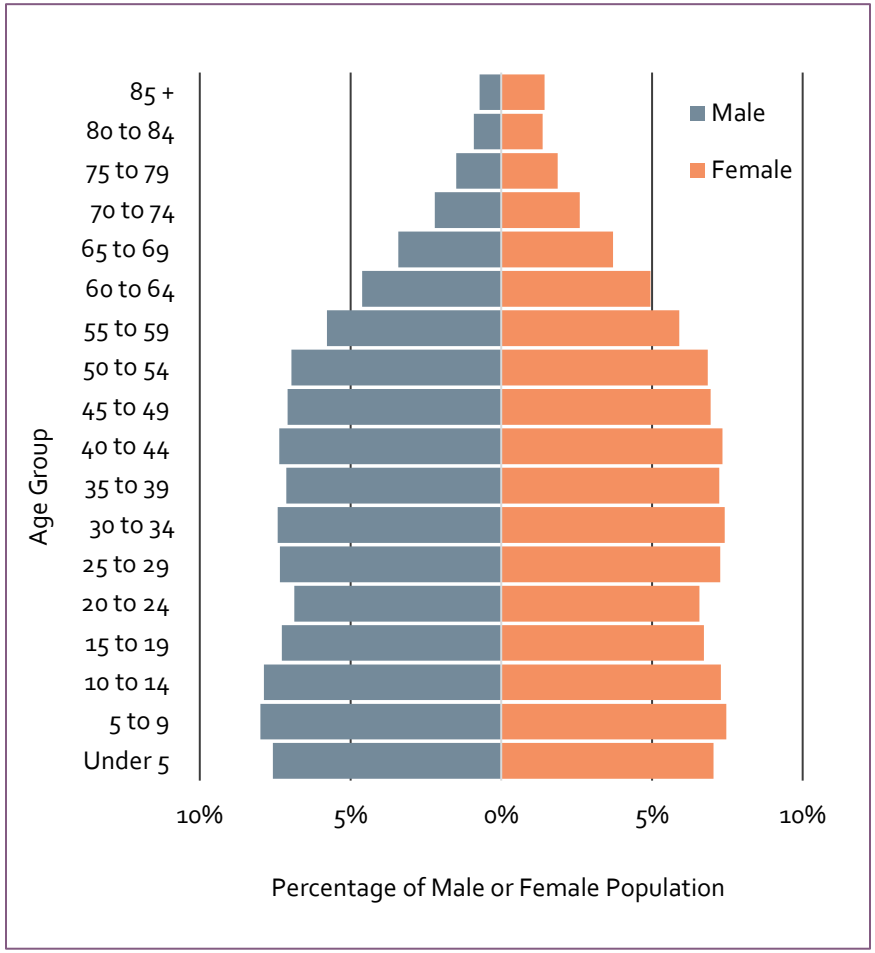
Source: 2011-2015 American Community Survey 5-Year Estimates, www.census.gov

Changes in Age

Changes in age also are important for planners to consider, because different age groups can have different transportation needs. As people age, their travel behavior, preferences for housing location, and service needs may change.

Exhibit 3-12 represents the age profile of North Central Texans for the years 2011 to 2015. The distribution of age groups remained relatively stable from 1990 to 2010. Notably, the 65 and over age group has grown by 63 percent between 2000 and 2015, although this group remains less than 10 percent of the total population.

Exhibit 3-12: Regional Population by Age and Sex, 2011 to 2015

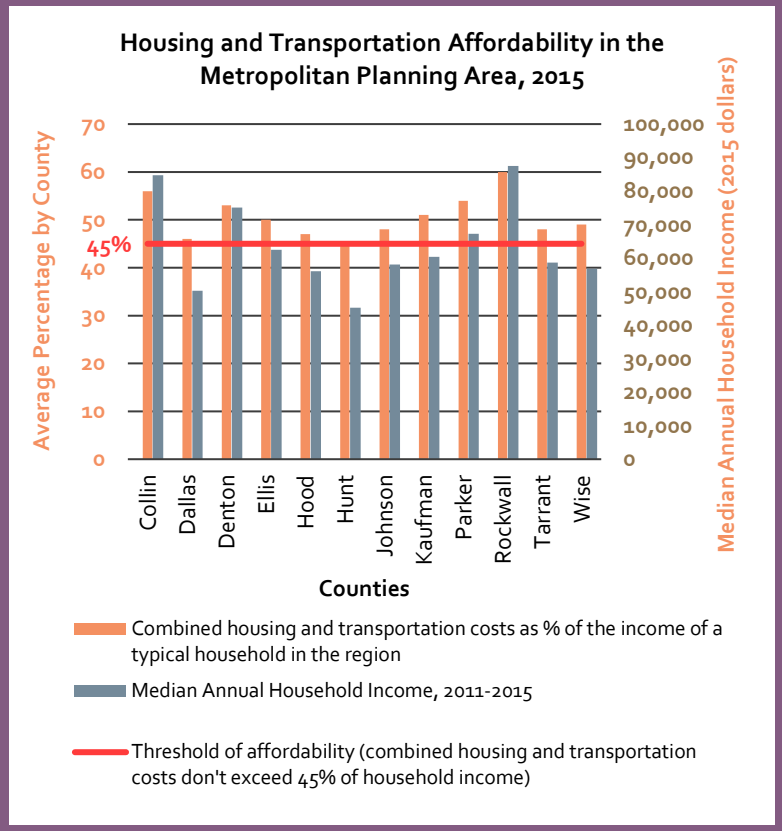


[11] In calculating a language group's share of the regional population, only individuals aged 5 and older are counted.

The North Central Texas Council of Governments strives to understand the current and future demographics of the region to provide an effective transportation system that meets the needs of a diverse region. Planners must understand the region's demographics to effectively engage the public or to understand how people travel. Current trends, historical Census data, population projections, and economic factors are used to inform decision making. Cultural changes are also important to consider when developing infrastructure recommendations.

Cultural Trends

National trends indicate that residents may be changing their preferences concerning where they live and work; they also show that young people are delaying driving. Although these trends are not as prevalent in North Central Texas as elsewhere, the trends will likely have some impact between now and 2045. The cultural trends discussed below have a direct or indirect impact on how residents may utilize the regional transportation system now and in the future.



The True Costs of Transportation

Most people consider housing costs to be the primary indicator of cost of living. However, transportation costs also contribute to household expenses. The Center for Neighborhood Technology (CNT) created the 'Housing and Transportation Affordability Index' to measure affordability of an area based on the combined cost of housing and transportation. CNT has defined an affordable range for combined housing and transportation costs as consuming no more than 45 percent of household income. Based on the 2011-2015 American Community Survey, CNT estimates that the average amount spent on housing and transportation costs in the MPA is 48 percent of household income. The graphic to the left shows variation of costs and median household income by county. The affordability threshold is exceeded in every county except Hunt.

With the region's housing prices on the rise, cost pressure on households may intensify. For example, the average sales price for new homes in Dallas County increased by almost 4 percent in the 12 months ending in June 2017 when compared with the previous 12 months, according to a report from the US Department of Housing and Urban Development (https://www.huduser.gov/portal/publications/ pdf/DallasTX-comp-17.pdf). Rents in the county increased by almost 7 percent in the same time period. However, the same report found that average sales prices for new homes in northern suburbs in Denton and Collin counties increased less than 1 percent, and rents increased less than 3 percent.

Increase in Telecommuting

A report by the US Census Bureau found that the percentage of US workers who worked at least one day a week from home grew from 7 percent to 9.5 percent between 1997 and 2010. The percentage of US workers who worked the majority of their days from home increased from 3.6 percent to 4.3 percent between 2005 and 2010.[12] In the North Central Texas region, the percentage of workers who worked the majority of their days from home grew from 4.2 percent in 2010 to 4.8 percent in 2015.[13] Telecommuting can reduce demand on the transportation system and decrease the severity of peak-hour congestion.

Preferences of the Baby Boomer Generation

Baby boomers were born approximately between 1947 and 1965.[14] A 2015 national survey by the Urban Land Institute found that 39 percent of baby boomers currently live in rural or small towns, and the remainder are evenly split between suburbs and cities. When asked about location preferences, 51 percent of baby boomers said they wanted to live in a rural or small town, 24 percent were attracted to the suburbs, and 22 percent preferred cities. However, these location preferences may contrast with quality-of-life preferences baby boomers also identified: 49 percent of baby boomers prioritized walkability and 49 percent would like to live in a place where they wouldn't need to use a car very often.[15] Researchers who compared national Census data to birth and death records found that members of the baby boomer generation left urban counties between 2000 and 2010. The majority of these baby boomers migrated to non-metropolitan counties that featured recreational opportunities and scenic amenities. Dallas County experienced a net loss of baby boomers between 2000 and 2010, while Tarrant County showed a small net increase of younger baby boomers. Rockwall, Kaufman, and Hood counties saw the greatest increase in baby boomers during that decade.[16]

Preferences of the Millennial Generation

The millennial generation includes people born approximately between 1979 and 1997.[17]

A national study by the Federal Highway Administration found that the number of vehicle miles traveled by 16- to 30-year-olds fell in 2009 compared with 1995 and 2001. The vehicle miles traveled by young people in 2009 were lower than the miles traveled by other age groups that year. However, economic factors, including the recession, may be responsible for some of this decrease.[18] In the Dallas-Fort Worth-Arlington MSA¸ Census data show that the percent of workers aged 18 to 34 who carpooled or drove a car, truck, or van to work remained relatively constant between 1980 and 2013 (ranging from 91.5 percent to 93.1 percent).[19]

A 2015 national survey conducted by the Urban Land Institute found that most millennials (46 percent) lived in cities, 24 percent lived in suburbs, and 30 percent lived in rural or small towns. Cities were millennials' most commonly preferred location (37 percent) according to the survey, followed by rural or small towns (32 percent), and lastly suburbs (29 percent). Fifty-four percent of millennials considered walkability a high priority in choosing a place to live.[20] In a 2014 survey by the American Planning Association, millennials ranked metropolitan features including schools, transit, and safe streets as their third-highest consideration when choosing a place to live, below the cost of housing and transportation, and below jobs and business growth.[21] These national trends conflict with the high levels of car dependency in the Dallas-Fort Worth-Arlington MSA.

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[12] US Census Bureau, 2012, *Home-Based Workers in the United States: 2010*, www.census.gov

[13] 2006-2010 & 2011-2015 American Community Survey 5-Year Estimates, www.census.gov

[14] Data sources vary when identifying the birth years of baby boomers

[15] Urban Land Institute, 2015, *America in 2015*, americas.uli.org

[16] University of Wisconsin-Madison Applied Population Laboratory's 2013 Age-Specific Net Migration Estimates for US Counties, 1950-2010

[17] Data sources vary when identifying the birth years of the millennial generation

[18] Federal Highway Administration, *The Next Generation of Travel: Research, Analysis and Scenario Development*, https://www.fhwa.dot.gov/policy/otps/nextgen_finalreport.cfm

[19] US Census Bureau, Social Explorer, & Minnesota Population Center, *Young Adults Then and Now*, https://www.census.gov/censusexplorer/censusexplorer-youngadults.html

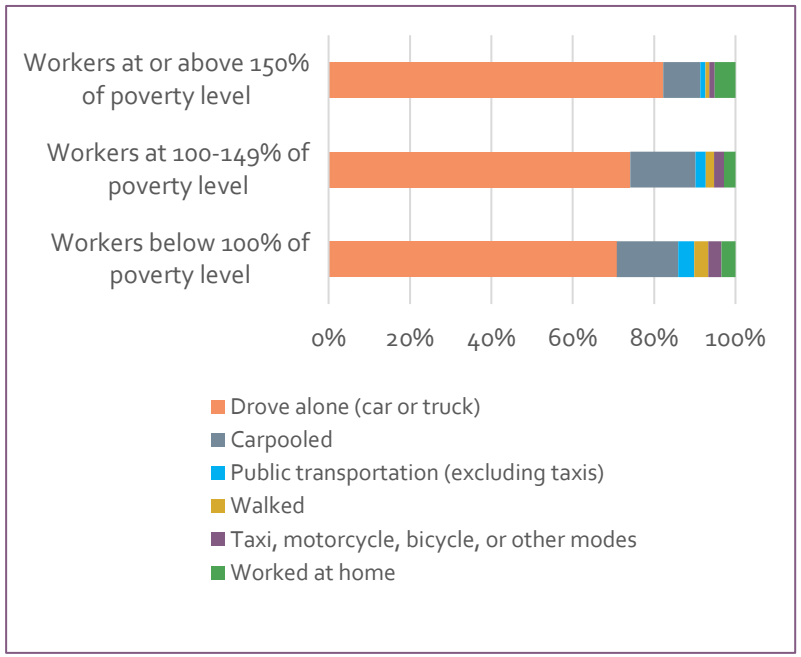
[20] Urban Land Institute, 2015, *America in 2015*, americas.uli.org

[21] American Planning Association, 2014, *Investing in Place*, www.planning.org

Relationship between Income and Mode of Travel

Studies have demonstrated that personal and household income can influence choice of transportation mode. Typically, those with higher incomes more frequently choose to travel by private car.[22] While the overwhelming majority of North Central Texas residents drive alone to work, Census data suggests that mode choice does vary by income group, as shown in **Exhibit 3-13**. Carpooling is more common among workers with incomes below 150 percent of poverty level. As income decreases, an increasing number of workers choose public transportation, walking, taxis, motorcycles, bicycles, and other modes.

Exhibit 3-13: Mode of Travel to Work by Income in the MPA, 2011 to 2015



Source: 2011-2015 American Community Survey 5-Year Estimates. www.census.gov

Nondiscrimination Efforts

The North Central Texas Council of Governments and the Regional Transportation Council are committed to providing an equitable transportation system for all residents. Throughout the development of Mobility 2045, nondiscrimination and environmental justice principles were incorporated so that no person is excluded from participation in, denied benefits of, or discriminated against in planning efforts. NCTCOG seeks to understand the impacts of programs and activities on the region and environmental justice populations through assessment, analysis, and outreach efforts. NCTCOG holds nondiscrimination as a core principle in all efforts, including transportation planning.

ENVIRONMENTAL JUSTICE is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with regard to the development and implementation of plans, policies, and programs.

Several laws and regulations guide NCTCOG's Nondiscrimination/ Environmental Justice Program. The first piece of nondiscrimination legislation that shapes NCTCOG's efforts is Title VI of the Civil Rights Act of 1964. Title VI stated that "*No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*" Title VI held all agencies that receive federal financial assistance accountable for their actions and mandated that those agencies ensure their policies and practices were not discriminatory in nature.

The Environmental Justice Movement, as it is known today, started in the early 1980s when low-income and minority populations began to protest the siting of toxic waste landfills in their neighborhoods. These efforts culminated in the signing of Executive Order 12898 in 1994, which mandated federal agencies incorporate environmental justice principles into their activities. The Federal

[22] National Center for Sustainable Transportation, 2016, *What Affects U.S. Passenger Travel? Current Trends and Future Perspectives*, ncst.ucdavis.edu

Highway Administration identifies three fundamental principles related to transportation and environmental justice.

Under federal law, agencies must incorporate environmental justice into their activities. The three fundamental principles at the core of environmental justice are to:[23]

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

NCTCOG seeks, at a minimum, to meet all state and federal regulations relating to nondiscrimination; however, it is the goal of the agency to go above and beyond basic requirements to create a transportation system that is beneficial to all residents of the region. The following objectives guided the creation of Mobility 2045:

- Encourage community participation in the development of Mobility 2045, including traditionally underserved communities.
- Support data gathering and analysis of projects and programs to identify any potentially negative social, economic, health, or environmental impacts on communities.
- Seek to mitigate disproportionately high and adverse human health and environmental effects when identified through analysis or public comment.

These goals are a reflection of NCTCOG's continual efforts to serve all members of the community throughout the transportation planning process.

Mobility 2045 Policies

Mobility 2045 supports the following nondiscrimination and public involvement polices:

EJ3-001: Evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system.

EJ3-002: Balance transportation investment across the region to provide equitable improvements.

PI3-001: Meet federal and state requirements to ensure all individuals have full and fair access to provide input on the transportation decision-making process.

PI3-002: Demonstrate explicit consideration and response to the public input received.

PI3-003: Use strategic outreach and communication efforts to seek out and consider the needs of those traditionally underserved by the transportation planning process.

PI3-004: Enhance visualization of transportation policies, programs, and projects.

PI3-005: Provide education to the public and encourage input and engagement from all residents on the transportation system and the transportation decision-making process.

Integrating Nondiscrimination Principles into the Planning Process

Nondiscrimination is an integral concern while planning and developing projects. NCTCOG strives to address the needs of protected populations (low-income and minority individuals) and assess the impacts of activities

[23] Federal Highway Administration Environmental Justice Reference Guide, April 1, 2015, https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/fhwahep15035.pdf

throughout the span of a project, from planning to implementation. Understanding how populations utilize the transportation system, coupled with the knowledge of demographic trends, helps planners design a system that will accommodate current and future needs.

NCTCOG recognizes that some federally recognized tribal nations have historical and current interests in the region. NCTCOG endeavors to understand and address those interests through distinct processes that respect tribal nations' sovereignty and the government-to-government relationship.

NCTCOG's efforts to integrate nondiscrimination principles during planning involve three main components:

- **Assessment:** Identify the location of protected populations in the region. This serves as the first step in identifying potential impacts to protected populations.
- **Analysis:** Analyze the potential impacts of any project, policy, plan, or program recommendation. Staff should identify any disparate impacts of its decisions in the short- or long-term future.
- **Outreach:** Involve all population groups in plans or processes.

The North Central Texas Council of Governments' Title VI Program documents all nondiscrimination efforts the department undertakes. This document can be found at www.nctcog.org/ej. The following discussion and analysis focuses on specific efforts to support nondiscrimination in all transportation planning programs, policies, and activities.

Assessment: Identifying Protected Populations

Executive Order 12898 states that agencies must collect, maintain, and analyze information on environmental justice populations located near sites that may have a substantial environmental, health, or economic effect on nearby populations. The magnitude and scope of Mobility 2045's recommendations require population patterns of the entire region be evaluated.

The first step in the process is to identify where the region's low-income and minority populations are located. These federally designated populations are referred to as environmental justice or protected populations and are defined in **Exhibit 3-14**.

Exhibit 3-14: Federally Designated Environmental Justice Population Definitions

Population	Definition
Black or African American Race	A person having origins in any of the Black racial groups of Africa.
American Indian or Alaska Native Race	A person having origins in any of the original peoples of North and South America who maintain tribal affiliation or community attachment.
Asian Race	A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian Subcontinent.
Native Hawaiian or Other Pacific Islander Race	A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
Hispanic or Latino Ethnicity	A person of Mexican, Puerto Rican, Cuban, Central or South America, or other Spanish culture or origin regardless of race.
Some Other Race[24]	A person belonging to a race other than White, Black or African American, American Indian or Alaska Native, Asian, or Native Hawaiian or Other Pacific Islander.
Two or More Races[24]	A person belonging to two or more of the following racial categories: White, Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, or Some Other Race.
Low-Income	A person whose household income is below the poverty line as determined by the US Department of Health and Human Services.

[24] The populations Some Other Race and Two or More Races are not identified by Federal Highway Administration Order 6640.23A as minority populations, but NCTCOG includes these groups to meet the spirit of protecting groups who may have been historically discriminated against as a result of race, color, or national origin.

The following groups also are considered throughout the planning process in order to meet the requirements of Title VI-related statues and guidance on transportation-disadvantaged groups:

- People aged 65 years and older
- People with disabilities
- People who are Limited English Proficient
- Female head of household (any female-headed household with children under 18 years old and no husband present)
- Zero-car households

Maps depicting the locations of these populations in the region are found in appendix **B. Social Considerations**.

The Environmental Justice Index (EJI) was developed by NCTCOG to identify Census block groups with concentrations of low-income and/or minority populations for analysis. The resulting map is a starting point for further analysis using additional data provided within the EJI; the Federal Transit Administration states that no threshold should function as a "bright line" to exclude populations from analysis.[25] The EJI also is used to examine how recommendations in Mobility 2045 affect protected populations.

Exhibit 3-15 displays the EJI for the North Central Texas 12-county MPA. All calculations are based on the 2011-2015 American Community Survey 5-Year Estimates.

Analysis: Considering Potential Impacts beyond Mobility 2045

Through its programs and policies, the NCTCOG Transportation Department evaluates whether environmental justice and nondiscrimination principles are met for protected populations and transportation-disadvantaged groups. This section provides a broad overview of NCTCOG initiatives that are independent of Mobility 2045.

- Following the development of the Metropolitan Transportation Plan, NCTCOG's Transportation Department develops a Regional Tolling Analysis for use in National Environmental Policy Act (NEPA) investigations. The Regional Tolling Analysis evaluates the effects of the proposed expansion of the regional priced facility system on environmental justice populations.
- The department works toward equity in transit by providing planning tools and guidance for local municipalities, advancing regional research efforts, and administering federally funded programs that improve transportation options for older adults, individuals with disabilities, and low-income individuals.
- The department's Sustainable Development Program incorporates equity principles into selection criteria for active transportation, Complete Streets, and transit access projects.
- NCTCOG likewise ensures that equity considerations are integrated into the regional Travel Demand Model, air quality technology improvement projects, periodic reviews of how transportation funding is geographically distributed within the region, and project-level environmental reviews conducted in accordance with NEPA.

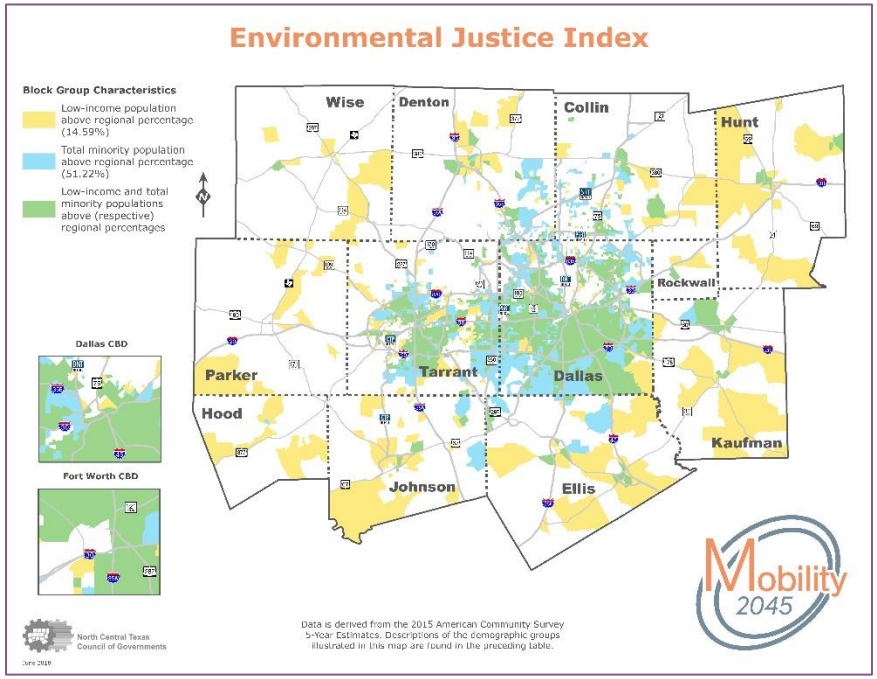
NCTCOG strives to enhance its environmental justice analysis methodology and nondiscrimination efforts by engaging in peer review with other Metropolitan Planning Organizations and Departments of Transportation.

Outreach: Engaging Community Members

Equity considerations play an integral role in NCTCOG's efforts to continuously improve the outreach methods outlined in its Public Participation Plan and Language Assistance Plan. For example, the Transportation Department has translated several of its written publications, expanded its media list to reflect the region's diversity, and conducted outreach at community events like back-to-school and health fairs. These efforts extend beyond the Metropolitan Transportation Plan to other departmental programs and projects. Targeted outreach to transportation-disadvantaged groups and protected populations is a critical component of the department's *Access North Texas* public transportation plan and air quality funding programs like AirCheckTexas.

[25] Federal Transit Administration, Environmental Justice FAQs, https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/environmental-justice/environmental-justice-faqs

Exhibit 3-15: Environmental Justice Index for the 12-County MPA



More information on outreach efforts can be found in the *Public Involvement* section of this chapter. More information on *Access North Texas* can be found in the *Public Transportation* section of the **Mobility Options** chapter.

Regional Environmental Justice Analysis

Nondiscrimination efforts are considered at multiple levels throughout the transportation planning and project development process, from the long-range plan to project implementation. Analysis is conducted at four levels to ensure no one population bears undue burdens of the transportation system and to provide a greater understanding of how the project will impact a community on a macro and micro level.

Projects proceed through the four levels of environmental justice analysis shown in **Exhibit 3-16**. This section of Mobility 2045 analyzes environmental justice at the Metropolitan Transportation Plan level.

Exhibit 3-16: Levels of Environmental Justice Analysis during Transportation Planning and Project Development Process

Analysis	Metropolitan Transportation Plan (Mobility 2045)	Regional Priced Facilities	National Environmental Policy Act	Construction/Project Implementation
Scope	All projects proposed in Mobility 2045 on a regional level	All new priced facilities proposed in Mobility 2045 on a regional level	Project/corridor-specific analysis	Disadvantaged Business Enterprise and contractor requirements
Results	Impacts of proposed projects on regional mobility and accessibility	Regional impacts on communities with the addition of all priced facilities	Localized impacts on a community due to the construction and operation of a project, including noise and air quality concerns	Job Opportunities Program, enhancing environmental justice community involvement and outreach

An environmental justice analysis was conducted on three components of Mobility 2045:

- The prioritization of roadway and transit projects to be recommended in the plan.
- The potential system-wide impacts of tollways.
- The system-wide performance of roadway and transit projects recommended in the plan.

Project Prioritization: Environmental Justice Methodology and Results

NCTCOG applied a nondiscrimination analysis following the project prioritization process described in the **Mobility Options** chapter. Roadway and transit recommendations in Mobility 2045 were analyzed to identify whether their staging, or the timing of their construction, may deny, reduce, or significantly delay the receipt of benefits by minority or low-income populations. No discrimination was found.

The transit stations analyzed included rail, streetcar, and high-intensity bus. Because data on plans for traditional bus routes was not available for all areas, these stations were excluded from the analysis. Some high-intensity bus routes duplicate existing traditional bus routes, but they were included in the analysis because they provide the additional benefit of reduced travel times because due to their ability to travel on roadways where congestion is managed through tolls.

The analysis quantified added lane miles and added transit stations for the interim year 2028 and for the plan horizon year of 2045 as compared with 2018. A one-mile travelshed was established for lane miles. A half-mile walkshed was established for transit stations. Added lane miles and added transit stations were overlaid with Census block groups with a concentration of minority or low-income populations using data from the 2015 American Community Survey 5-Year Estimates. However, the locations where concentrations of protected groups reside may change over time; this analysis is unable to project those changes.

For 2028 and 2045, the majority of added lane miles and added transit stations provide a transportation benefit to areas with concentrations of minority or low-income populations (**Exhibits 3-17 and 3-18**). The benefit is greatest in 2028, indicating the benefit is not delayed. In 2028, 82 percent of added lane miles are located within the one-mile travelshed for protected groups. Thirty-one percent of the Metropolitan Planning Area is in a block group considered protected for this analysis. Therefore, 82 percent of added lane miles serve this 31 percent of the region where a concentration of protected populations reside. This comparison holds true for 2045, and for added transit stations in 2028 and 2045.

However, from 2028 to 2045, a decreasing, though still majority, percentage of added lane miles and added transit stations provide a benefit to minority or low-income populations. NCTCOG will repeat this analysis in future Metropolitan Transportation Plans to ensure recommendations do not deny, reduce, or significantly delay the receipt of benefits by minority or low-income populations.

Exhibit 3-17: Project Prioritization Nondiscrimination Analysis of Roadway Lane Miles

Year	Total Lane Mileage	Lane Miles Near Protected Groups		Total Added Lane Miles*		Added Lane Miles Near Protected Groups	
	Number	Number	%	Number	%	Number	%
2018	5,950.70	5,204.39	87%	n/a	n/a	n/a	n/a
2028	6,943.34	6,017.34	87%	992.63	100%	812.95	82%
2045	7,896.35	6,666.30	84%	1,945.65	100%	1,461.91	75%

*Roadway projects included as recommendations in Mobility 2045

Exhibit 3-18: Project Prioritization Nondiscrimination Analysis of Transit Stations

Year	Total Transit Stations	Transit Stations Near Protected Groups		Total Added Transit Stations*		Added Transit Stations Near Protected Groups	
	Number	Number	%	Number	%	Number	%
2018	91	88	97%	n/a	n/a	n/a	n/a
2028	122	115	94%	31	100%	27	87%
2045	177	162	92%	86	100%	74	86%

*Stations included as recommendations in Mobility 2045

Tollways: Environmental Justice Methodology and Results

The results of the environmental justice analysis of tollways indicate that implementing the policies, programs, and projects of Mobility 2045 would not have disproportionate impacts on environmental justice populations.

For the system-wide tollway and tolled managed lane analysis, the origins of the trips drivers make are estimated and reviewed to determine whether protected populations and non-protected populations experience similar levels of mobility and accessibility. This analysis is performed for the No-Build (of tolled facilities) scenario versus the Build (including tolled facilities) scenario for the system of toll roads and tolled managed lanes. System-level performance such as overall congestion, vehicle miles of travel, and speeds are reviewed to determine what regional impacts would occur if the tollways or tolled managed lanes were not constructed. The results of these analyses are shown in **Exhibit 3-19** which compares travel information for three categories of traffic survey zones (TSZ):

1. The percentage of individuals in the TSZ living in a household below poverty is greater than the region's percentage of individuals living in a household below poverty.
2. The percentage of individuals in the TSZ belonging to a protected class is greater than the region's percentage of individuals belonging to a protected class.
3. TSZs that do not meet the requirements of 1 or 2.

For each of these TSZ categories, **Exhibit 3-19** shows the number of jobs within 30 minutes by auto, the average roadway speed in the zones, and the number of minutes it would take to travel 20 miles from the zones.

As **Exhibit 3-19** shows, a Build scenario of the tolled and tolled managed system would benefit all North Central Texas commuters regardless of TSZ category. A Build scenario of the tolled and tolled managed lane system would result in more jobs within 30 minutes by car, a higher average speed, and shorter times required to travel 20 miles for all commuters regardless of their TSZ category. These results indicate that construction of this toll road and tolled managed lane system creates no disproportionate impacts on environmental justice populations.

Future analyses, including the Regional Tolling Analysis described earlier in this chapter, will evaluate trips at the corridor level for individual roadway studies in accordance with the National Environmental Policy Act.

Exhibit 3-19 Results of Tollways Environmental Justice Analysis

	Traffic Survey Zone Category					
	Below Poverty		All Protected Classes		Non-Protected Classes	
	No-Build (of Tolled Facilities)	Build (including Tolled Facilities)	No-Build (of Tolled Facilities)	Build (including Tolled Facilities)	No-Build (of Tolled Facilities)	Build (including Tolled Facilities)
Jobs Within 30 Minutes by Automobile	667,698	686,394	634,685	654,315	362,123	376,509
Average Speed (mph)	24.99	26.41	23.71	25.15	23.88	25.07
Minutes to Travel 20 Miles	48.02	45.43	50.60	47.70	50.25	47.87

Metropolitan Transportation Plan: Environmental Justice Analysis Methodology

Mobility 2045 has identified $135.5 billion in transportation projects spread over approximately 9,500 square miles. Because of the magnitude of projects to be analyzed, an environmental justice assessment of each project is infeasible. For this reason, the Travel Demand Model is used to perform a regional environmental justice analysis on the entire transportation system proposed in Mobility 2045.

One goal of Mobility 2045 is to make transportation options more available for people and goods. This is achieved through enhancing mobility and accessibility. Mobility is the ability for people and goods to travel from one place to another. Mobility can be affected by factors such as design, road capacity, or Intelligent Transportation Systems such as electronic toll collectors and dynamic message signs that inform drivers about traffic conditions. Accessibility describes how well the system provides access to locations and opportunities. Accessibility can be affected by factors such as the cost in time and dollars and the number of modal choices available to reach a location.

Six performance indicators that identify quality-of-life factors affected by accessibility and mobility are used to evaluate the Mobility 2045 recommendations. These performance indicators are shown in **Exhibit 3-20** and the results of the Mobility 2045 evaluation are shown in **Exhibits 3-21 through 3-33**.

The Mobility 2045 recommendations were evaluated using the established performance indicators and demographic data from the 2011-2015 American Community Survey (ACS) 5-Year Estimates. In 2010, the decennial Census discontinued reporting income data. Moving forward, the North Central Texas Council of Governments EJI and Metropolitan Transportation Plan Environmental Justice Analysis will acquire this data from ACS estimates. The ACS data is based on a sample of the population and therefore has a larger margin of error than the decennial Census data; however, this is the most complete data available for this analysis. More information regarding data considerations can be found at www.census.gov.

Exhibit 3-20: Environmental Justice Performance Indicators

Accessibility	Mobility
• Number of jobs accessible within 30 minutes by automobile* • Number of jobs accessible within 60 minutes by transit* • Population within 30 minutes to university and regional shopping center special generators • Population within 15 minutes to hospitals	• Average level of congestion • Average travel time

The following four steps were used to complete the Environmental Justice Analysis for Mobility 2045:

Step 1. Identified Protected Populations: Traffic survey zones with a percentage of low-income or total minority population above the percentage for the total region were identified as protected. These zones are referred to as the "EJ Aggregate Protected Population" in the results. Traffic survey zones above the regional percentage for any single population listed in **Exhibit 3-14** were also identified as protected. These results are documented in appendix **B. Social Considerations**. When a traffic survey zone is included as a protected zone, the entire population of the zone is considered protected for this analysis.

Step 2. Calculated Performance Indicators: Protected traffic survey zones were compared to non-protected traffic survey zones for the identified performance indicators. A detailed description of how the performance indicators were calculated can be found in appendix **B. Social Considerations**.

Step 3. Analyzed Network and Demographic Scenarios: The six performance indicators were compared across several scenarios that combined existing or planned transportation networks and current and future demographics:

- **2018 Current Network:** Existing roadway and transit facilities with 2018 population.
- **2045 Build Network:** All roadway and transit facilities recommended in Mobility 2045 with 2045 demographics.
- **2045 No-Build Network:** Existing roadway and transit facilities with 2045 demographics.
- **2045 Priced Facilities No-Build Network:** All roadway and transit facilities recommended in Mobility 2045, excluding new or expanded priced facilities, and 2045 demographics (results detailed in *Tollways: Environmental Justice Methodology and Results* section above).

Step 4. Compared Results: Current, Build, and No-Build scenarios were compared for protected and non-protected populations.

The Current network forms the baseline for assessing the impacts of building the Mobility 2045 roadway and transit recommendations. Rerouting current facilities to remedy potential disparities between protected and non-protected groups is not a realistic option; therefore, Mobility 2045 compares the Current and Build scenarios to see the rate at which any disparities are being perpetuated in future plans. Comparing the Current and No-Build scenarios establishes that improvements to the current transportation system are essential to accommodate population growth. The results are compared across the different scenarios to provide a complete picture of how changes in the transportation system impact mobility and accessibility in North Central Texas.

Due to the rapid population growth that is forecast to continue through 2045, some of the performance indicators worsen even in the 2045 Build scenario. The primary purpose of the Regional Environmental Justice Analysis is to determine whether the recommendations in the plan have a disproportionate or adverse impact on protected groups when compared to non-protected groups. The following discussion summarizes the results of the environmental justice performance indicators. Appendix **B. Social Considerations** provides the detailed regional environmental justice analysis results, including performance indicator outcomes for the aggregate and individual protected populations.

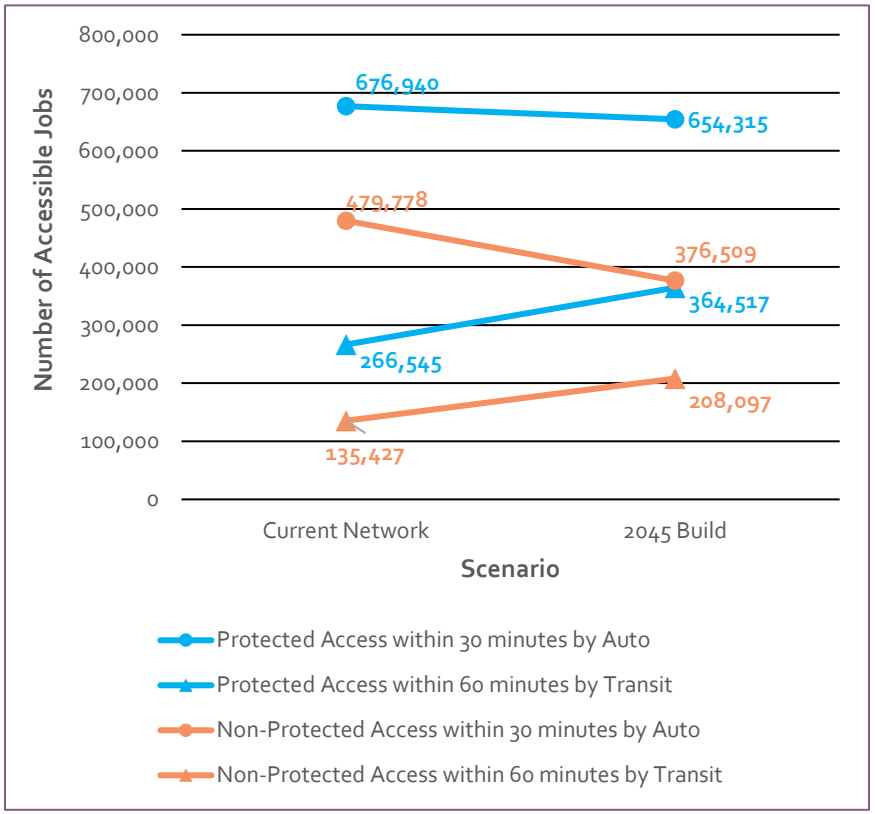
Metropolitan Transportation Plan: Environmental Justice Analysis Results

The results of the environmental justice analysis show that even if the Mobility 2045 roadway recommendations are built (2045 Build), the transportation system provides protected populations access to 3 percent fewer jobs by car within 30 minutes. This reduction is caused by the increased congestion that results from population growth. However, the results of the analysis show that if Mobility 2045 transit recommendations are built, protected populations will gain access to 37 percent more jobs by transit within 60 minutes. Both protected and non-protected populations are expected to experience a decrease in jobs accessible within 30 minutes by auto, but protected populations are expected to experience less of a decrease. Both groups are expected to experience an increase in the number of jobs accessible within 60 minutes by transit. **Exhibits 3-21 and 3-22** reflect the number of jobs accessible for both protected and non-protected populations between the Current, 2045 Build, and 2045 No-Build scenarios. It is important to note that the analysis does not include demand-response transit services and does not fully reflect the potential expansion of bus routes in the region.

However, if the transportation system remains as it is today, as illustrated by 2045 No-Build, both protected and non-protected groups are expected to experience a decline in the number of jobs accessible by both auto and transit.

The decrease in access to jobs by auto, even with the 2045 Build scenario, can be attributed to increased regional congestion. **Exhibits 3-23 and 3-24** display congestion changes for protected and non-protected populations across the three scenarios. In the Current, 2045 Build, and 2045 No-Build scenarios, the protected populations experience more localized congestion than the non-protected populations. This may be because the majority of protected populations live close to the urban core where congestion tends to be worse. Congestion will worsen at a faster rate for non-protected populations, however, in both the 2045 Build and 2045 No-Build scenarios.

Exhibit 3-21: Job Access by Auto and Transit, Current to 2045 Build



With increased congestion, the length of time to travel a set distance increases. To relate the localized congestion displayed above to everyday travel, the average trip time and length for each scenario was determined. An average mile per hour was calculated to determine the time it would take both protected and non-protected populations to travel 20 miles across all three scenarios. Twenty miles was used as the threshold because it represents an average commute length in the Dallas-Fort Worth area.

Exhibit 3-22: Job Access by Auto and Transit, Current to 2045 No-Build

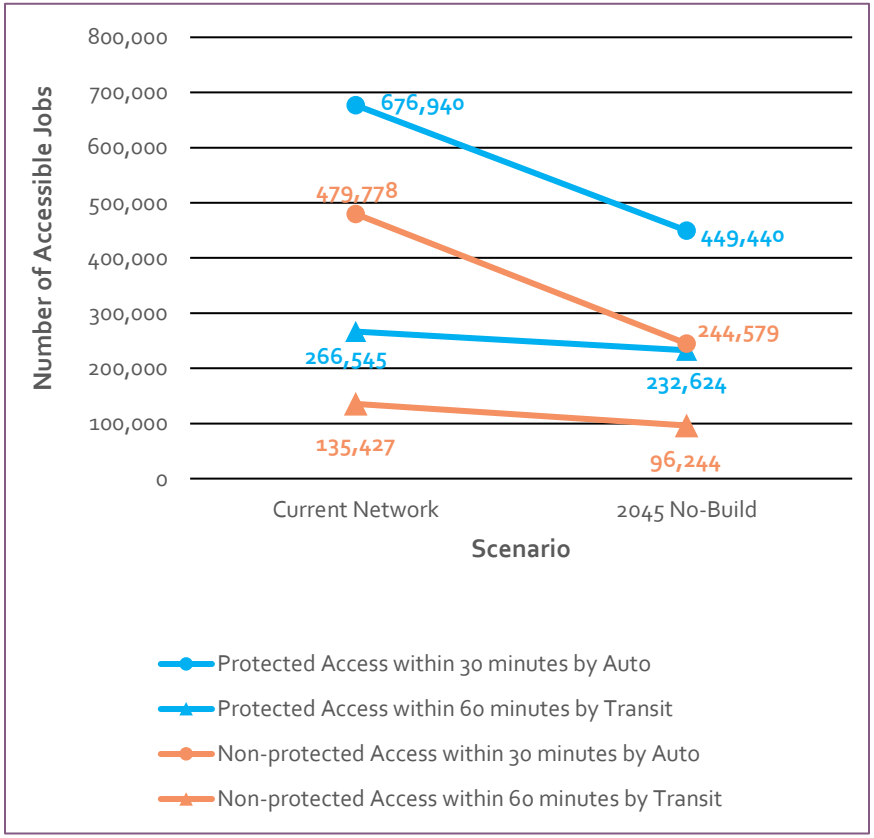


Exhibit 3-23: Localized Congestion Change, Current to 2045 Build

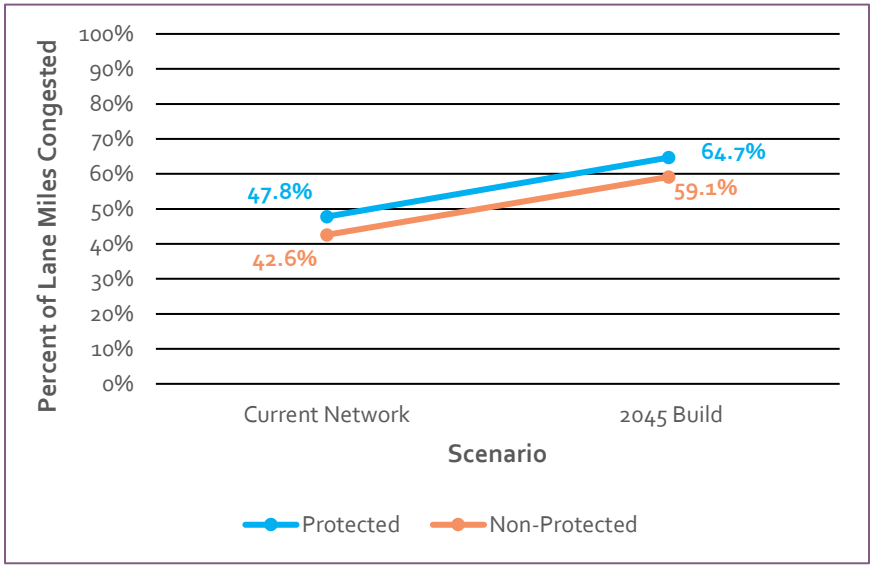
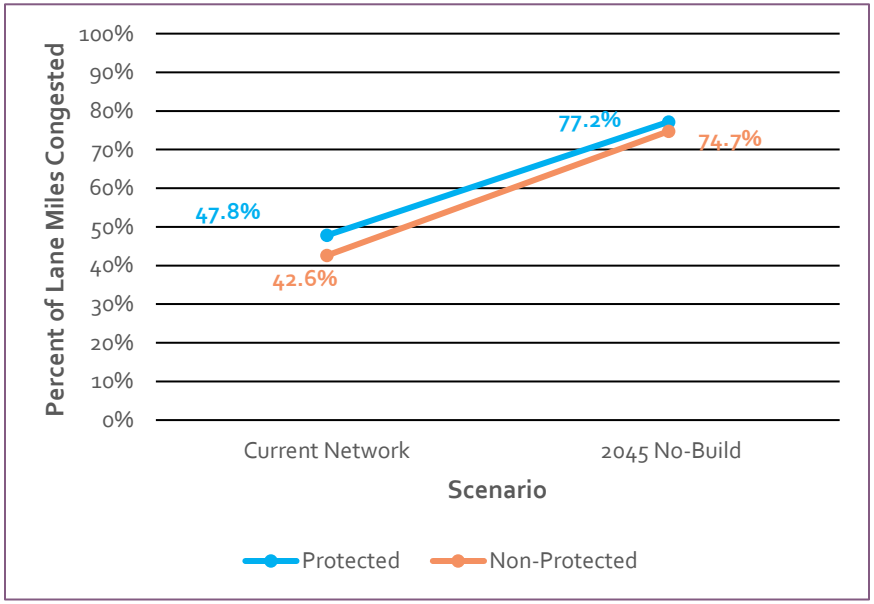
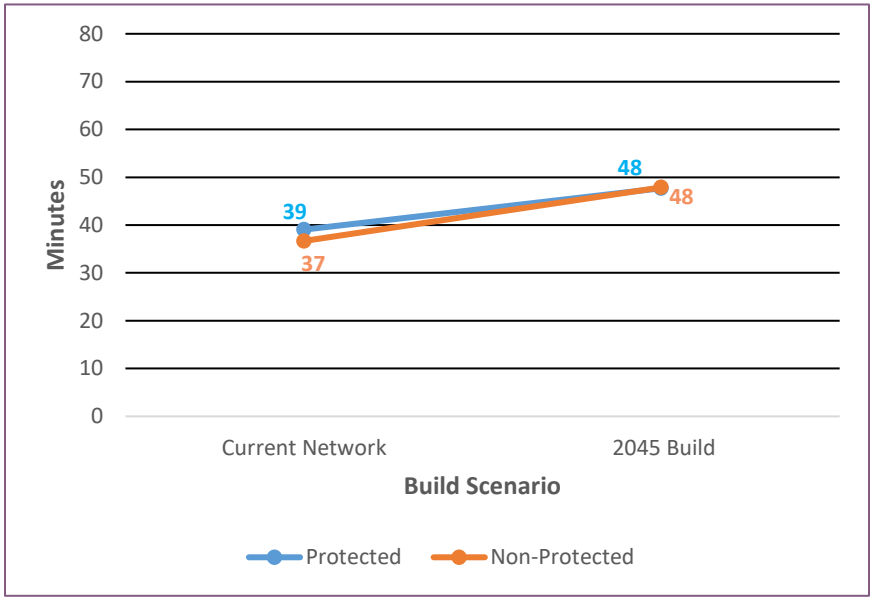


Exhibit 3-24: Localized Congestion Change, Current to 2045 No-Build



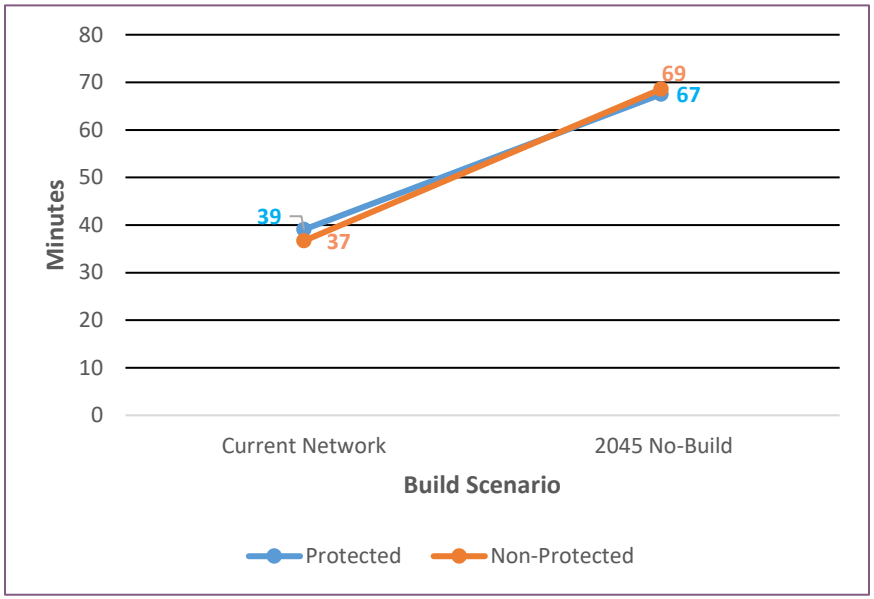
The results in **Exhibits 3-25 and 3-26** reflect the outcome of this congestion. Both protected and non-protected groups are expected to experience similar increases in the amount of time it takes to travel 20 miles by auto in the 2045 Build scenario and the 2045 No-Build scenario. However, the rate of increase for both groups is higher with the 2045 No-Build scenario.

Exhibit 3-25: Average Time in Minutes to Travel 20 Miles by Auto, Current to 2045 Build



To determine accessibility to regional attractions, the environmental justice analysis calculated percent of populations residing within 30 minutes of universities or regional shopping centers by auto and within 15 minutes of hospitals by auto. The lower time threshold of 15 minutes was used for hospitals due to the critical nature of accessing emergency care.

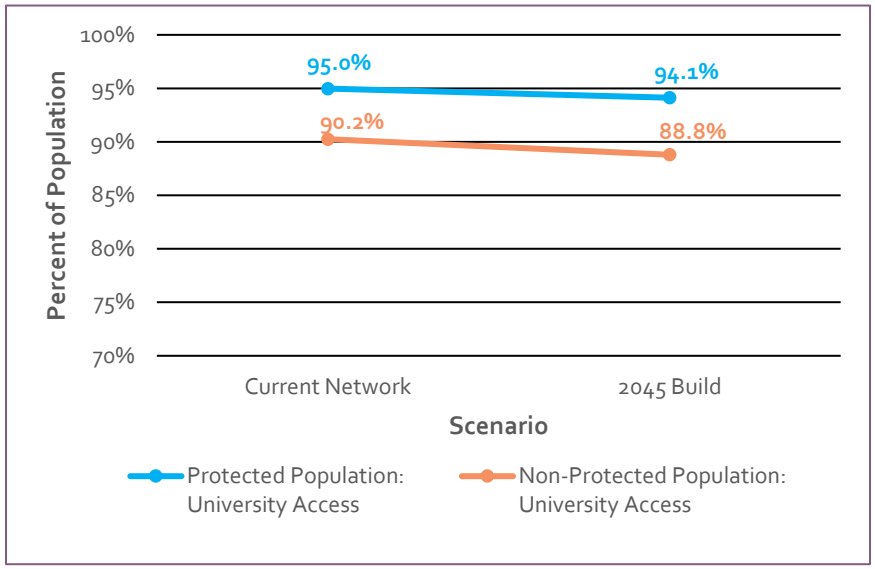
Exhibit 3-26: Average Time in Minutes to Travel 20 Miles by Auto, Current to 2045 No-Build



Access to Universities: A greater percentage of the protected population lives within 30 minutes of a university across all scenarios (**Exhibits 3-27** and **3-28**). Both populations see a decline with the 2045 Build scenario, but 94.1 percent of the protected population remains within the 30-minute threshold. Both populations see greater declines with the 2045 No-Build scenario, but non-protected populations' access declines at a greater rate.

Access to Regional Shopping Centers: A greater percentage of the protected population lives within 30 minutes of a regional shopping center across all scenarios (**Exhibits 3-29** and **3-30**). Both populations see a decline with the 2045 Build scenario, but 93.5 percent of the protected population remains within the 30-minute threshold. Both populations see greater declines with the 2045 No-Build scenario, but non-protected populations' access declines at a greater rate.

Exhibit 3-27: Percent of Population within 30 Minutes of a University, Current to 2045 Build



Access to Hospitals: A greater percentage of the protected population lives within 15 minutes of a hospital across all scenarios (**Exhibits 3-31** and **3-32**). Both populations see a decline with the 2045 Build scenario, and less than 70 percent of the protected population remains within the 15-minute threshold. Both populations see greater declines with the 2045 No-Build scenario, but non-protected populations' access declines at a greater rate. With both the 2045 Build and 2045 No-Build, the percent of population within the 15-minute threshold declines at a higher rate for non-protected populations than for protected populations.

Exhibit 3-28: Percent of Population within 30 Minutes of a University, Current to 2045 No-Build

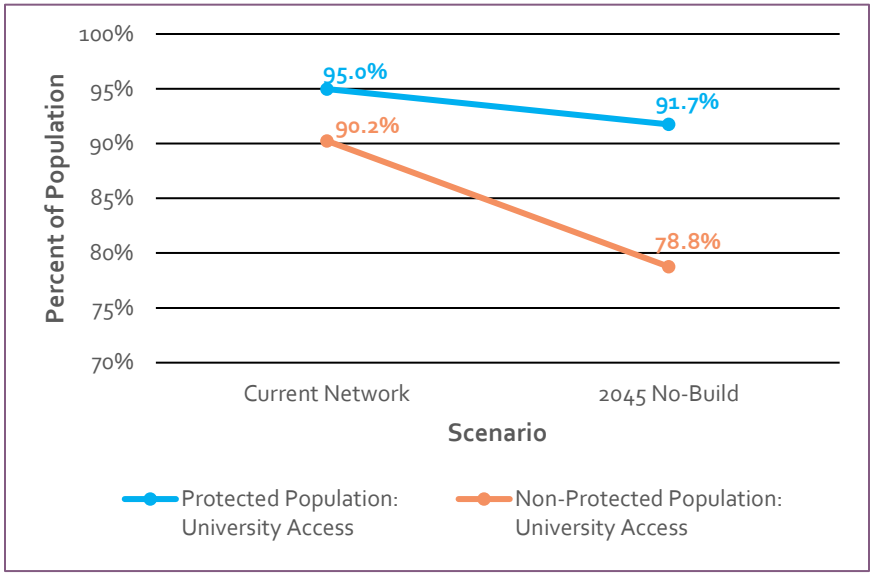


Exhibit 3-29: Percent of Population within 30 Minutes of a Regional Shopping Center, Current to 2045 Build

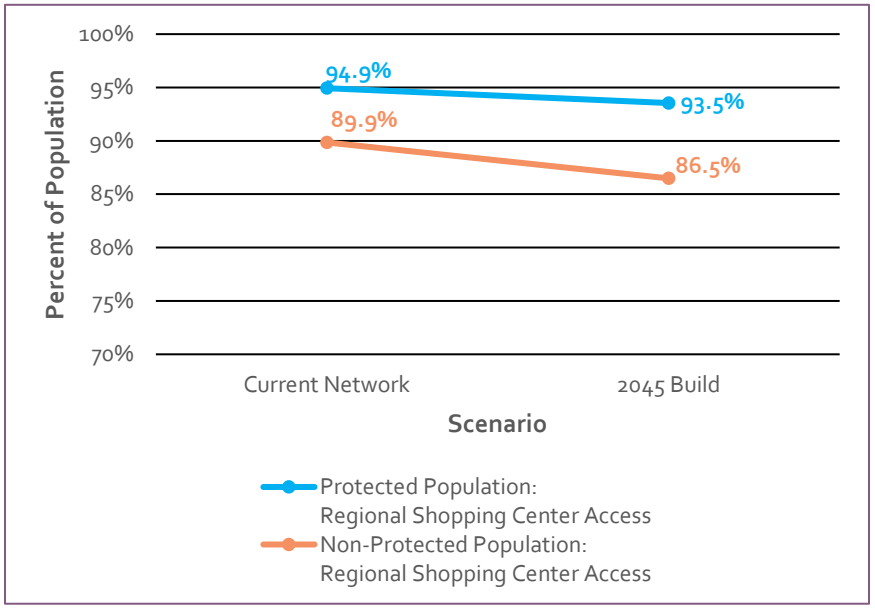


Exhibit 3-30: Percent of Population within 30 Minutes of a Regional Shopping Center, Current to 2045 No-Build

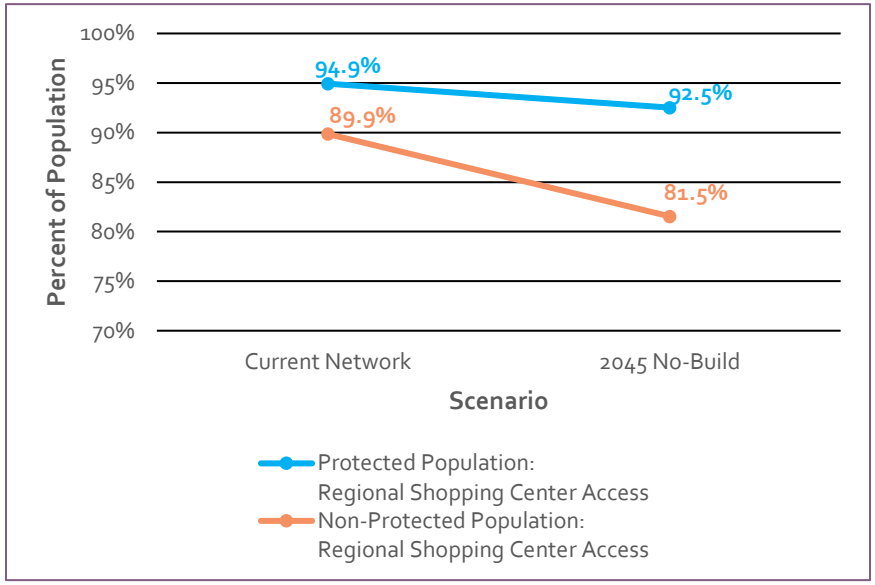


Exhibit 3-31: Percent of Population within 15 Minutes of a Hospital, Current to 2045 Build

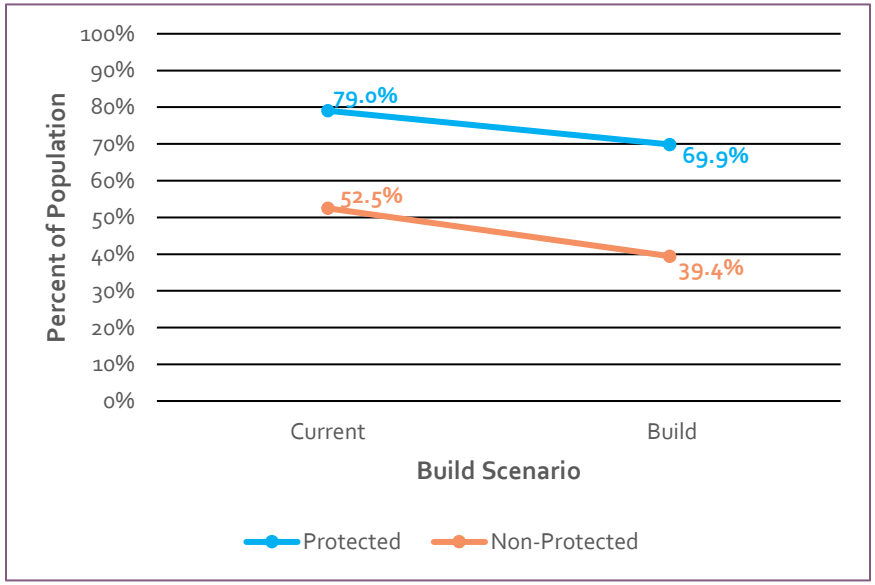
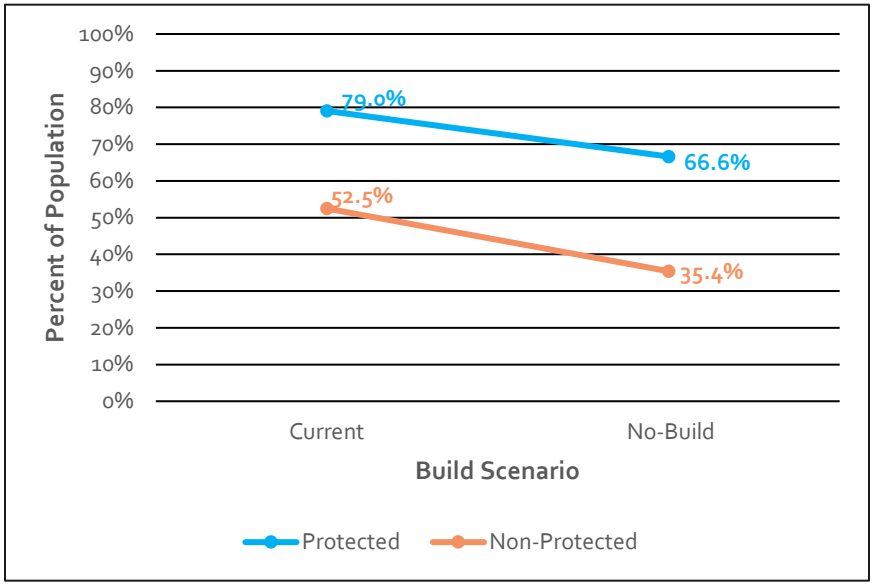


Exhibit 3-32: Percent of Population within 15 Minutes of a Hospital, Current to 2045 No-Build



Summary

As a whole, Mobility 2045 roadway and transit recommendations do not have disparate impacts on protected populations. **Exhibit 3-33** illustrates the overall results of the three main performance indicators for the environmental justice aggregated population compared with the non-protected population. Because expected population growth will increase congestion, overall mobility and accessibility by auto decrease in the 2045 Build scenario, but they decrease at a slower rate for protected populations. Mobility 2045's multimodal recommendations contribute to offsetting these declines. The plan's transit recommendations yield increased accessibility. While this access is expected to increase at a greater rate for non-protected populations, protected populations are expected to continue to have access to more jobs by transit than non-protected populations. The North Central Texas Council of Governments will continue to analyze accessibility in future Metropolitan Transportation Plans to ensure disparate impacts do not develop. Appendix **B. Social Considerations** contains the complete methodology and results for all protected populations for the environmental justice analysis.

Exhibit 3-33: Environmental Justice Analysis Performance Results for Environmental Justice Aggregate Protected Population Compared to Non-Protected Population

Performance Measure	Population	2018 Current Network	2045 Build	2045 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)	Difference Between Current-Build and Current-No-Build
Protected Population vs Non-Protected Population	Protected	3,998,817	5,555,650	5,555,650			
	Non-Protected	3,430,906	5,690,881	5,690,881			
	Totals	**7,429,723**	**11,246,531**	**11,246,531**			
Number of Jobs Accessible within 30 Minutes by Auto	Protected	676,940	654,315	449,440	-3.3%	-33.6%	30.3%
	Non-Protected	479,778	376,509	244,579	-21.5%	-49.0%	27.5%
	Difference	***197,162***	***277,806***	***204,861***			
Number of Jobs Accessible within 60 Minutes by Transit	Protected	266,545	364,517	232,624	36.8%	-12.7%	49.5%
	Non-Protected	135,427	208,097	96,244	53.7%	-28.9%	82.6%
	Difference	***131,118***	***156,420***	***136,380***			
Percent of Lane Miles Congested	Protected	48%	65%	77%	35%	61%	26%
	Non-Protected	43%	59%	75%	39%	76%	37%
	Difference	***5%***	***6%***	***2%***			

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3.1. Travel and Tourism

The Importance of Travel and Tourism

Travel and tourism continue to be one of the biggest contributors to the economy in North Central Texas. Each year travelers and tourists spend over $20 billion on hotels, meals, shopping, and attractions.[26] Both Dallas and Fort Worth are in the top five destinations in Texas for visitors within the US. These visits translate into billions more in indirect spending and support nearly 700,000 jobs in the region.[27]

The majority of visitors to the region are from Texas and other states within the US,[28] with 12 percent of visitors coming from international destinations.[29] The majority of international visitors are from Mexico.[30] Most other international visitors come from Canada, United Kingdom, Germany, China, Australia, and Brazil.[31]

Some of the most popular tourist destinations in North Central Texas are:

- The Fort Worth Stockyards National Historic District
- The Sixth Floor Museum at Dealey Plaza in Dallas
- Southfork Ranch in Parker
- The Dallas Arts District
- The Fort Worth Cultural District
- Fair Park in Dallas
- Dallas and Fort Worth zoos
- Deep Ellum, Uptown, Greenville Avenue, Inwood, Knox-Henderson, Victory Park, the Design District, the Bishop Arts District, and Trinity Groves in Dallas
- Sundance Square, West 7th Street, and Magnolia Avenue entertainment districts in Fort Worth

TRAVEL AND TOURISM AT A GLANCE

North Central Texas welcomes millions of visitors from all over the US and the world. Who they are and how they spend their time during their visit is of great interest to tourism and transportation planning professionals.

DID YOU KNOW ...?

... the top tourist activities for most visitors to Texas are dining and shopping?

... people from Los Angeles, New York, Oklahoma City, Chicago, Atlanta, and Denver are the top out-of-state travelers to Texas?

... most visitors to Texas are employed, married couples with no children?

... most visitors drive by auto and drive less than 250 miles?

... most visits to Texas are for business or are family related?

... almost $200 million is spent each day by travelers in Texas?

... travel from Mexico is expected to increase by 21 percent by 2020?

... almost 500,000 Canadians visited Texas in 2015?

... the top expenses for travelers to Texas are food, transportation (excluding airfare), lodging, and shopping?

Source: Office of the Governor – Economic Development and Tourism (2016). Year-End 2015 Texas Visitor Profile. Maclean, Virginia: D.K. Shifflet and Associates, Ltd., & Fink, J. (22 Dec. 2016). Dallas Sees Big Increase In Overseas Visitors. CBS DFW, Retrieved from http://dfw.cbslocal.com /2016/12/22/dallas-sees-big-increase-in-overseas-visitors/ & Texas Tourism FY 2017 Marketing Plan. Retrieved from https://www.travel.texas.gov

[26] Office of the Governor – Economic Development and Tourism (2017). The Economic Impact of Travel in Texas 1994-2016. Portland, OR: Dean Runyan Associates, p. 46-47

[27] 2016 Overview: Texas Economic Development and Tourism (2017, February 6). Retrieved from https://businessintexas.com/sites/default/files/02/06/17/edt-2016review_0.pdf

[28] Office of the Governor – Economic Development and Tourism (2016). Year-End 2015 Texas Visitor Profile. Maclean, Virginia: D.K. Shifflet and Associates, Ltd., p. 9

[29] Office of the Governor – Economic Development and Tourism (2017). The Economic Impact of Travel in Texas 1994-2016. Portland, OR: Dean Runyan Associates, p 11

[30] Robinson-Jacobs, K. (2015, November). 25 million travelers visited Dallas-Fort Worth in 2014 The Dallas News, Retrieved from https://www.dallasnews.com

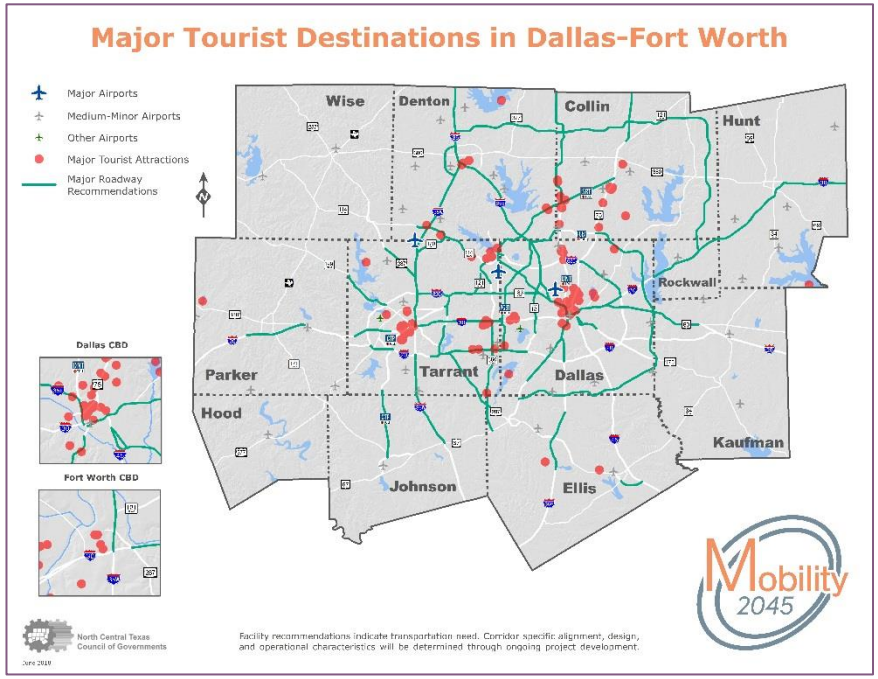
[31] Texas Tourism FY 2017 Marketing Plan. Retrieved from https://www.travel.texas.gov

- AT&T Stadium, Six Flags Over Texas, Globe Life Park in Arlington, and Six Flags Hurricane Harbor in Arlington
- Main Street, Grapevine Mills mall, Great Wolf Lodge, and the Gaylord Texan Resort & Convention Center in Grapevine
- The Legacy entertainment district in Plano
- The Addison entertainment district
- NorthPark Center and The Shops at Park Lane in Dallas
- Allen Premium Outlets
- Lone Star Park and Verizon Theatre at Grand Prairie
- Stonebriar Centre, Toyota Stadium, Dr Pepper Ballpark, Dr Pepper Arena, and the Ford Center at the Star in Frisco
- Texas Motor Speedway in Fort Worth and Texas Motorplex in Ennis

Tourists visiting North Central Texas are well served by its multimodal network. Some services, like the McKinney Avenue Trolley and the Grapevine Vintage Railroad, are attractions by themselves. The majority of tourist destinations are easily accessible by public transit or rideshare services. **Exhibit 3.1-1** shows major tourist destinations in the region.

Travel mode for tourists may be dependent on income and/or destination. Generally speaking, tourists place a high value on travel time and are willing to take more expensive modes of travel while on vacation.

Exhibit 3.1-1: Major Tourist Destinations



3.2. Public Involvement

Introduction

A proactive public participation process is vital to ensuring that the transportation planning process fosters meaningful involvement by all users of the system, including the business community, community groups, environmental organizations, freight operators, and the traveling public. Informing stakeholders of critical issues facing the region and providing opportunities to contribute ideas and offer input is important to developing a plan that represents a wide variety of interests and mobility needs without harming air quality.

The overall objectives of the North Central Texas Council of Governments' (NCTCOG) Public Participation Plan are to be proactive and provide:

- Complete information
- Timely public notice
- Full public access to key decisions
- Opportunities for early and continuing involvement

Federal laws and regulations provide some requirements for public involvement. NCTCOG strives to go beyond these requirements and provide a comprehensive program to ensure all residents of the region are provided an opportunity to participate in the decision-making process and are informed about efforts to plan transportation that will be accessible, financially viable, and sustainable.

Public Participation Plan

The NCTCOG 2015 Transportation Public Participation Plan guides how and when public involvement will be carried out on decisions made by the Regional Transportation Council (RTC).

Through the Language Assistance Plan, NCTCOG seeks to ensure that all residents are able to provide input on transportation decisions regardless of their ability to read, write, or understand English. The Language Assistance Plan includes a four-factor analysis to identify limited English proficient (LEP) populations and determine how these individuals are served or are likely to be served by NCTCOG Transportation Department programs. To better serve the LEP population, several key documents are translated into Spanish, and a Google Translate widget enables website visitors to read basic translations of Transportation Department webpages in more than 100 languages. Notices of public input opportunities describing how to request alternate formats and language translation include text in English and Spanish. Reasonable effort is made to accommodate language translation requests if sufficient notice is provided.

The Public Participation Plan addresses the following:

- Public involvement requirements
- Timelines for public comment on various documents
- Environmental justice
- Public notifications
- Public participation and coordination procedures for environmental documents
- Provisions for holding public meetings with abbreviated comment periods of no less than 72 hours and longer
- Provisions for inclement weather
- Title VI complaint procedures
- Language Assistance Plan
- Online comment opportunities
- Inclusion of technology in seeking feedback/comments
- Evaluation of public involvement strategies

Public involvement and outreach for projects included in Mobility 2045 and Transportation Conformity have been conducted in accordance with the 2015 Transportation Public Participation Plan. NCTCOG plans to adopt a new Public Participation Plan in 2018 after the RTC approves Mobility 2045.

Public Involvement Strategies

Regional public input opportunities, including public meetings, are held throughout the year. These opportunities request input on upcoming decisions by the RTC, and they inform the public of other planning activities. The

NCTCOG Transportation Department maintains a database of individuals and groups wishing to receive notice of these public input opportunities. Notice is sent to these individuals before every input opportunity, and advertisements are placed in the Texas Register and in local and minority newspapers. Online advertising also is used. **Exhibit 3.2-1** lists the different types of media outlets that receive press releases announcing public input opportunities and other news related to department programs and projects.

Exhibit 3.2-1: Number of Media Outlets Receiving Press Releases

Local newspapers/magazines (total)	138
Minority newspapers/magazines	15
Television stations (total)	10
Minority television stations	2
Radio stations	9

The Transportation Department also publishes monthly and semiannual newsletters, technical brochures, and required planning documents each year. These are made available to the public in both print and online formats. Fact sheets help educate the public about department projects, air quality, transportation funding, and sustainable development. These publications are listed in appendix **B. Social Considerations**.

Providing information through the internet is an important strategy, and the Transportation Department website is updated regularly to ensure accurate and timely information is available. The department has joined social media networks and streaming video websites to expand opportunities to provide education and make it easier for the public to submit comments. RTC meetings are livestreamed from the department's website and are archived there. Video recordings of public meetings are posted online, allowing greater access and convenience for the public to learn about and provide input on plans.

A public meeting was held in Garland in October 2017. Mobility 2045 was discussed at the meeting. Source: NCTCOG

As the Transportation Department's online presence has grown, it has sought to adapt its public involvement procedures to modern communication preferences. Online public input opportunities are a new way for the public and transportation partners to comment on routine items, such as modifications, minor amendments, and administrative revisions to planning documents. These online public input opportunities are advertised in the same manner as public meetings and meet the comment period requirements outlined in the Public Participation Plan. The Transportation Department is able to better match content, strategies, and audiences by using this tool to inform the public about proposed minor changes to documentation.

The Transportation Department participates in community events to educate the public on transportation and air quality initiatives. As needed, print and online surveys are conducted to determine public awareness and/or sentiment with regard to certain planning issues. In addition, communication with the media serves as a strategy for disseminating information to the public through media releases, briefings, and interviews.

Source: NCTCOG

The Transportation Department is also building networks of partners that will share information about transportation programs and the planning process with their members, stakeholders, and the broader public. By leveraging existing networks of homeowner associations, business groups, and community organizations,

especially those that engage low-income, minority, disabled, and LEP individuals and communities, NCTCOG is trying to reach greater numbers of people and more diverse audiences.

Finally, visualization tools like animations, maps, renderings, photos, and others are used when possible online, in presentations, and in publications to increase understanding among all audiences. Visual elements can also be especially beneficial for LEP persons.

Bicycle and Pedestrian Advisory Committee Workshop

Source: NCTCOG

Public Involvement for Mobility 2045

A variety of strategies were used to encourage public participation during the development of Mobility 2045. Information about goals, demographic forecasts, financial constraints, involvement opportunities, air quality impacts, and overall development was featured in publications, on the NCTCOG website, on social media, and in emails sent to individuals and groups who have expressed an interest in receiving information. NCTCOG also held public meetings and gave presentations to several community groups.

The department used a questionnaire, made available in both English and Spanish versions, to engage the public on transportation issues. The questionnaire was:

- Distributed at public meetings
- Sent to the department's Transportation Update e-newsletter contacts
- Shared across the department's social media accounts
- Advertised in print and on Facebook, in both English and Spanish
- Shared with staff at the region's municipalities, counties, and transportation agencies, and the region's legislative delegations
- Shared with stakeholders interested in transit, freight, and bicycle and pedestrian planning, and related activities

The results of this questionnaire are included in appendix **B. Social Considerations**.

NCTCOG promoted the Mobility 2045 questionnaire on Facebook in English and Spanish.

In compliance with the Public Participation Plan, public meetings were held 60 days and 30 days prior to RTC approval of Mobility 2045. The following public involvement information is included in appendix **B. Social Considerations**: a list of public meetings and community events at which development of Mobility 2045 was discussed, a summary of public comments received for Mobility 2045, and official responses to those comments.

The 2018 Transportation Conformity document includes public meeting notices, meeting minutes, and comments for all public meetings that featured a Mobility 2045 or Conformity agenda item.

Partner Coordination

In addition to engaging the public, regional transportation and non-transportation partners were consulted through development of the policy, program, and project recommendations in Mobility 2045. Regional transportation partners include the Texas Department of Transportation (TxDOT), North Texas Tollway Authority, regional transit authorities, and environmental resource agencies. These partners were involved through committee, public, and project-specific meetings, phone calls, and other correspondence to coordinate long-range regional transportation efforts. Several transportation committees such as the Surface Transportation Technical Committee, Air Transportation Advisory Committee, Regional Freight Advisory Council, and the Bicycle and Pedestrian Advisory Committee lend expertise and help develop recommendations for the RTC to consider. The RTC guided staff's development of Mobility 2045 priorities and policies and is ultimately responsible for approving and implementing Mobility 2045.

Tribal Coordination

The North Central Texas Council of Governments recognizes the unique government-to-government relationship that the Federal Highway Administration has with Indian Tribal Governments. **Exhibit 3.2-2** displays all the federally recognized tribes that have an interest in the North Central Texas region. NCTCOG coordinates with the Federal Highway Administration and TxDOT to reach out to Indian Tribal Governments to allow them the opportunity to participate in the transportation planning process. Tribal contacts receive all notices of public input opportunities, as well as electronic copies of NCTCOG's Mobility Matters newsletter. This allows Indian Tribal Governments to be involved in the transportation decision-making process and informed about transportation planning efforts and ongoing opportunities to be involved and provide input.

In February 2018, TxDOT invited NCTCOG staff to attend a TxDOT-Tribal Planning Group meeting to seek guidance on how to improve communications with tribal nations. Tribal Government representatives have indicated interest in more formal working relationships directly with the Metropolitan Transportation Organization. These relationships would enable early opportunities to provide input on transportation planning and the priorities of Tribal Governments. Opportunities for these formal working relationships will be explored further.

Exhibit 3.2-2: Federally Recognized Tribes

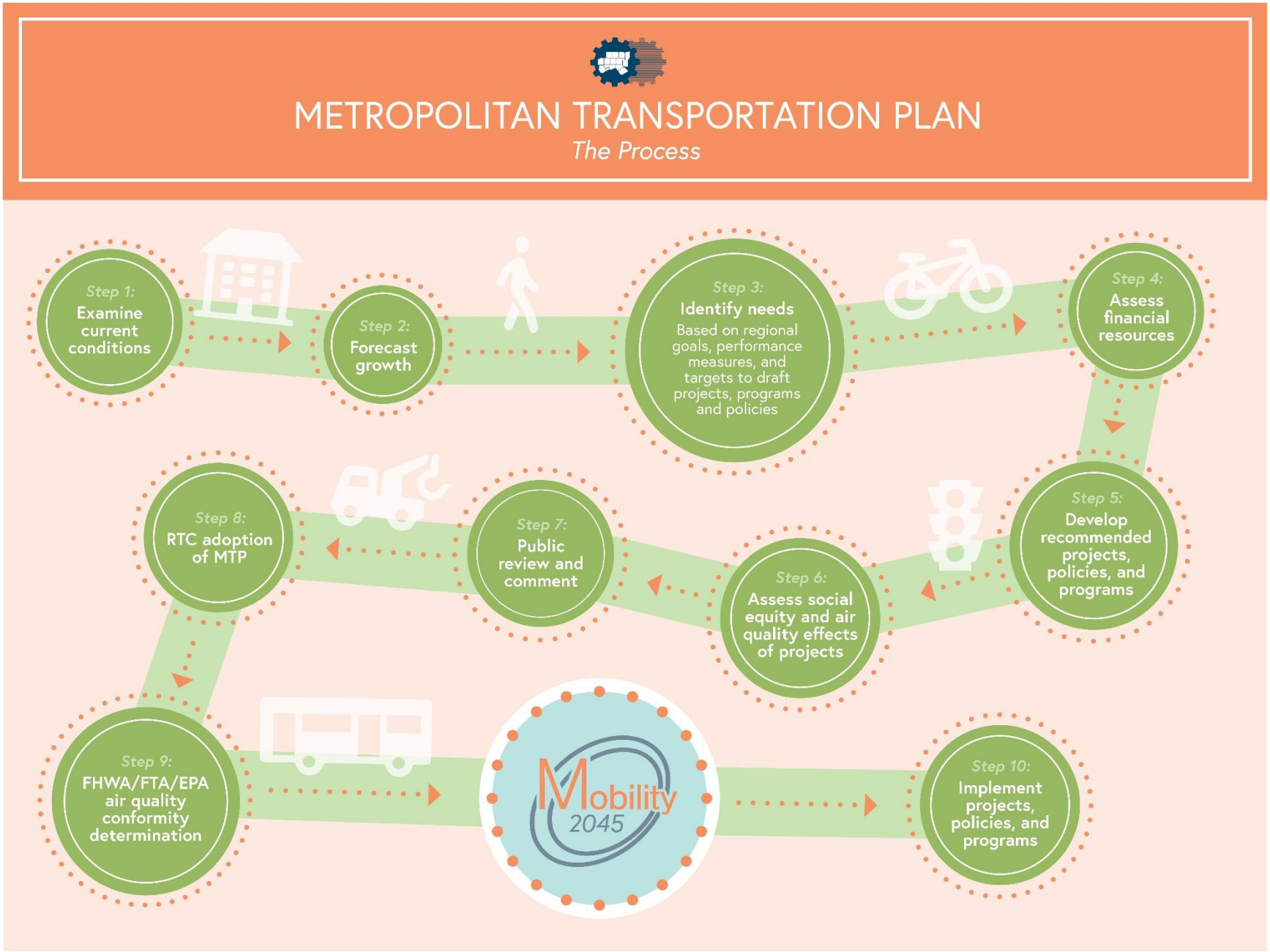
Absentee Shawnee Tribe of Oklahoma	Kickapoo Tribe of Oklahoma
Caddo Nation of Oklahoma	Kiowa Indian Tribe of Oklahoma
Cherokee Nation of Oklahoma	Mescalero Apache Tribe
Comanche Nation of Oklahoma	Muscogee (Creek) Nation of Oklahoma
Coushatta Tribe of Louisiana	Poarch Band of Creek Indians
The Delaware Nation	Pokagon Band of Potawatomi Indians of Michigan
Eastern Shawnee Tribe of Oklahoma	Quapaw Tribe of Oklahoma
Jena Band of Choctaw Indians	Seminole Nation of Oklahoma
Kialegee Tribal Town	Thlopthlocco Tribal Town
Kickapoo Traditional Tribe of Texas	Tonkawa Tribe of Oklahoma
Kickapoo Tribe in Kansas	Wichita and Affiliated Tribes

Summary

A transportation system must include transportation options for all residents of the region. Mobility is important to residents' quality of life and the region's economic vitality. Therefore, the RTC uses several strategies to ensure the social considerations of Mobility 2045.

Transparent processes and opportunities for public involvement guide the development of a transportation plan that helps improve air quality while being multimodal and financially viable. This multi-step approach includes seeking the public's participation in the development of Mobility 2045 recommendations and analyzing those recommendations' impacts on protected populations.

This process has guided recommendations that manage congestion, provide access to jobs and recreation, and contribute to a high quality of life for the residents of North Central Texas.


METROPOLITAN TRANSPORTATION PLAN
The Process
Step 1: Examine current conditions
Step 2: Forecast growth
Step 3: Identify needs
Based on regional goals, performance measures, and targets to draft projects, programs and policies
Step 4: Assess financial resources
Step 5: Develop recommended projects, policies, and programs
Step 6: Assess social equity and air quality effects of projects
Step 7: Public review and comment
Step 8: RTC adoption of MTP
Step 9: FHWA/FTA/EPA air quality conformity determination
Mobility 2045
Step 10: Implement projects, policies, and programs

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B. Social Considerations

Social Considerations

Policies

MTP Reference #	Environmental Justice
EJ3-001	Evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system.
EJ3-002	Balance transportation investment across the region to provide equitable improvements.

MTP Reference #	Public Involvement
PI3-001	Meet federal and state requirements to ensure all individuals have full and fair access to provide input on the transportation decision-making process.
PI3-002	Demonstrate explicit consideration and response to the public input received.
PI3-003	Use strategic outreach and communication efforts to seek out and consider the needs of those traditionally underserved by the transportation planning process.
PI3-004	Enhance visualization of transportation policies, programs, and projects.
PI3-005	Provide education to the public and encourage input and engagement from all residents on the transportation system and the transportation decision-making process.

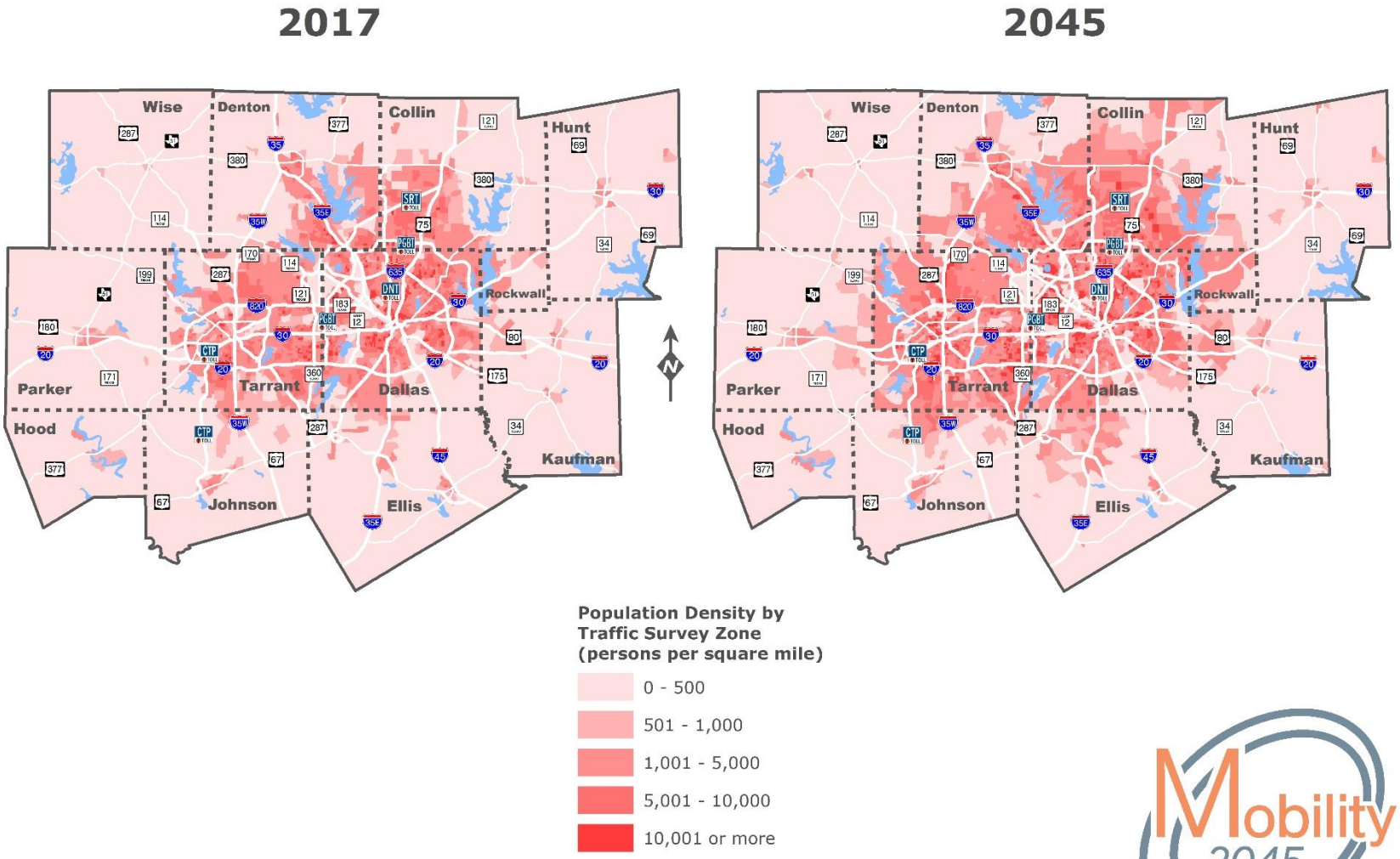
Identifying Populations

The North Central Texas Council of Governments (NCTCOG) collects and analyzes demographic data in an effort to better understand regional characteristics. While only the federally mandated low-income and minority populations were analyzed in Mobility 2045, additional demographic groups are mapped to enhance decision making. This appendix includes maps of groups in the region that constitute the federally defined, protected Title VI, and environmental justice populations. It also includes maps of populations NCTCOG considers during efforts to meet the needs of transportation-disadvantaged groups.

Demographic Data Sources

The recommendations in Mobility 2045 were evaluated using the established performance indicators utilizing demographic data from the 2011-2015 American Community Survey 5-Year Estimates. Beginning in 2010, the decennial Census no longer captures income data, so Mobility 2045 utilizes the American Community Survey to evaluate the impacts of plan recommendations.

Population Density

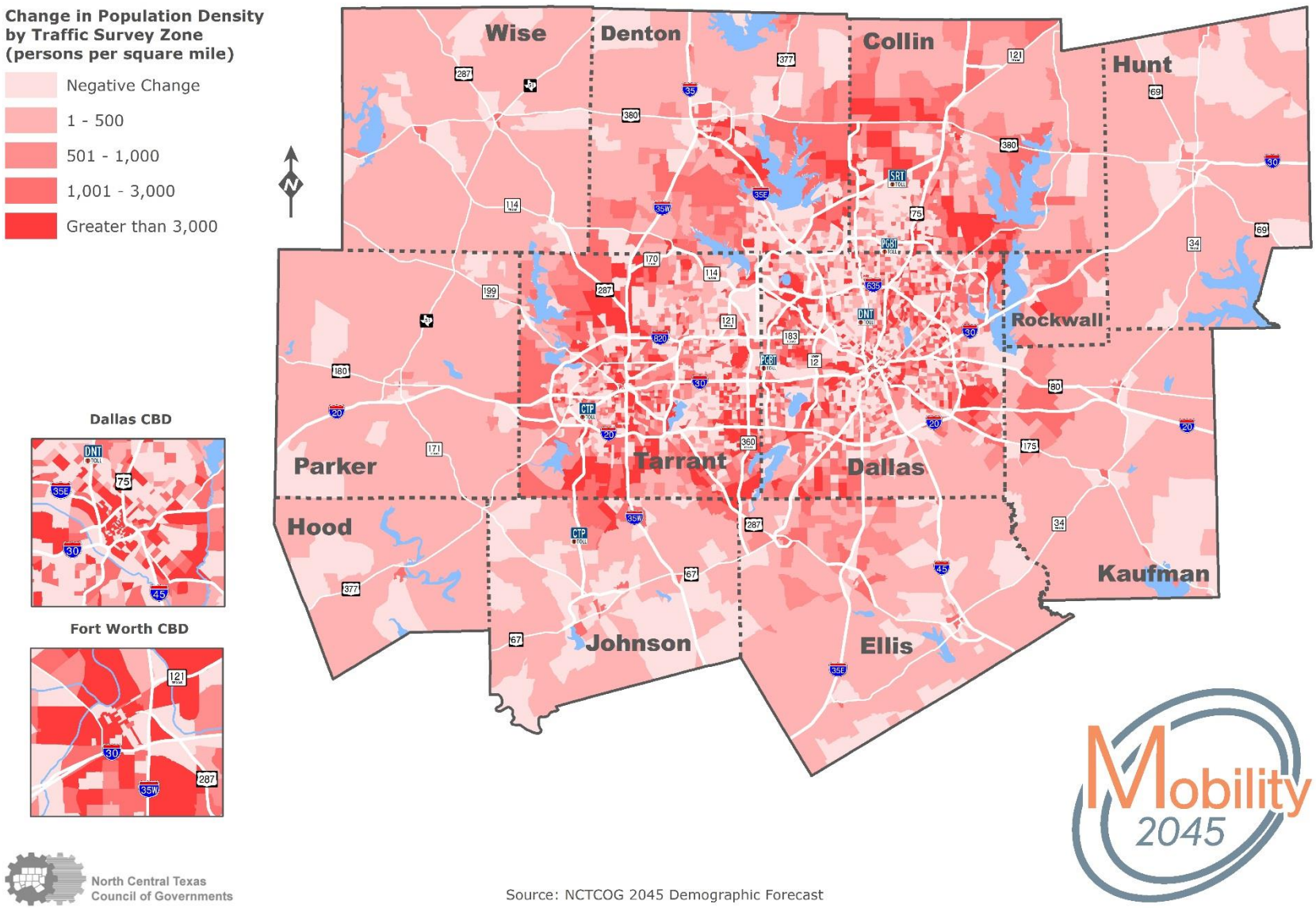


North Central Texas Council of Governments

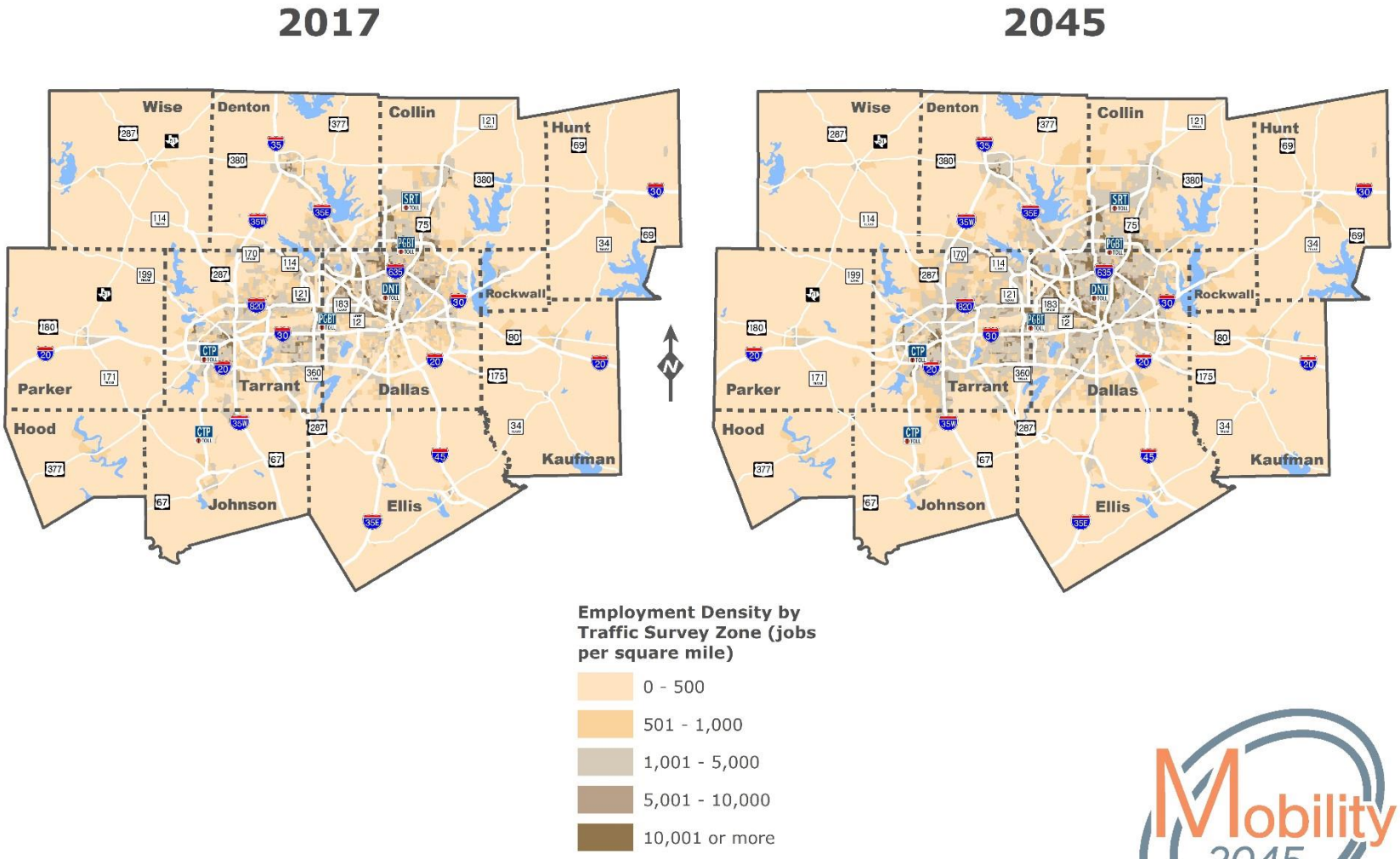
June 2018

Source: NCTCOG 2045 Demographic Forecast

Change in Population Density: 2017-2045



Employment Density

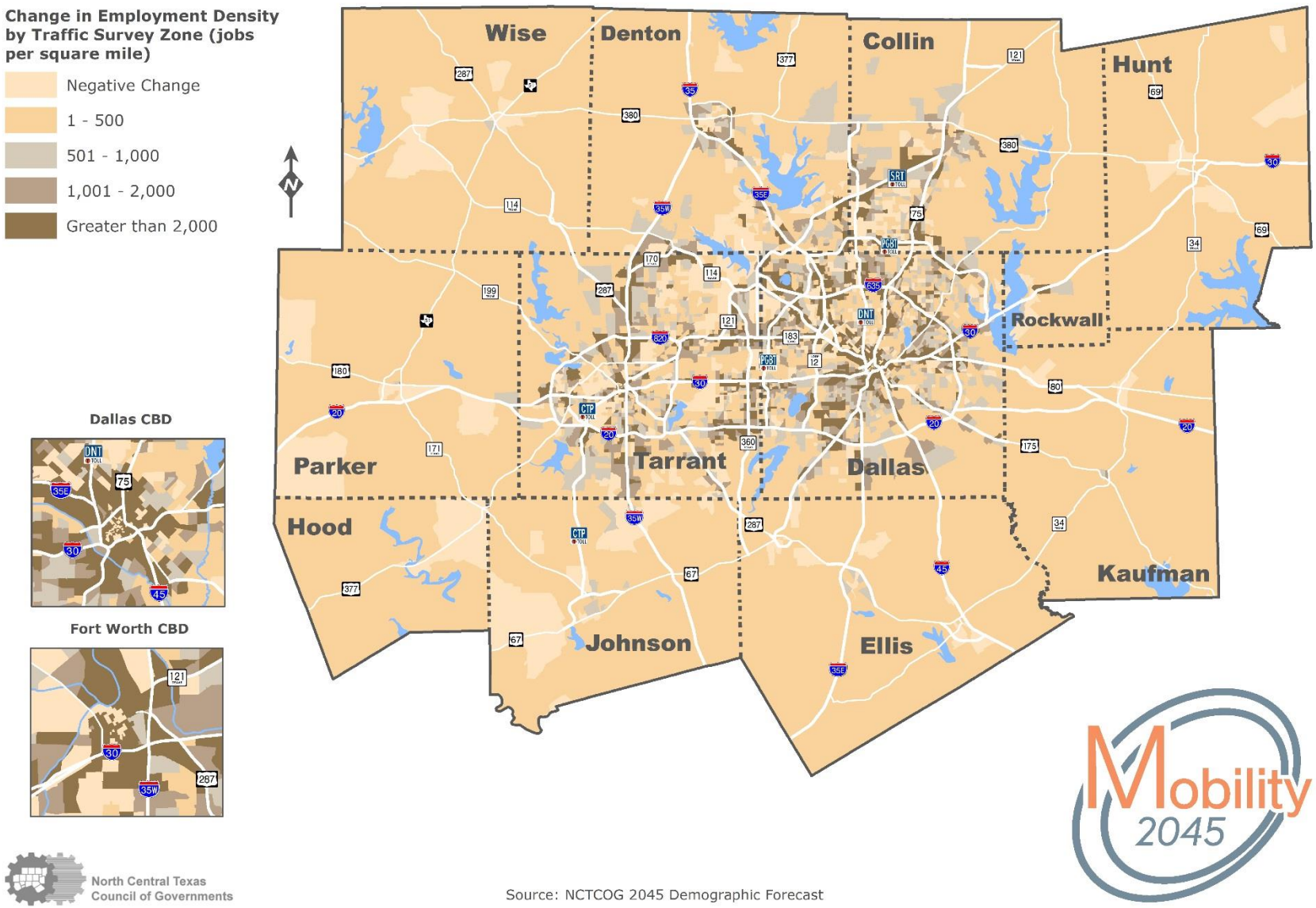


North Central Texas Council of Governments

June 2018

Source: NCTCOG 2045 Demographic Forecast

Change in Employment Density: 2017-2045

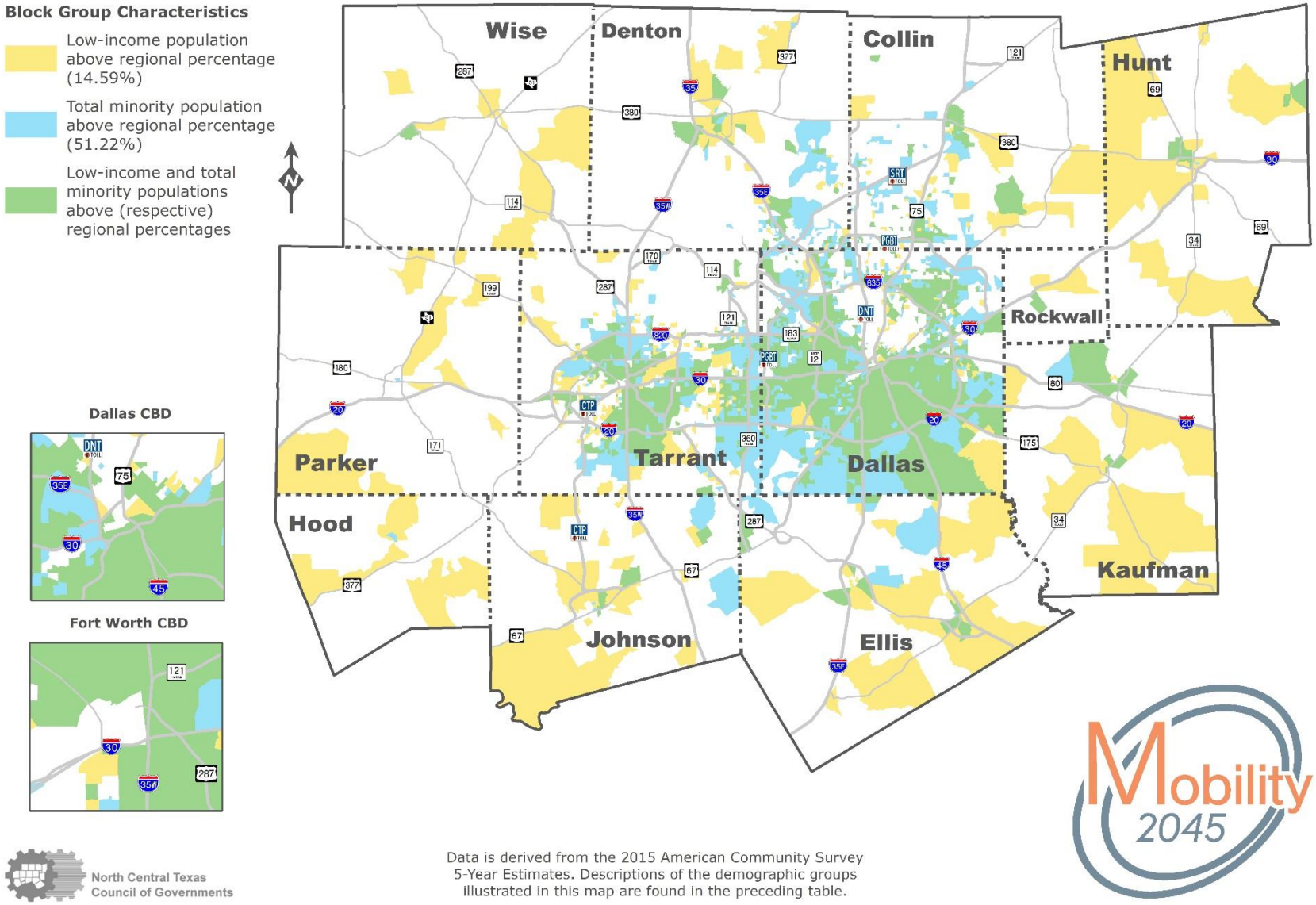


Demographic Groups

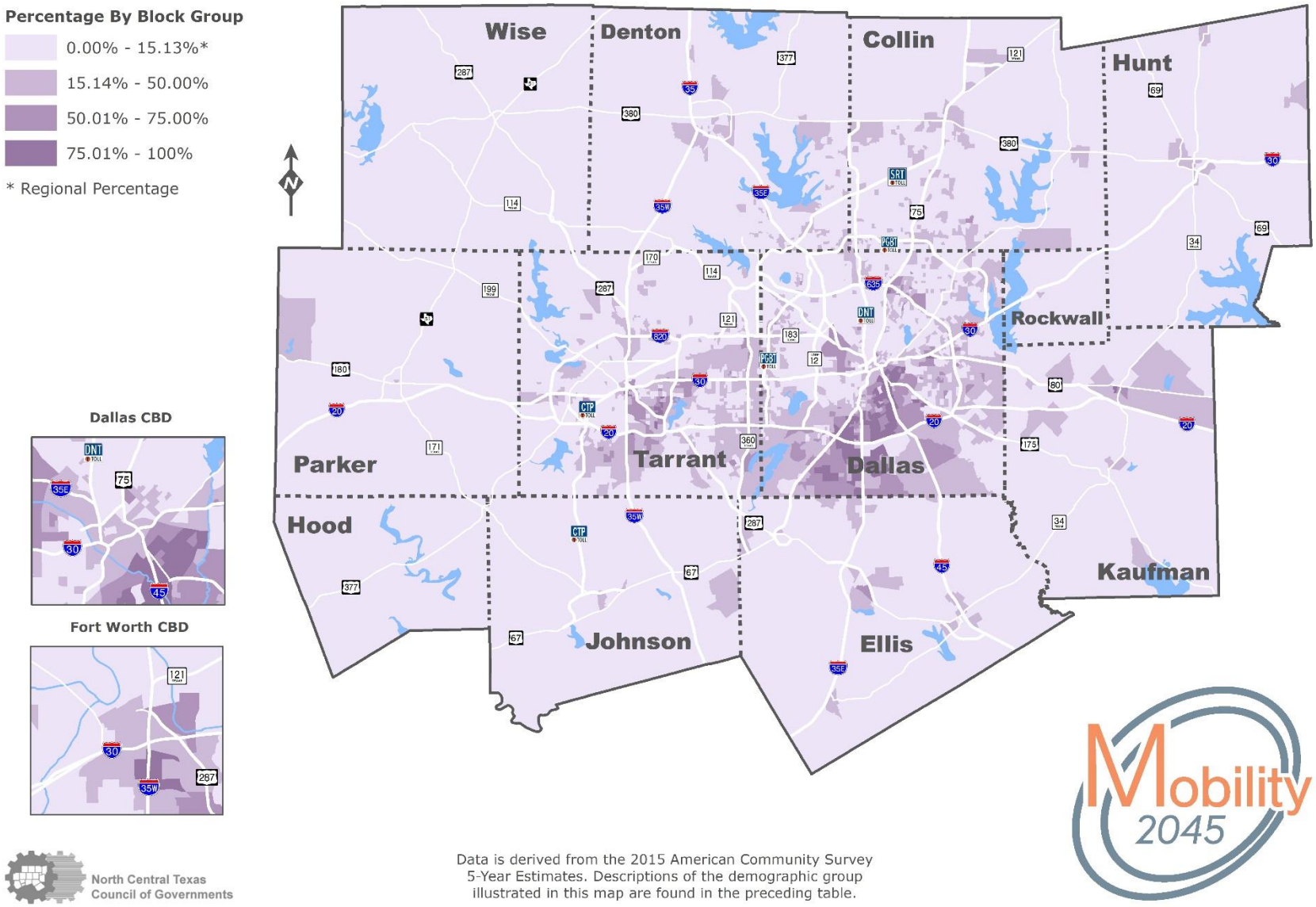
The following table describes the demographic groups that are featured in the following maps in this appendix. Some groups are federally designated as protected populations per Presidential Executive Order 12898 and the Title VI Statute of the Civil Rights Act of 1964; other groups may face disadvantages while using the transportation system. Group descriptions have been adapted from definitions developed by the US Census Bureau and the Federal Highway Administration.

Demographic Group	Description
65 and Over	Includes any person aged 65 and older
American Indian or Alaska Native	Includes any person having origins in any of the original peoples of North and South America (including Central America) and who maintains tribal affiliation or community attachment
Asian	Includes any person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
Black or African American	Includes any person having origins in any of the Black racial groups of Africa
Female Head of Household	Includes any household with children under 18 years old and with no husband present
Hispanic or Latino	Includes any person who identifies as belonging to one or more of the following specific categories, regardless of race: Mexican; Puerto Rican; Cuban; Dominican; Salvadoran; Guatemalan; Argentinean; Colombian; Spaniard; or other Hispanic, Latino, or Spanish cultures or origins
Limited English Proficiency	Includes any person aged 5 years or older who does not speak English as his/her primary language and who reported being able to read, speak, write, or understand English less than “very well”
Limited English Proficiency: Asian or Pacific Island Languages	Includes any person aged 5 years or older who speaks an Asian or Pacific Island language as his/her primary language and who reported being able to read, speak, write, or understand English less than “very well”
Limited English Proficiency: Other Indo-European Languages	Includes any person aged 5 years or older who speaks an Indo-European language other than Spanish as his/her primary language and who reported being able to read, speak, write, or understand English less than “very well”
Limited English Proficiency: Other Languages	Includes any person aged 5 years or older who speaks a language other than English, Spanish, Indo-European, Asian, or Pacific Island languages as his/her primary language and who reported being able to read, speak, write, or understand English less than “very well”
Limited English Proficiency: Spanish	Includes any person aged 5 years or older who speaks Spanish as his/her primary language and who reported being able to read, speak, write, or understand English less than “very well”
Low-Income (Environmental Justice Population)	Includes any person whose household income in the past 12 months was below the poverty threshold according to the US Census
Native Hawaiian or Other Pacific Islander	Includes any person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands
Persons with Disabilities	Includes any civilian, non-institutionalized person with at least one disability that may limit the individual’s ability to care for himself or herself
Some Other Race	Includes any person who identifies as belonging to a race other than “White”, “Black or African American”, “American Indian or Alaska Native”, “Asian”, or “Native Hawaiian or Other Pacific Islander”
Two or More Races	Includes any person who identifies as belonging to two or more of the following racial categories: “White”, “Black or African American”, “American Indian or Alaska Native”, “Asian”, “Native Hawaiian or Other Pacific Islander”, or “Some Other Race”
Total Minority (Environmental Justice Population)	Includes any person who identifies as belonging to a race other than white, or who identifies his/her ethnicity as Hispanic or Latino.
Zero Car Households	Includes any housing unit that has no vehicle available

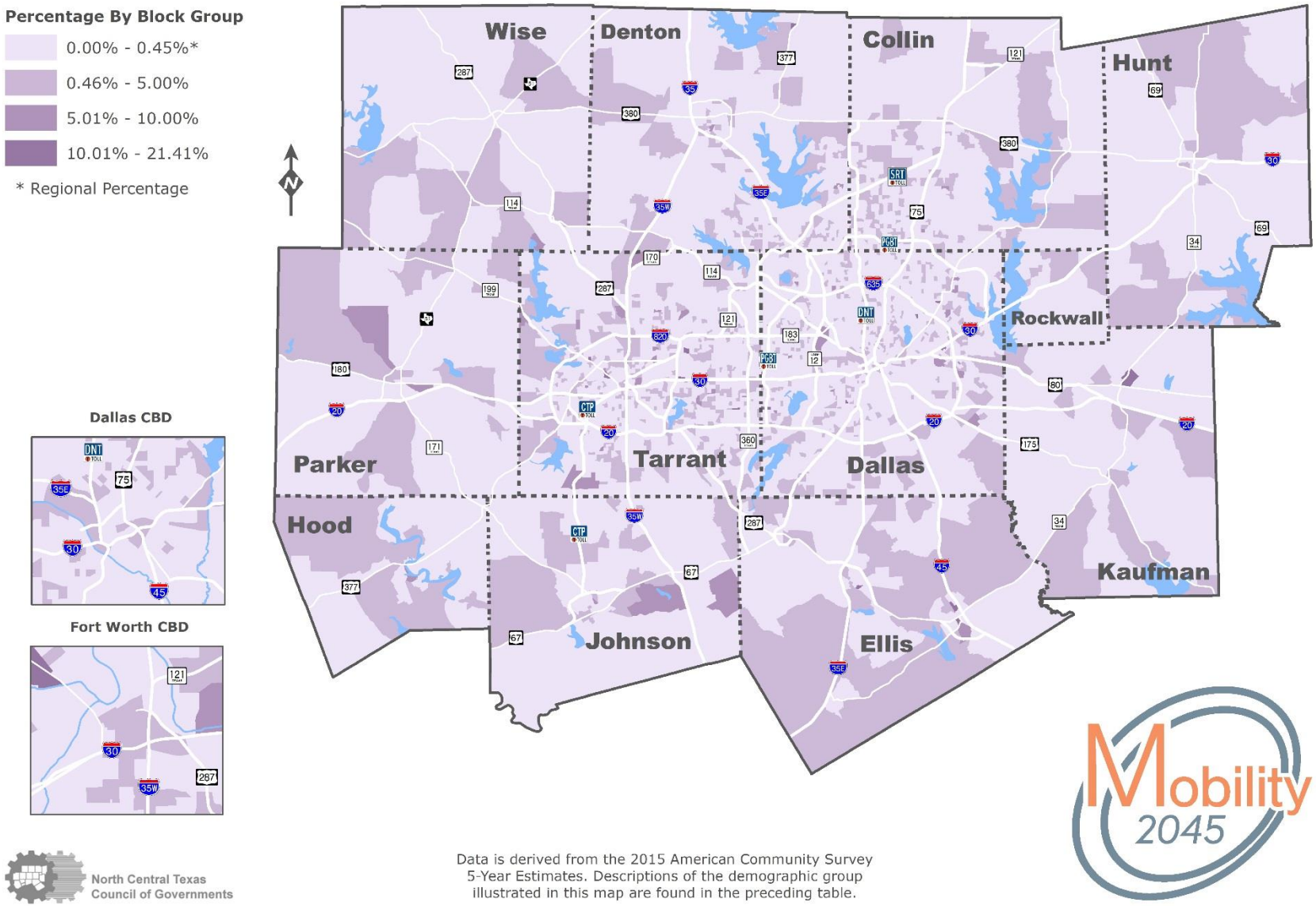
Environmental Justice Index



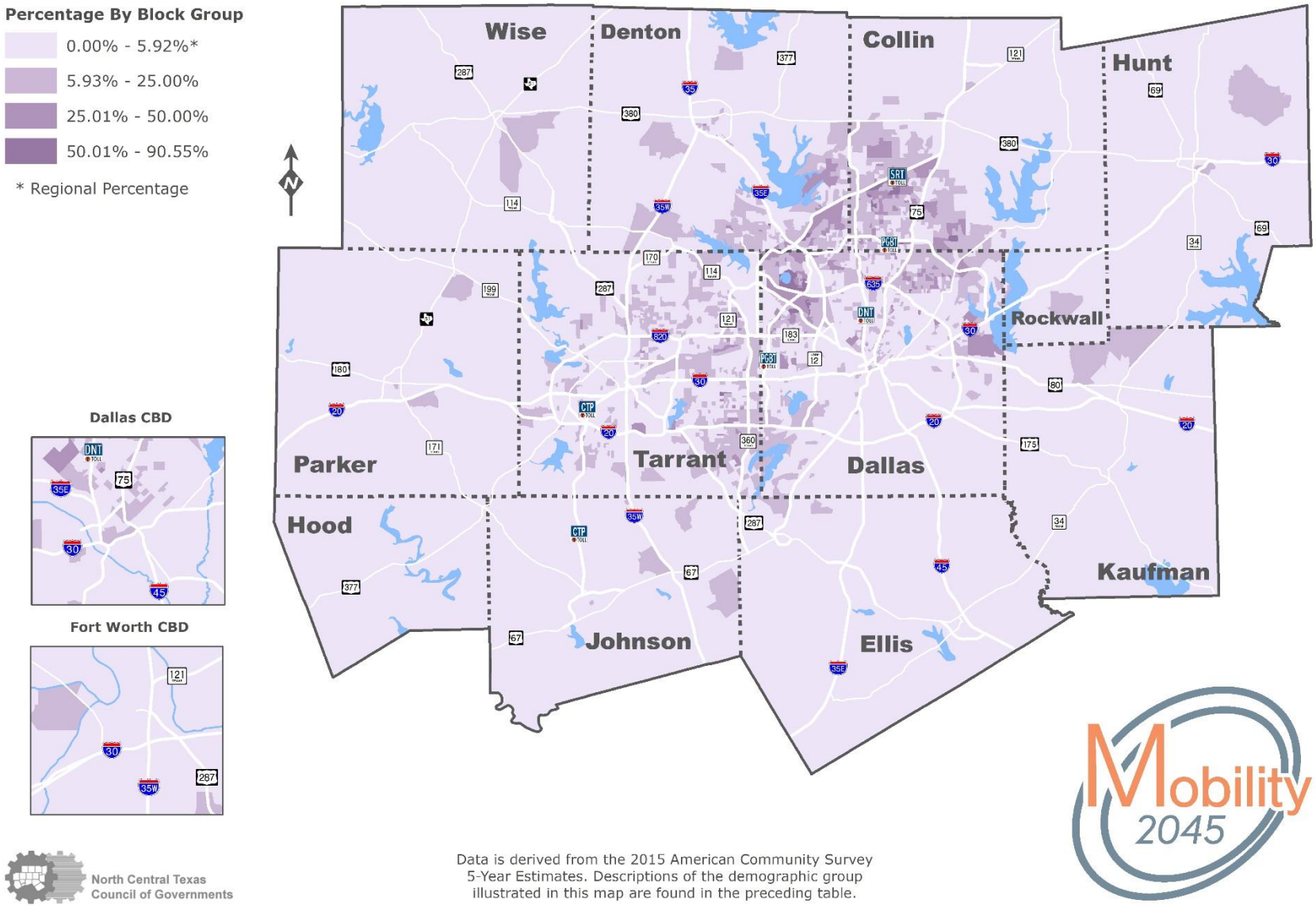
Black or African American Population



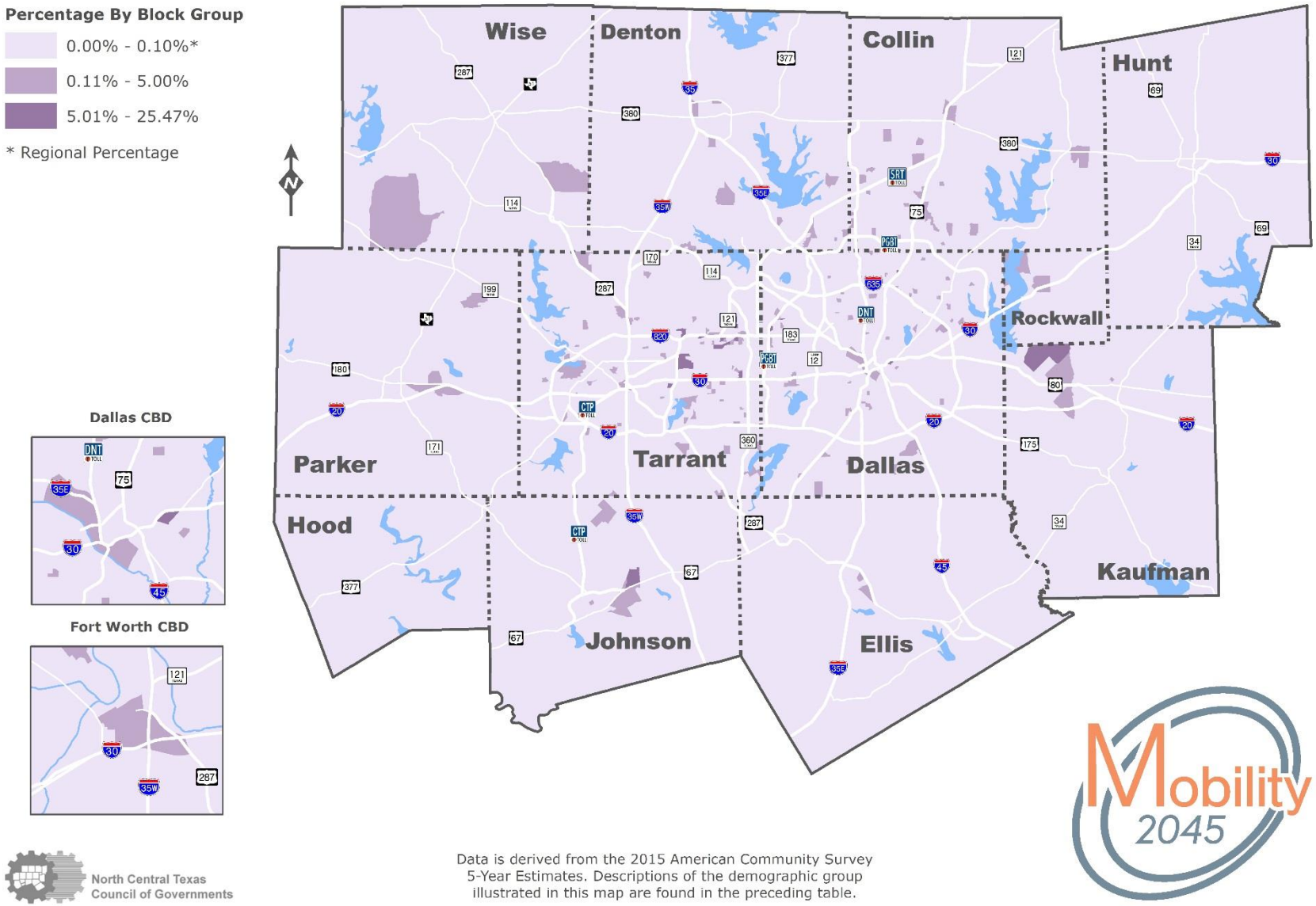
American Indian or Alaska Native Population



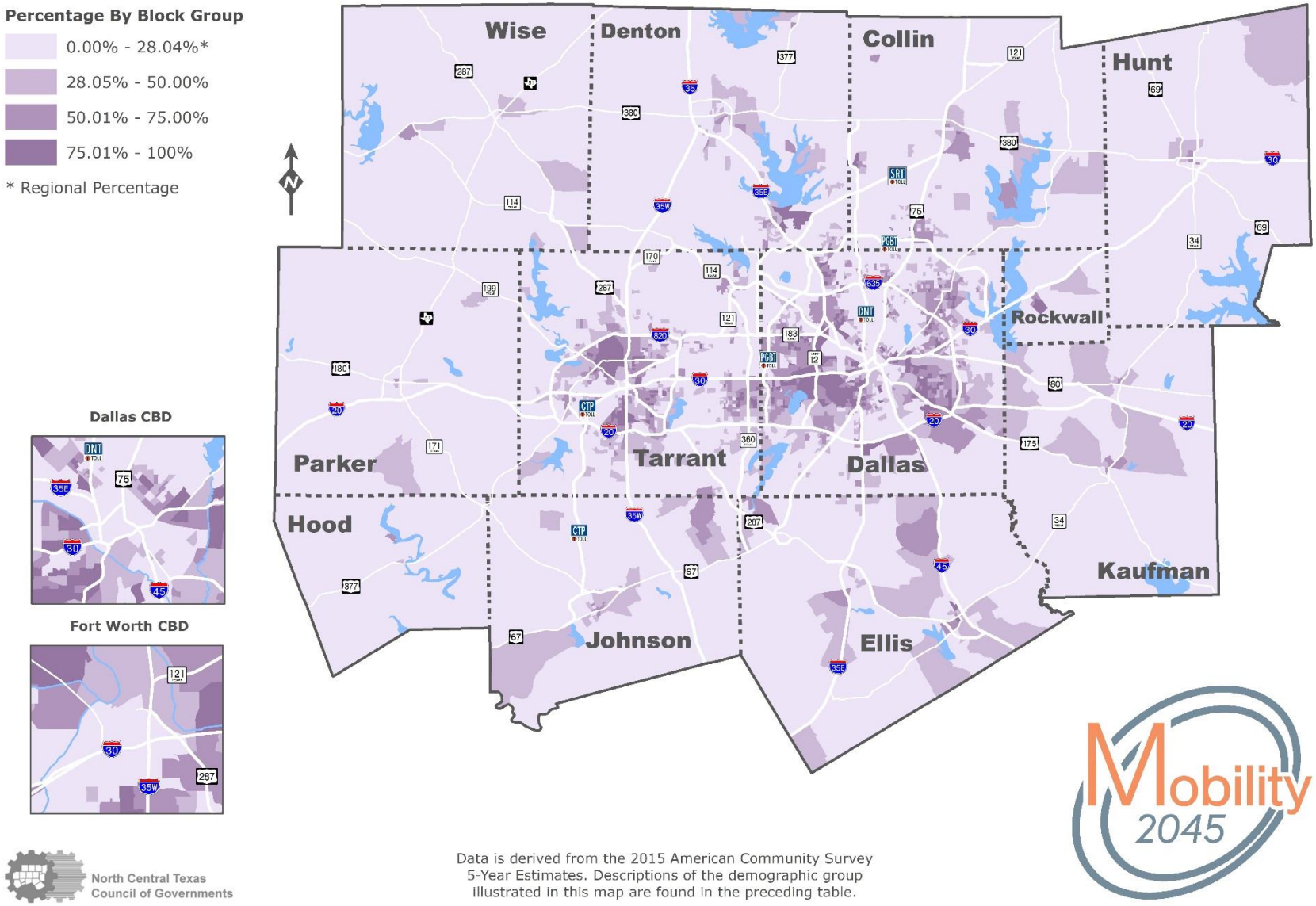
Asian Population



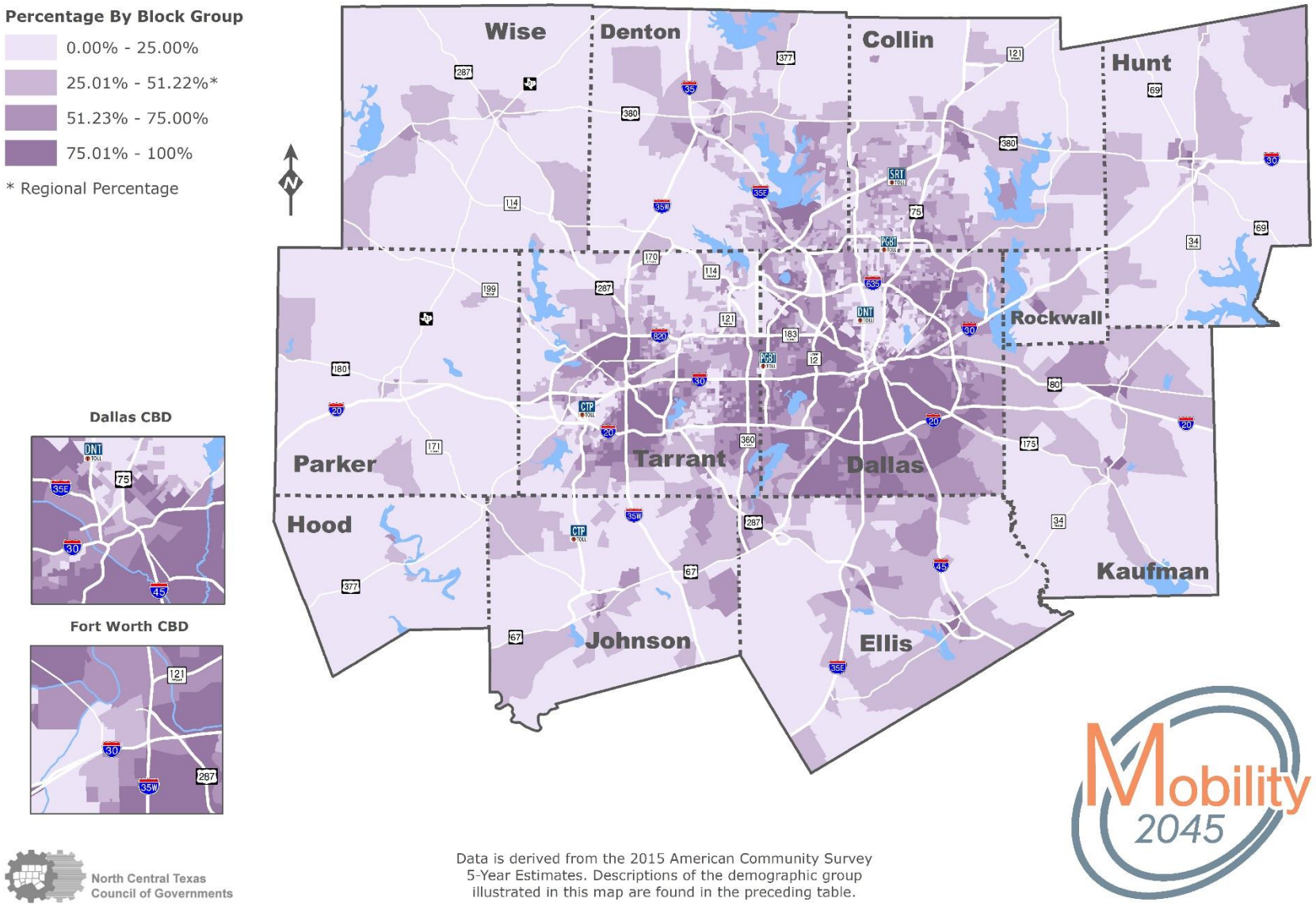
Native Hawaiian or Other Pacific Islander Population



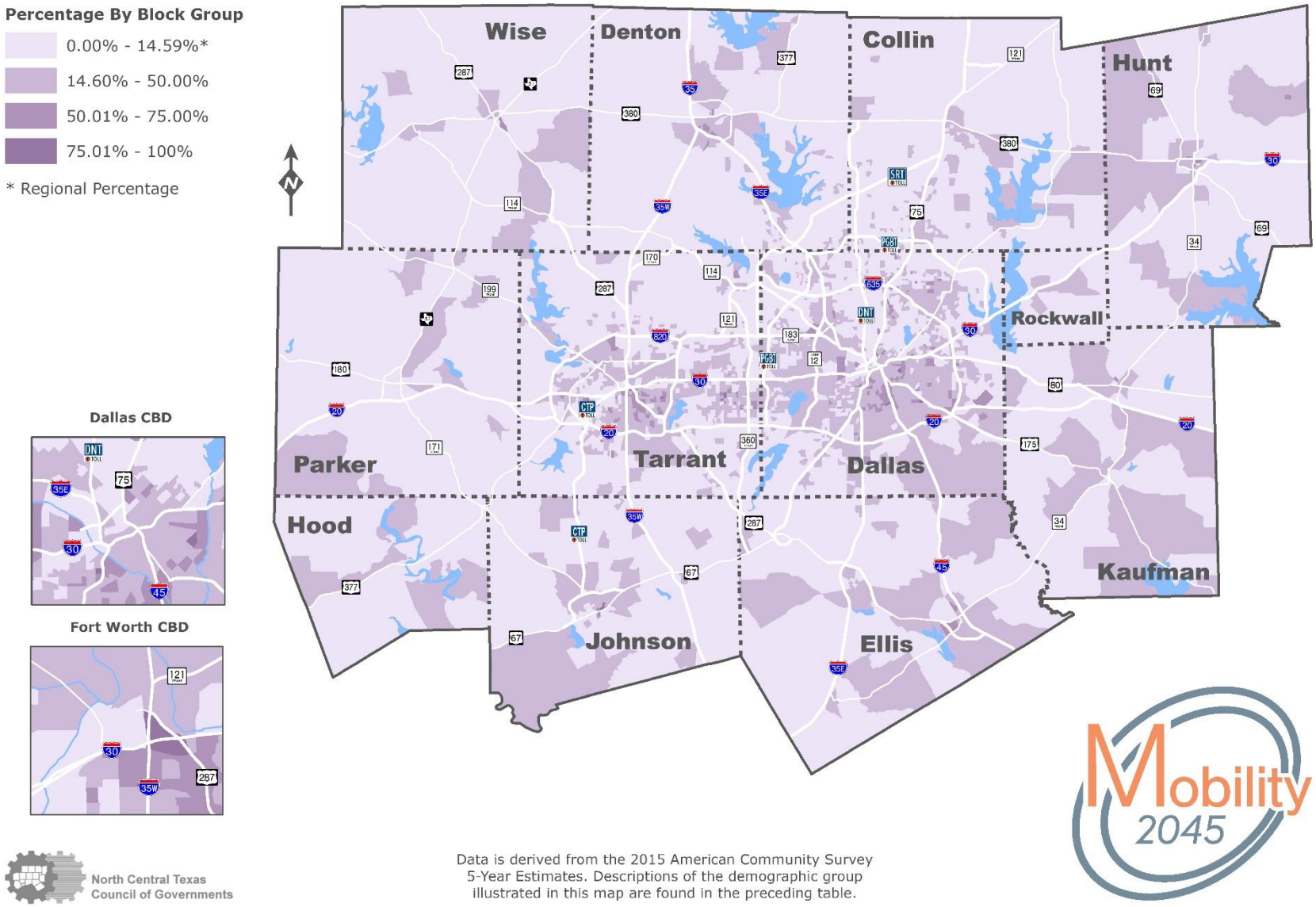
Hispanic or Latino Population



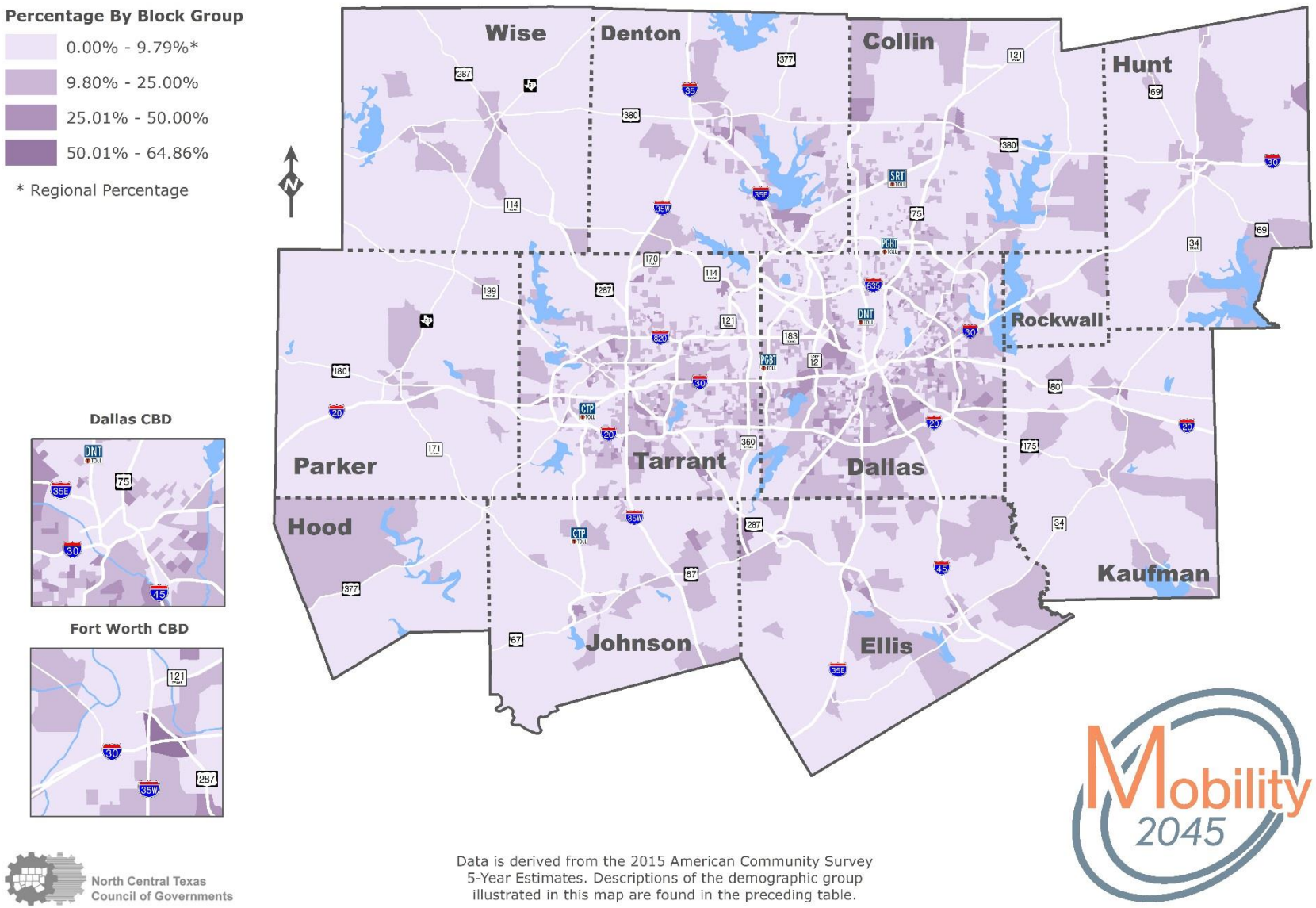
Environmental Justice Population: Total Minority



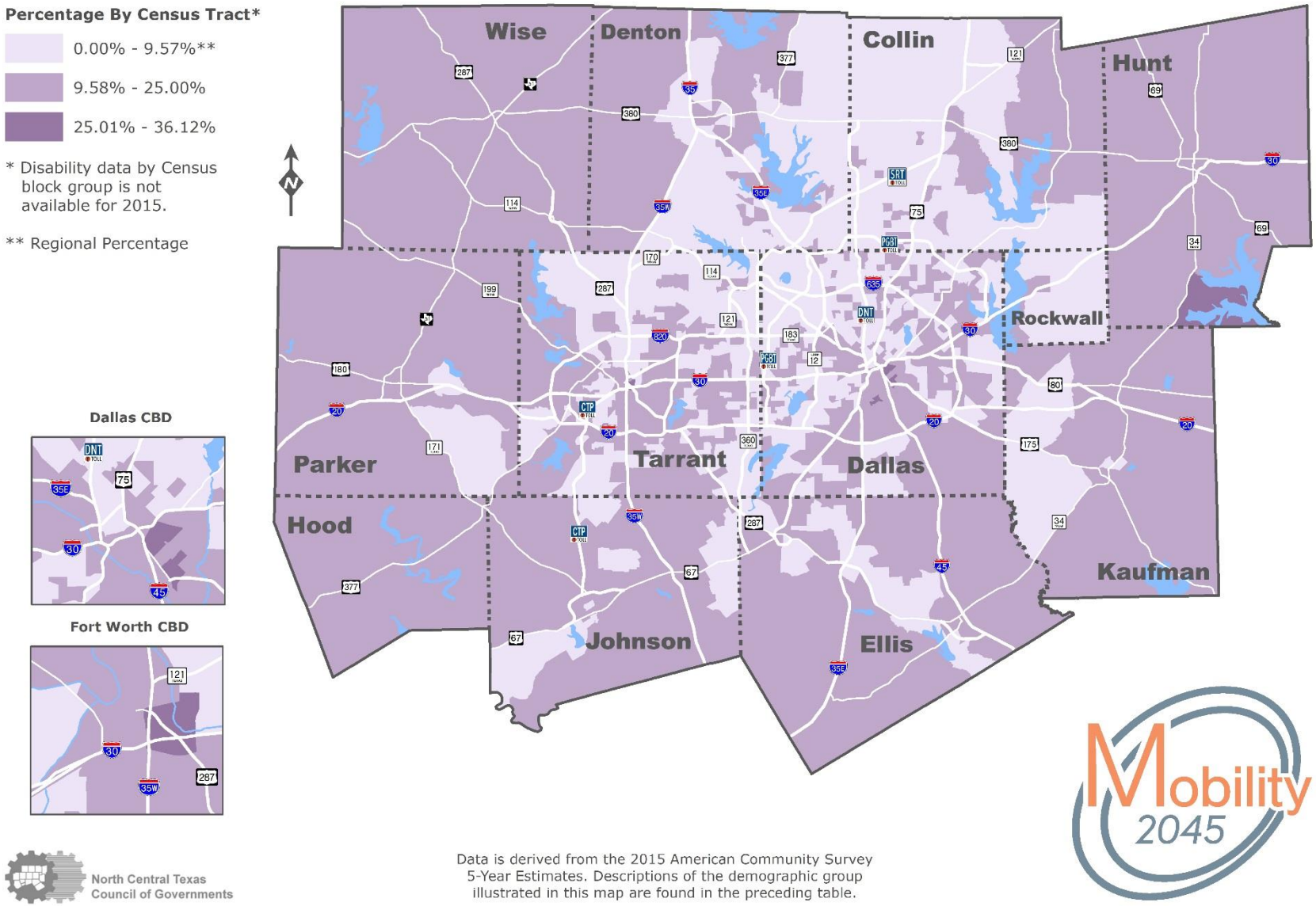
Environmental Justice Population: Low-Income



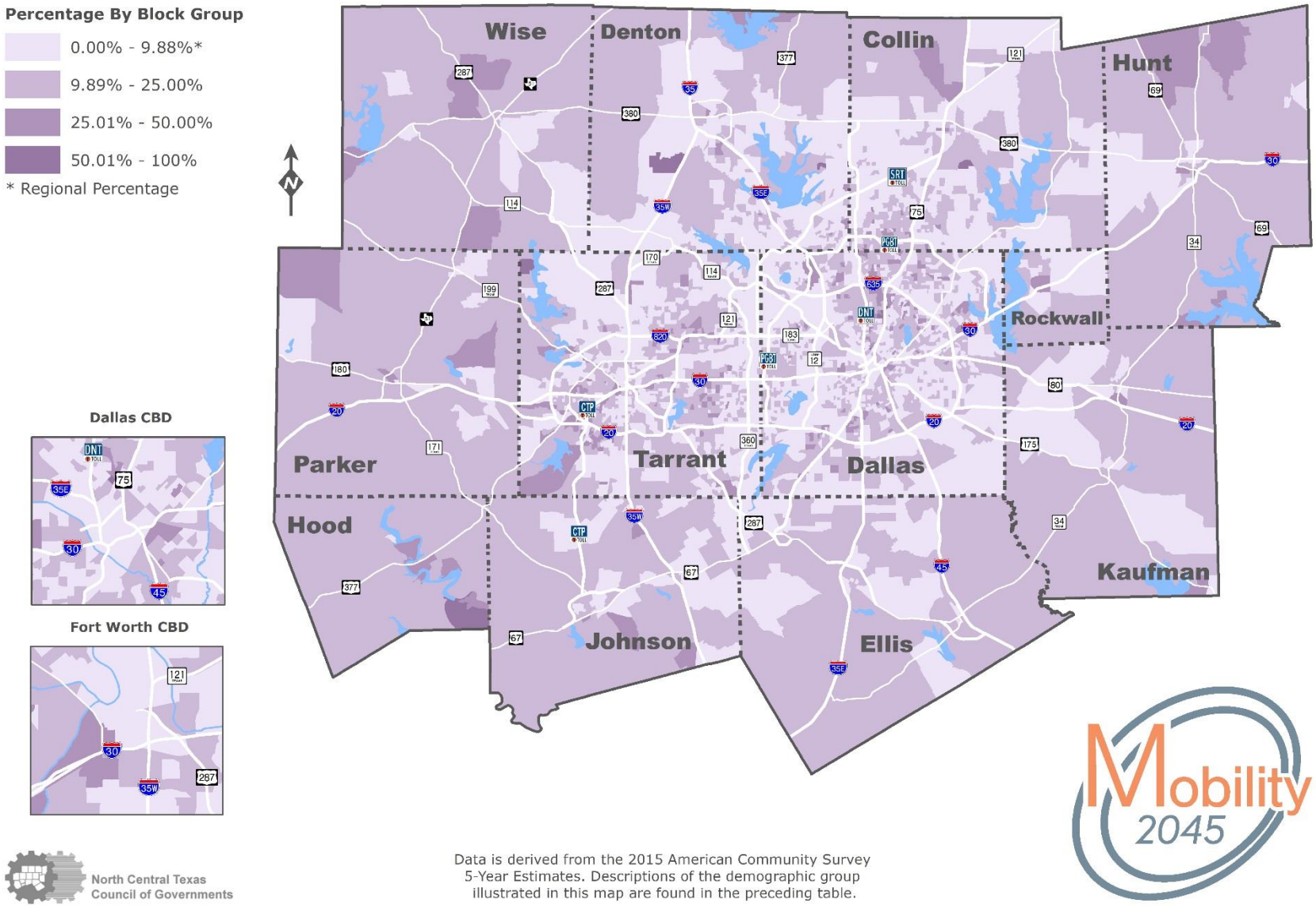
Female Head of Household Population



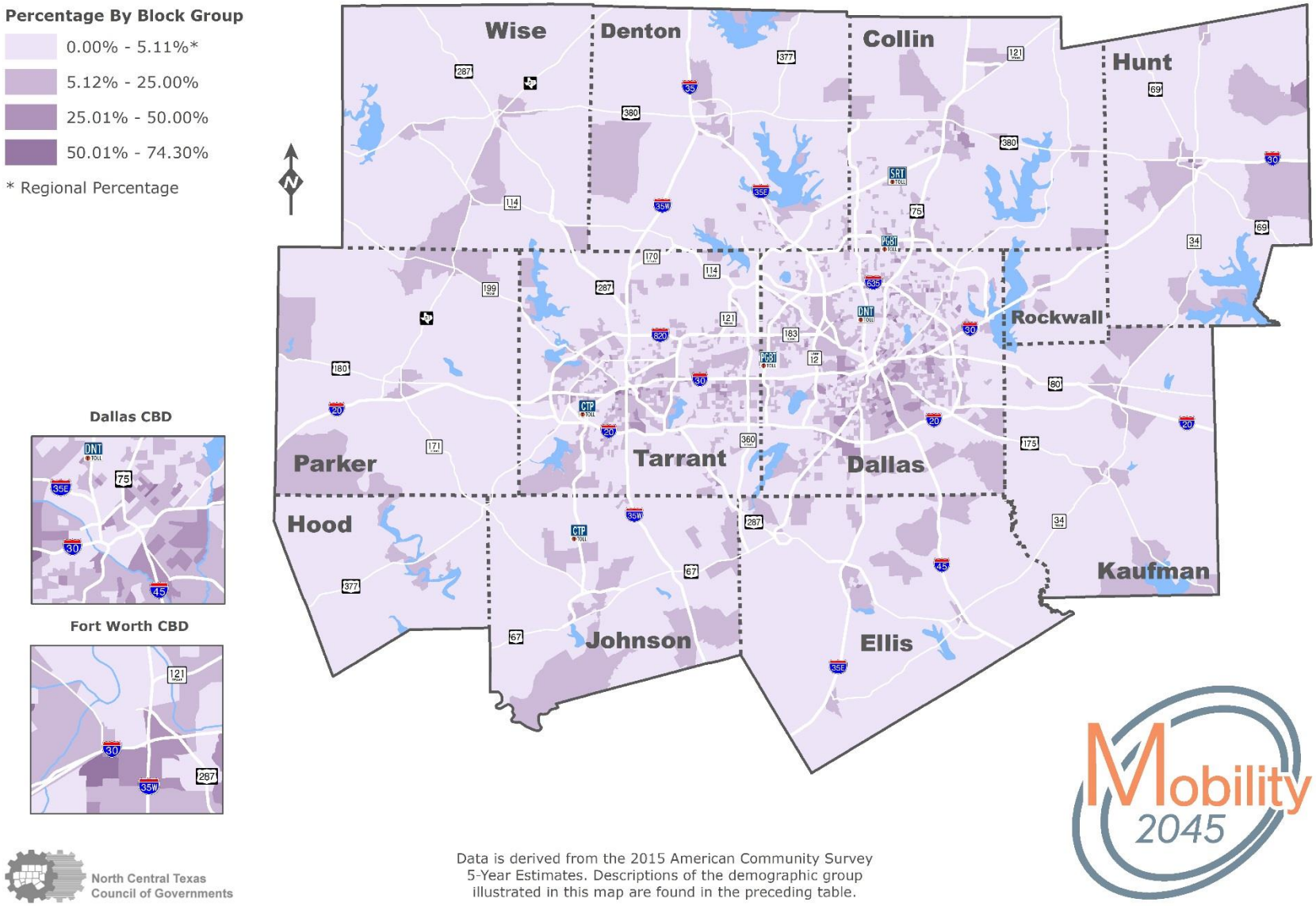
Persons with Disabilities



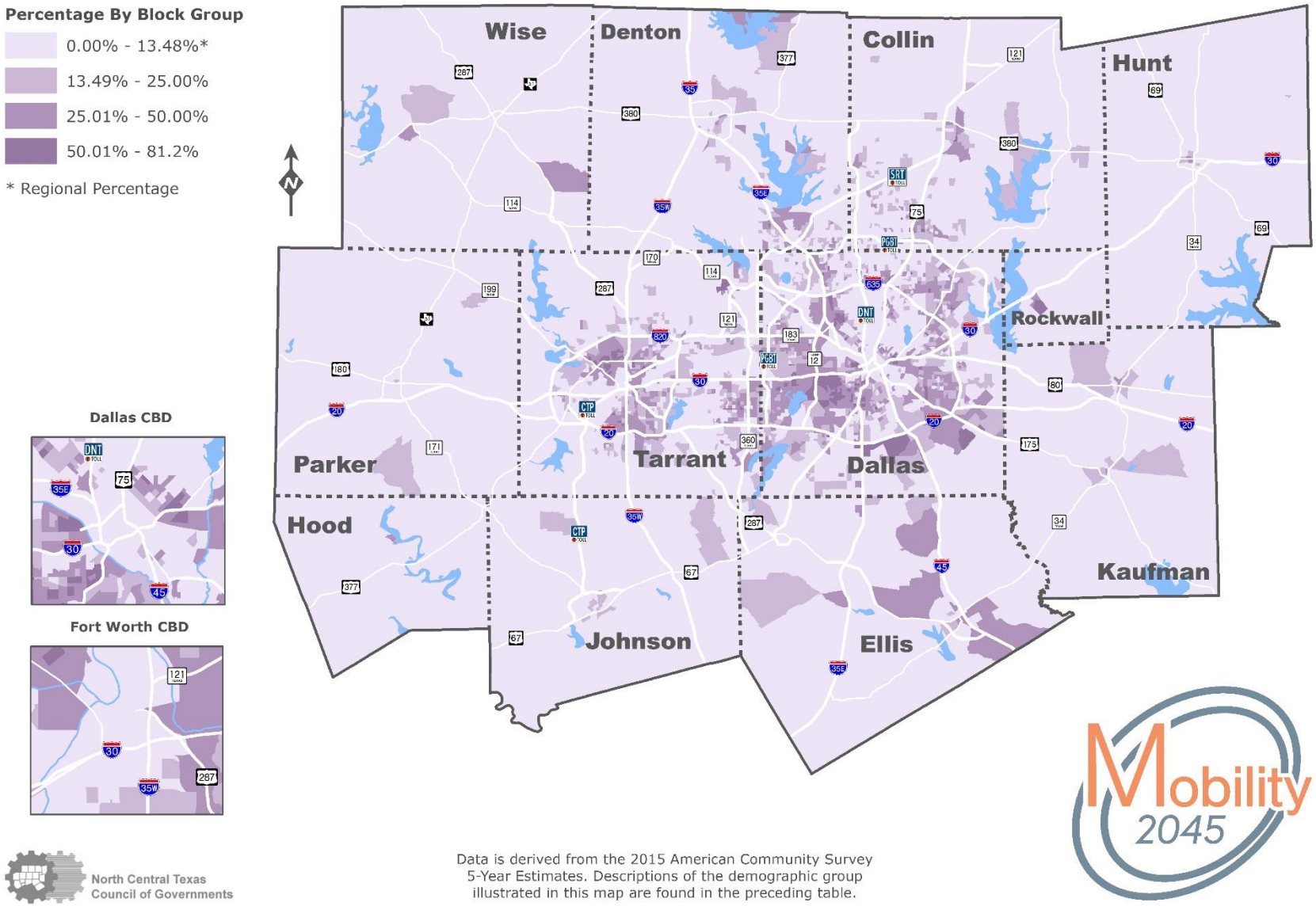
65 and Over Population



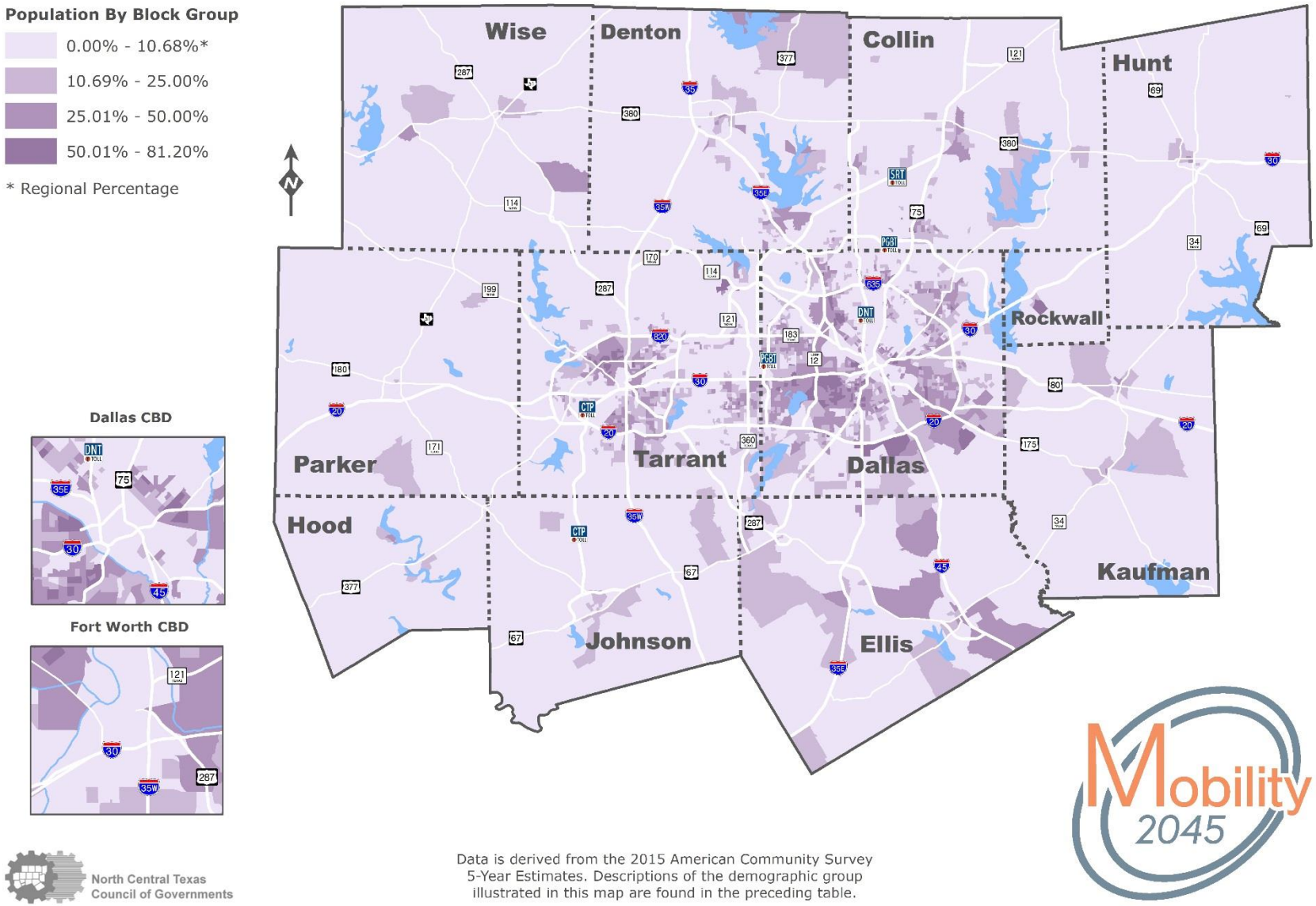
Zero Car Households



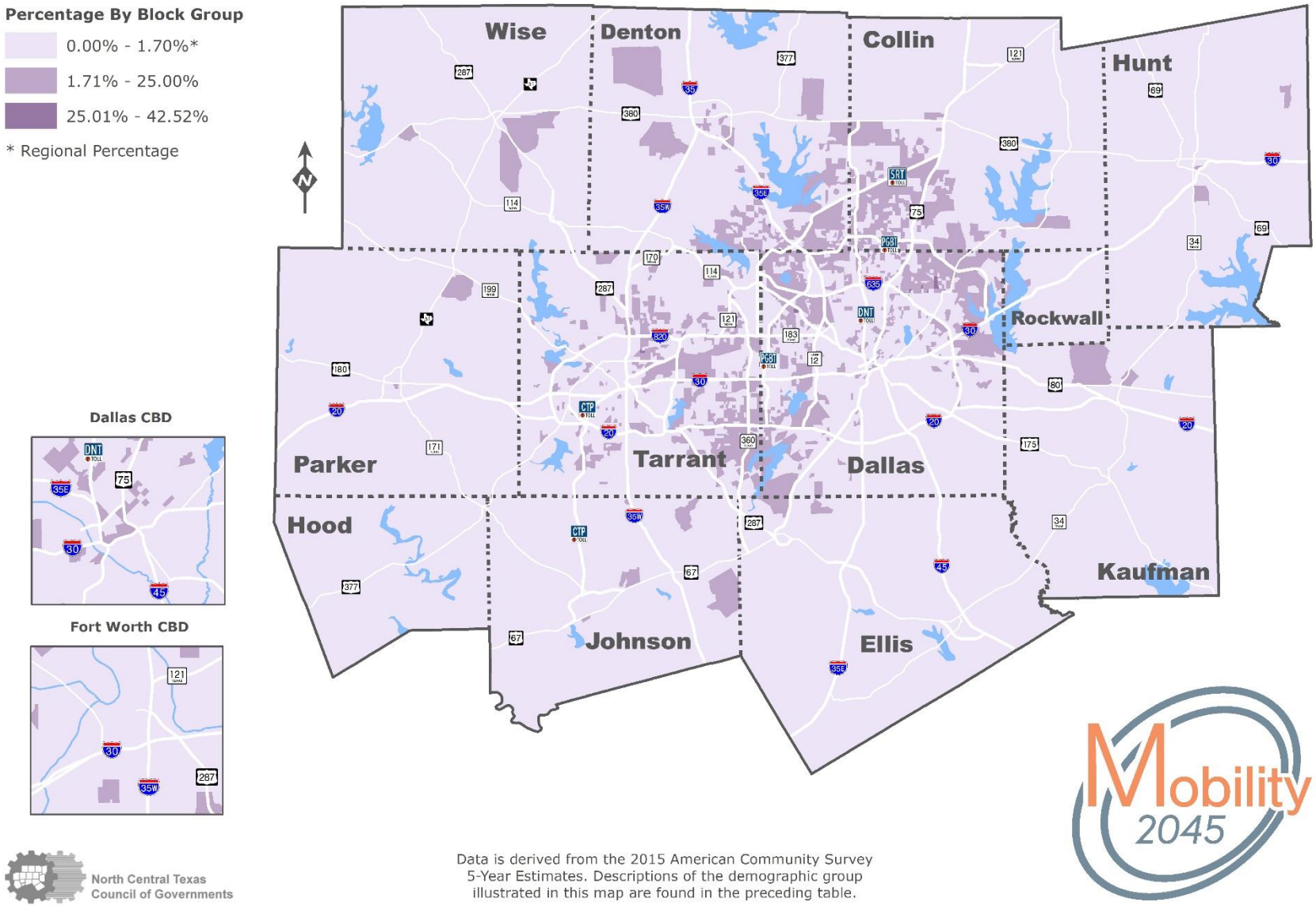
Limited English Proficiency: All Languages



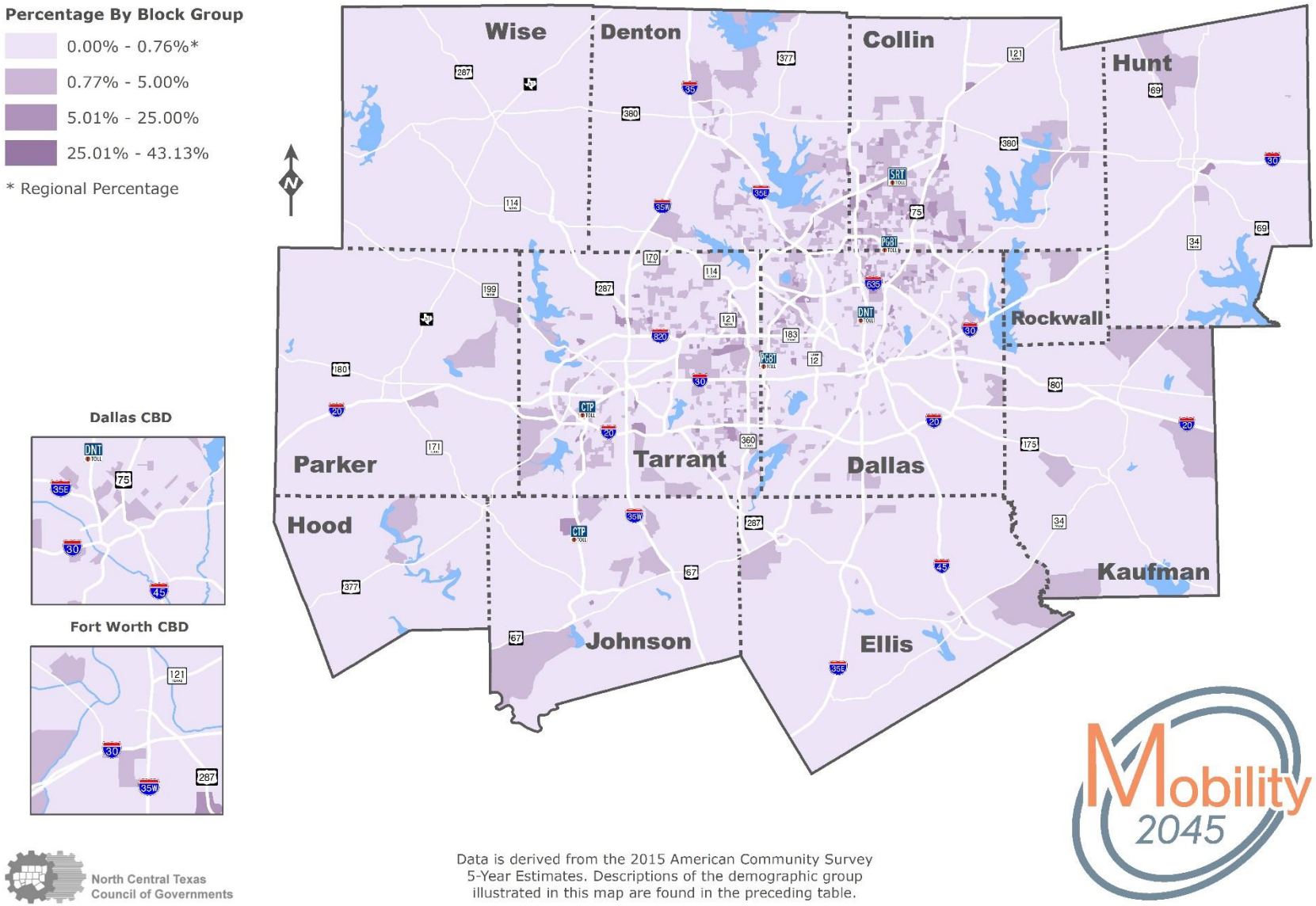
Limited English Proficiency: Spanish



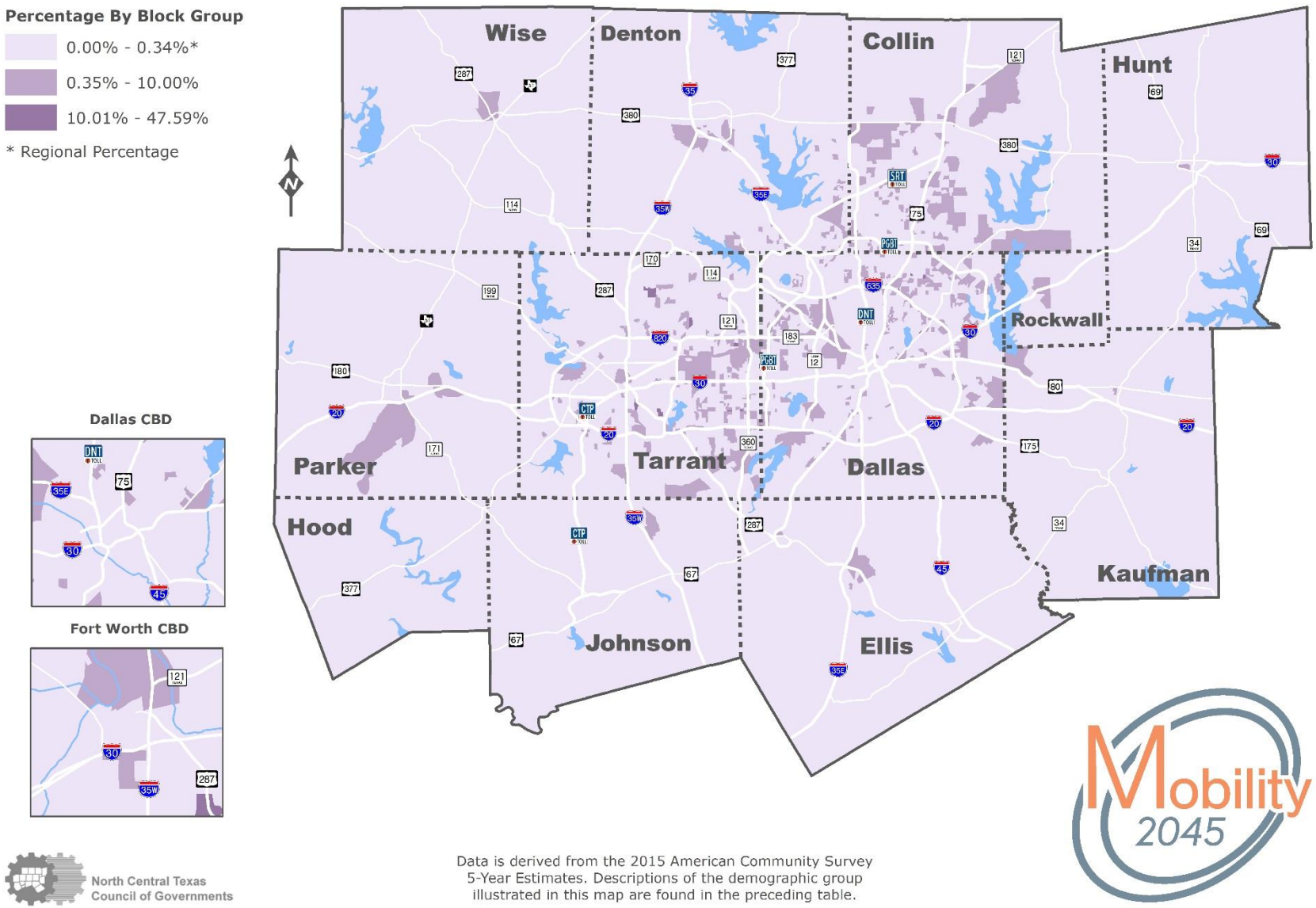
Limited English Proficiency: Asian or Pacific Island Languages



Limited English Proficiency: Other Indo-European Languages



Limited English Proficiency: Other Languages



Changes in Demographic Variables over Time

	2000 Decennial Census		2010 Decennial Census			2006-2010 ACS Estimates			2011-2015 ACS Estimates		
	Totals	Total Percentage†	Totals	Total Percentage†	Percent Change (2000-2010)	Totals	Total Percentage	Percent Change (2000-2010)	Totals	Total Percentage†	Percent Change (2000-2015)
Black or African American, Non-Hispanic or Latino	707,477	13.61%	941,545	14.67%	33.08%	898,733	14.50%	27.03%	1,013,733	14.85%	43.29%
Total Black or African American*	740,570	14.25%	1,015,603	15.82%	37.14%	910,633	14.69%	22.96%	1,032,926	15.13%	39.48%
American Indian or Alaska Native, Non-Hispanic or Latino	21,394	0.41%	24,987	0.39%	16.79%	20,659	0.33%	-3.44%	18,586	0.27%	-13.13%
Total American Indian or Alaska Native*	56,865	1.09%	84,851	1.32%	49.21%	31,026	0.50%	-45.44%	30,616	0.45%	-46.16%
Asian, Non-Hispanic or Latino	193,629	3.73%	338,081	5.27%	74.60%	317,118	5.12%	63.78%	400,798	5.87%	106.99%
Total Asian*	219,142	4.22%	385,636	6.01%	75.98%	319,721	5.16%	45.90%	404,322	5.92%	84.50%
Native Hawaiian or Other Pacific Islander, Non-Hispanic or Latino	3,707	0.07%	5,463	0.09%	47.37%	5,886	0.09%	58.78%	6,381	0.09%	72.13%
Total Native Hawaiian or Other Pacific Islander*	8,253	0.16%	13,086	0.20%	58.56%	6,363	0.10%	-22.90%	6,949	0.10%	-15.80%
Hispanic or Latino	1,120,527	21.56%	1,757,112	27.38%	56.81%	1,643,252	26.51%	46.65%	1,913,489	28.04%	70.77%
Some Other Race, Non-Hispanic or Latino	5,515	0.11%	9,072	0.14%	64.50%	13,752	0.22%	149.36%	9,827	0.14%	78.19%
Total Some Other Race*	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	402,430	5.90%	n/a
Two or More Races, Non-Hispanic or Latino	69,097	1.33%	99,550	1.55%	44.07%	89,353	1.44%	29.32%	132,721	1.94%	92.08%
Total Two or More Races*	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	190,376	2.79%	n/a
Total Minority	2,121,346	40.82%	3,175,810	49.48%	49.71%	2,988,753	48.21%	40.89%	3,495,535	51.22%	64.78%
Low Income	549,051	10.74%	n/a	n/a	n/a	817,184	13.18%	48.84%	982,780	14.59%	79.00%
Persons with Disabilities**	1,437,885	30.43%	n/a	n/a	n/a	n/a	n/a	n/a	647,657	9.57%	n/a
65 and Over	412,718	7.94%	570,341	8.89%	38.19%	531,410	8.57%	28.76%	674,572	9.88%	63.45%
Female Head of Household***	139,408	7.36%	180,959	7.81%	29.81%	182,847	2.95%	31.16%	235,295	9.79%	n/a
Zero Car Households	114,775	6.06%	n/a	n/a	n/a	112,842	1.82%	-1.68%	122,882	5.11%	7.06%
Limited English Proficiency (LEP)	592,713	12.39%	n/a	n/a	n/a	765,371	12.35%	29.13%	853,065	13.48%	43.93%
LEP: Spanish	486,521	10.17%	n/a	n/a	n/a	624,880	10.08%	28.44%	675,627	10.68%	38.87%
LEP: Asian or Pacific Island Languages	67,036	1.40%	n/a	n/a	n/a	89,868	1.45%	34.06%	107,495	1.70%	60.35%
LEP: Other Indo-European Languages	29,705	0.62%	n/a	n/a	n/a	35,731	0.58%	20.29%	48,382	0.76%	62.87%
LEP: Other Languages	9,451	0.20%	n/a	n/a	n/a	14,892	0.24%	57.57%	21,561	0.34%	128.13%
Total Population	**5,197,317**		**6,417,724**		**23.48%**	**6,198,833**		**19.27%**	**6,824,812**		**31.31%**

*These categories include individuals who identified themselves as the specified race, and individuals who identified themselves as the specified race and identified their ethnicity as Hispanic or Latino.

**The Census definition of Persons with Disabilities changed to be less inclusive after the 2000 Decennial Census.

***The definition NCTCOG uses for Female Head of Household changed with the 2011-2015 American Community Survey to include female heads of household regardless of whether the children supported are the woman's own children.

†Total Percentage is the percentage of the region's population attributed to each population variable.

Regional Environmental Justice Analysis

As described in the **Social Considerations** chapter, the analysis included the review of key system performance indicators, such as number of jobs accessible by automobile or transit and congestion levels. Results were compared for areas determined to have a percentage of protected class populations above the region's percentage versus those with a percentage of protected class populations below the region's percentage (see the *Environmental Justice Analysis Results* section for definitions). The performance indicator results are reported in the **Social Considerations** chapter for the Environmental Justice Aggregate Protected Class and for all protected classes in the *Environmental Justice Analysis Results* section found later in this appendix. The following section describes how the performance indicators were calculated.

Accessibility Indicators

Job Accessibility

Access to Jobs by Automobile and Transit

Accessibility to jobs by car or transit were computed based on the travel times forecasted for roadway and transit networks scenarios (Build and No-Build). Accessible is defined as 30 minutes for auto and 60 minutes for transit. This calculation is done based on forecasted travel times from the centroid of each zone to the centroids of the remaining zones using the information indicated below. Additional travel time accessibility thresholds are included to represent short, average, and long travel times by auto and transit. Mobility 2045 includes results for the number of jobs accessible by auto within 0 to 15, 16 to 30, and 31 to 45 minutes, and by transit within 0 to 30, 31 to 60, and 61 to 90 minutes.

For Auto: AM shortest path time plus the time spent at trip end points going to and from the vehicle.[1]

For Transit: Minimum of the sum of the In-Vehicle Time, Initial Wait Time, Transfer Wait Time, Transfer Walk Time, Access Time, Egress Walk Time, and Dwell Time from the Bus, Rail, and Bus-Rail matrices for Peak Park-and-Ride[2] and No Park-and-Ride.[3]

First, the number of jobs was calculated for each destination Travel Survey Zone (TSZ). Next, the destination TSZs located within 0 to 15, 16 to 30, and 31 to 45 minutes for auto, and 0 to 30, 31 to 60, and 61 to 90 minutes for transit were identified for each origin TSZ. Then, the total number of jobs accessible by auto and by transit were summed and saved as attributes of each origin TSZ. Finally, the regional average number of jobs accessible to protected zones[4] for auto and transit was computed as weighted averages based on population using the following formulas (16 to 30 minutes by auto and 31 to 60 minutes by transit shown as examples):

$$Jobs\ for\ auto_{Regional average} = \frac{\sum_{i=1}^{n} Jobs\ within\ 16-30\ \min_i \times Population_i \times \phi_i}{\sum_{i=1}^{n} Population_i \times \phi_i}$$

$$Jobs\ for\ transit_{Regional average} = \frac{\sum_{i=1}^{n} Jobs\ within\ 31-60\ \min_i \times Population_i \times \phi_i}{\sum_{i=1}^{n} Population_i \times \phi_i}$$

Where:

[1] [TerminalPKTIME] of the PK_HOV.mtx file

[2] Minimum of ([In-Vehicle Time] + [Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Drive Time] + [Egress Walk Time] + [Dwelling Time]) from BPKPR.mtx, BRPKPRnew.mtx, and RPKPR.mtx

[3] Minimum of ([In-Vehicle Time] + [Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Walk Time] + [Egress Walk Time] + [Dwelling Time]) from BPKNOPR.mtx, BRPKNOPRnew.mtx, and RPKNOPR.mtx.

[4] Protected zones are those whose population's percentage of a protected group is greater than the region's percentage of that protected group. For example, 14.59 percent of the region's population is low-income. Any zone where more than 14.59 percent of residents are low-income is a protected zone.

i = Index used to represent a travel forecasting zone.

Ø = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

The job accessibility values for the unprotected zones can be calculated using similar formulas to those previously described, but inverting the value of the parameter Ø so that it is equal to 1 for those zones that have a performance measure lower than the regional percentage.

Access to Jobs by Bicycling and Walking

The calculation for this performance indicator was similar to the auto and transit accessibility indicators. Accessibility by bicycling and walking was computed based on model length of walkable links in the roadway networks scenarios (Build and No-Build). Accessible is defined as within two miles for bicycling and walking. This calculation is done based on model link lengths from the centroid of each zone to the centroids of the remaining zones using the information indicated below. Only zones that are classified as area types 1 (Central Business District), 2 (Outer Business District), and 3 (Urban Residential) were considered for this indicator.

First, the number of jobs accessible was calculated for each of the destination TSZs. Next, the destination TSZs located within two miles of each origin TSZ were identified. Then, the total number of jobs accessible by bicycle/walking was summed and saved as attributes of each origin TSZ. Finally, the following formula was used to calculate the regional average of the number of jobs accessible to protected zones by bicycle/walking:

$$Jobs\ for\ bicycle/walking_{Regionalaverage} = \frac{\sum_{i=1}^{n} Jobs\,within\,2miles_i \times Population_i \times \phi_i}{\sum_{i=1}^{n} Population_i \times \phi_i}$$

Where:

i = Index used to represent a travel forecasting zone.

Ø = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

The job accessibility values for the unprotected zones can be calculated using similar formulas to those previously described, but inverting the value of the parameter Ø so that it is equal to 1 for those zones that have a performance measure lower than the regional percentage.

Accessibility to Special Generators

Population Accessible to Special Generators by Car

The Population Accessible to Hospital, Regional Shopping Mall, and University Special Generators is the number of people within 15 minutes of auto travel time in the off-peak period from protected zones to hospital special generators, and within 30 minutes of auto travel time in the off-peak period from protected zones to regional shopping mall and university special generators. Hospital special generators have a lower time threshold due to the critical need of accessing hospitals for emergency care.

This calculation incorporates the parameter Ø so only travel from protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the Ø parameter is inverted accordingly. The formula for Population Accessible to Regional Shopping Mall and University Special Generators is shown below:

$$Population\,Acc\,by\,auto\,to\,SG_{30min} = \sum_{i=1}^{n} \beta_i \times Population_i \times \phi_i$$

Where:

i = Index used to represent a travel forecasting zone.

β_i = Parameter for zone i which is 1 if the zone is within 30 minutes auto travel time in off-peak period to a Special Generator and 0 otherwise. Access to special generator types of Hospital, Regional Shopping Mall, and University Special Generators are calculated separately.

Ø = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

Percentage of Zones Accessible to Hospital Special Generators by Transit

The Percentage of Zones Accessible to Hospital Special Generators by Transit is the percentage of zones within 60 minutes of transit travel time in the off-peak period from protected zones to hospital special generators. The transit

travel time is calculated as the minimum of the sum of the In-Vehicle Time, Initial Wait Time, Transfer Wait Time, Transfer Walk Time, Access Time, Egress Walk Time, and Dwell Time from the Bus, Rail, and Bus-Rail matrices for Off-Peak Park-and-Ride[5] and No Park-and-Ride.[6]

This calculation incorporates the parameter Ø so only travel from protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the Ø parameter is inverted accordingly. The formula for Percentage of Zones Accessible by Transit to Hospital Special Generators is shown below:

$$\%Zones\ Acc\ by Transit\ To Hospita\ SG_{60\min} = \frac{\sum_{i=1}^{n} \beta_i \times \phi_i}{\sum_{i=1}^{n} \phi_i}$$

Where:

i = Index used to represent a travel forecasting zone.

β_i = Parameter for zone *i* which is 1 if the zone is within 60 minutes transit travel time in off-peak period to a Hospital Special Generator and 0 otherwise. This transit travel time to a zone is calculated by finding the minimum travel time in the off-peak from BOPPR.mtx, BROPPRnew.mtx, ROPPR.mtx, BOPNOPR.mtx, BROPNOPRnew.mtx, and ROPNOPR.mtx

Ø = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

Mobility Indicators

Congestion Level

The Congestion Level is calculated for each protected group based on attributes of the links of the roadway networks. In this case, the first step consists of identifying if a link is located in a protected or unprotected zone.

The regional congestion value for protected zones is then calculated using the formula presented:

$$Congestion\ Level = \frac{\sum_{i=1}^{n} (Max(AMHRVOC\_AB_i, PMHRVOC\_AB_i) + Max(AMHRVOC\_BA_i, PMHRVOC\_BA_i)) * MODEL\_LENGTH_i \times \phi_i}{\sum_{i=1}^{n} (MODEL\_LENGTH_i \times \phi_i \times \beta_i)}$$

Where:

i = Index used to represent a roadway link where FUNCL = {1, 2, 3, 6, 7, 8}.

AMHRVOC_AB/BA = Peak Hour Volume Capacity Ratio in the AB or BA direction of a link during the AM peak period, respectively.

PMHRVOC_AB/BA = Peak Hour Volume Capacity Ratio in the AB or BA direction of a link during the PM peak period, respectively.

Model_Length = Length of the link in miles.

Ø = Parameter equal to 1 for links located in protected zones; otherwise it is equal to 0.

β = Number of directions (AB, BA) on the link. 2 if DIR = 0; 1 otherwise.

For unprotected zones, a similar formula to the one previously shown is used and the value of the Ø parameter is inverted accordingly.

Average Travel Length (Time and Distance)

Average Trip Time by Car (Minutes)

The Average Trip Time is the ratio of the product of trips and time to trips from protected zones to all zones. The value is calculated using home-based work trips and the shortest path travel time in the AM peak period. The calculation of Average Trip Time incorporates the parameter Ø so only travel from

[5] Minimum of ([In-Vehicle Time] + [Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Drive Time] + [Egress Walk Time] + [Dwelling Time]) from BOPPR.mtx, BROPNOPRnew.mtx, and ROPPR.mtx

[6] Minimum of ([In-Vehicle Time] + [Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Walk Time] + [Egress Walk Time] + [Dwelling Time]) from BOPNOPR.mtx, BROPNOPRnew.mtx, and ROPNOPR.mtx

protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the Ø parameter is inverted accordingly. The formula for Average Trip Time is the following:

$$\frac{\sum_{i=1}^{n}\left([HBW]_i * [\mathrm{PKTIME\_AB} / \mathrm{PKTIME\_BA}]_i \times \phi_i\right)}{\sum_{i=1}^{n}\left([HBW]_i \times \phi_i\right)}$$

Where:

i = Index used to represent a travel forecasting zone.

$[HBW]$ = Home-based work trips taken from core [HBW] in matrix PADIST.MTX.

$\mathrm{PKTIME\_AB} / \mathrm{PKTIME\_BA}$ = Shortest path travel time in AM peak period; core in PK_HOV.MTX; Terminal Time is not incorporated.

Ø = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

Average Trip Length by Car (Miles)

The Average Trip Length is the ratio of the product of trips and length to trips from protected zones to all zones. The value is calculated using home-based work trips and the shortest path travel length in the AM peak period.

The calculation of Average Trip Length incorporates the parameter Ø so only travel from protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the Ø parameter is inverted accordingly. The formula for Average Trip Length is the following:

$$\frac{\sum_{i=1}^{n}\left([HBW]_i * [MODEL\_LENGTH(Skim)]_i \times \phi_i\right)}{\sum_{i=1}^{n}\left([HBW]_i \times \phi_i\right)}$$

Where:

i = Index used to represent a travel forecasting zone.

$[HBW]$ = Home-based work trips taken from core [HBW] in matrix PADIST.MTX.

$[MODEL\_LENGTH(Skim)]$ = Shortest path travel length in AM peak period; core in matrix PK_HOV.MTX.

Ø = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

Environmental Justice Analysis Results

The tables in this section represent the results of the key performance indicators for the aggregate protected and individual protected populations. The underlying demographic data used in the tool is based on the 2011-2015 American Community Survey 5-Year Estimates. A summary of the results for all the performance indicators for the Environmental Justice Aggregate protected class is included in the **Social Considerations** chapter.

Environmental Justice Population Group[7]	Regional Percentage	Total Population
Black or African American Race	15.13%	1,032,926
American Indian or Alaska Native Race	0.45%	30,616
Asian Race	5.92%	404,322
Native Hawaiian or Other Pacific Islander Race	0.10%	6,949
Some Other Race	5.90%	402,430
Two or More Races	2.79%	190,376
Hispanic or Latino Ethnicity	28.04%	1,913,489
Low Income	14.59%	982,780

Definitions

Total: The total population for the region for each demographic scenario.

Protected: For the aggregate environmental justice group, the total population of a TSZ with a total minority population above the regional percentage or a low-income population above the regional percentage. For individual environmental justice groups, an individual environmental justice population group that is above the regional percentage. For each subsequent chart, the specific population is compared individually. For each racial group, the total number of individuals identifying as that race, regardless of ethnicity, are included.

Non-Protected: The total population less the protected population being analyzed. In the aggregate table, the non-protected population is the total population less all minority and low-income persons. For each subsequent chart, the non-protected population will include the total population less the total population of the specific population being compared. For this reason, some protected populations are included in the non-protected category. For example, for the low-income analysis, the non-protected population is the total population less the low-income population; minority populations that are not low-income are considered non-protected for this analysis.

Current Network: This scenario uses the 2018 network and demographic projection. This year was used to be consistent with the current network definition used for conformity determination. This analysis is performed to provide a base year to determine how the recommendations in Mobility 2045 impact the community.

2045 Build*:* This scenario uses 2045 demographic projections and assumes that all of the recommendations in Mobility 2045 are built. This analysis is performed to determine how building the recommendations in Mobility 2045 will impact the community.

2045 No-Build*:* This scenario uses the 2045 demographic projections and assumes that no recommendations in Mobility 2045 are built. This analysis is performed to determine how not building the recommendations in Mobility 2045 will impact the community.

Number of Jobs Accessible by Auto*:* The regional average number of jobs within 0 to 15, 16 to 30, and 31 to 45 minute travel contours from zones identified as protected or non-protected.

Number of Jobs Accessible by Transit*:* The regional average number of jobs within 0 to 30, 31 to 60, and 61 to 90 minute travel contours from zones identified as protected or non-protected.

Congestion*:* This is the average percent lane miles congested for zones identified as protected and non-protected.

Difference*:* The difference of the average number of jobs accessible for protected and non-protected populations or the difference between the percent lane miles congested.

Percent Change*:* This is the percent change in the number of jobs available within the given travel contours between the Current and Build scenarios and the Current and No-Build scenarios, or is the percent change in congestion.

[7] The statistics for the racial groups in this chart include individuals who identified themselves as the specified race, and individuals who identified themselves as the specified race and identified their ethnicity as Hispanic or Latino. These statistics differ from those in Exhibit 3-10 in the **Social Considerations** chapter, where to prevent the double counting of individuals, racial groups do not include individuals who also identified themselves as Hispanic or Latino.

How to Read the Chart:

This represents the total number of people that live in a zone that is considered protected. For example, if a zone has a percentage of low-income individuals that is greater than the regional percentage of 14.59%, the entire population of the zone, both low-income and non-low-income individuals, is considered protected.

Performance Measure	Population	2018 Current Network	2045 Build	2045 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)	Difference Between Build and No-Build
Protected Population vs Non-Protected Population	Protected Non-Protected ***Totals***	3,998,817 3,430,906 ***7,429,723***	5,555,650 5,690,881 ***11,246,531***	5,555,650 5,690,881 ***11,246,531***			
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected Non-Protected ***Difference***	72,960 54,366 ***18,594***	76,307 44,398 ***31,910***	62,815 35,553 ***27,261***	4.6% -18.3%	-13.9% -34.6%	18.5% 16.3%
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected Non-Protected ***Difference***	603,980 425,411 ***178,569***	578,008 332,112 ***245,896***	386,626 209,026 ***177,600***	-4.3% -21.9%	-36.0% -50.9%	31.7% 28.9%
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected Non-Protected ***Difference***	1,205,742 858,028 ***347,714***	1,290,309 637,478 ***652,831***	700,537 351,907 ***348,630***	7.0% -25.7%	-41.9% -59.0%	48.9% 33.3%
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected Non-Protected ***Difference***	14,966 12,020 ***2,946***	17,081 10,426 ***6,655***	12,143 8,106 ***4,038***	14.1% -13.3%	-18.9% -32.6%	33.0% 19.3%
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected Non-Protected ***Difference***	251,579 123,407 ***128,172***	347,436 197,671 ***149,765***	220,481 88,139 ***132,342***	38.1% 60.2%	-12.4% -28.6%	50.5% 88.8%
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected Non-Protected ***Difference***	523,927 324,419 ***199,508***	867,536 617,133 ***250,403***	497,185 198,768 ***298,417***	65.6% 90.2%	-5.1% -38.7%	70.7% 129.0%
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected Non-Protected ***Difference***	12,172 8,289 ***3,883***	17,801 10,820 ***6,981***	17,726 10,796 ***6,930***	46.2% 30.5%	45.6% 30.2%	0.6% 0.3%
Percent of Lane Miles Congested	Protected Non-Protected ***Difference***	48% 43% ***5%***	65% 59% ***6%***	77% 75% ***2%***	35% 39%	61% 76%	26% 37%

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels

This represents the additional percentage of jobs available in the 2045 Build scenario compared to the No-Build scenario for both the protected and non-protected populations. Here the protected population has access to 18.5% more jobs in the Build scenario than the No-Build scenario.

This represents the percent of lane miles congested. The higher the number, the worse the congestion.

This represents the difference in percentage of congestion levels in the Build and No-Build scenarios. Here the protected population will experience 26% less congestion in the Build scenario than in the No-Build scenario.

Performance Results for Environmental Justice Aggregate Protected Population

Performance Measure	Population	2018 Current Network	2045 Build	2045 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)	Difference Between Current-Build and Current-No-Build
Protected Population vs Non-Protected Population	Protected Non-Protected ***Totals***	3,998,817 3,430,906 ***7,429,723***	5,555,650 5,690,881 ***11,246,531***	5,555,650 5,690,881 ***11,246,531***			
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected Non-Protected ***Difference***	72,960 54,366 ***18,594***	76,307 44,398 ***31,910***	62,815 35,553 ***27,261***	4.6% -18.3%	-13.9% -34.6%	18.5% 16.3%
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected Non-Protected ***Difference***	603,980 425,411 ***178,569***	578,008 332,112 ***245,896***	386,626 209,026 ***177,600***	-4.3% -21.9%	-36.0% -50.9%	31.7% 28.9%
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected Non-Protected ***Difference***	1,205,742 858,028 ***347,714***	1,290,309 637,478 ***652,831***	700,537 351,907 ***348,630***	7.0% -25.7%	-41.9% -59.0%	48.9% 33.3%
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected Non-Protected ***Difference***	14,966 12,020 ***2,946***	17,081 10,426 ***6,655***	12,143 8,106 ***4,038***	14.1% -13.3%	-18.9% -32.6%	33.0% 19.3%
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected Non-Protected ***Difference***	251,579 123,407 ***128,172***	347,436 197,671 ***149,765***	220,481 88,139 ***132,342***	38.1% 60.2%	-12.4% -28.6%	50.5% 88.8%
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected Non-Protected ***Difference***	523,927 324,419 ***199,508***	867,536 617,133 ***250,403***	497,185 198,768 ***298,417***	65.6% 90.2%	-5.1% -38.7%	70.7% 129.0%
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected Non-Protected ***Difference***	12,172 8,289 ***3,883***	17,801 10,820 ***6,981***	17,726 10,796 ***6,930***	46.2% 30.5%	45.6% 30.2%	0.6% 0.3%
Percent of Lane Miles Congested	Protected Non-Protected ***Difference***	48% 43% ***5%***	65% 59% ***6%***	77% 75% ***2%***	35% 39%	61% 76%	26% 37%

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels

Performance Results for Low-Income Population

Performance Measure	Population	2018 Current Network	2045 Build	2045 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)	Difference Between Current-Build and Current-No-Build
Protected Population vs Non-Protected Population	Protected Non-Protected ***Totals***	2,767,633 4,662,090 ***7,429,723***	3,790,559 7,455,972 ***11,246,531***	3,790,559 7,455,972 ***11,246,531***			
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected Non-Protected ***Difference***	74,744 58,217 ***16,527***	81,416 49,354 ***32,062***	68,142 39,299 ***28,843***	8.9% -15.2%	-8.8% -32.5%	17.8% 17.3%
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected Non-Protected ***Difference***	600,120 474,860 ***125,260***	604,978 376,613 ***228,366***	414,709 236,793 ***177,916***	0.8% -20.7%	-30.9% -50.1%	31.7% 29.4%
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected Non-Protected ***Difference***	1,171,979 969,897 ***202,082***	1,329,994 771,850 ***558,144***	751,155 408,707 ***342,449***	13.5% -20.4%	-35.9% -57.9%	49.4% 37.4%
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected Non-Protected ***Difference***	18,294 10,822 ***7,472***	21,340 9,837 ***11,503***	15,337 7,438 ***7,899***	16.6% -9.1%	-16.2% -31.3%	32.8% 22.2%
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected Non-Protected ***Difference***	265,265 149,130 ***116,134***	364,898 224,248 ***140,651***	250,029 104,446 ***145,583***	37.6% 50.4%	-5.7% -30.0%	43.3% 80.3%
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected Non-Protected ***Difference***	530,287 373,330 ***156,957***	850,531 685,057 ***165,474***	531,724 251,855 ***279,869***	60.4% 83.5%	0.3% -32.5%	60.1% 116.0%
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected Non-Protected ***Difference***	13,586 8,475 ***5,111***	19,585 11,566 ***8,019***	19,547 11,511 ***8,036***	44.2% 36.5%	43.9% 35.8%	0.3% 0.7%
Percent of Lane Miles Congested	Protected Non-Protected ***Difference***	45% 45% ***0%***	62% 61% ***0%***	74% 76% ***-2%***	37% 37%	66% 71%	28% 34%

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels

Performance Results for Minority Population

Performance Measure	Population	2018 Current Network	2045 Build	2045 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)	Difference Between Current-Build and Current-No-Build
Protected Population vs Non-Protected Population	Protected Non-Protected ***Totals***	3,433,152 3,996,571 ***7,429,723***	4,662,533 6,583,998 ***11,246,531***	4,662,533 6,583,998 ***11,246,531***			
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected Non-Protected ***Difference***	76,097 54,303 ***21,794***	81,793 44,842 ***36,951***	67,244 36,114 ***31,130***	7.5% -17.4%	-11.6% -33.5%	19.1% 16.1%
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected Non-Protected ***Difference***	648,411 412,518 ***235,893***	630,801 328,082 ***302,719***	422,161 207,952 ***214,209***	-2.7% -20.5%	-34.9% -49.6%	32.2% 29.1%
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected Non-Protected ***Difference***	1,295,211 830,387 ***464,825***	1,426,394 629,663 ***796,731***	771,413 349,007 ***422,406***	10.1% -24.2%	-40.4% -58.0%	50.6% 33.8%
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected Non-Protected ***Difference***	15,446 12,025 ***3,422***	17,831 10,798 ***7,034***	12,476 8,418 ***4,059***	15.4% -10.2%	-19.2% -30.0%	34.7% 19.8%
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected Non-Protected ***Difference***	275,226 121,234 ***153,992***	381,508 193,858 ***187,650***	245,194 88,5909 ***156,604***	38.6% 59.9%	-10.9% -26.9%	49.5% 86.8%
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected Non-Protected ***Difference***	569,424 313,574 ***255,850***	945,070 596,194 ***348,876***	557,644 196,433 ***361,210***	66.0% 90.1%	-2.1% -37.4%	68.0% 127.5%
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected Non-Protected ***Difference***	12,463 8,589 ***3,874***	19,003 10,916 ***8,086***	18,920 10,890 ***8,030***	52.5% 27.1%	51.8% 26.8%	0.7% 0.3%
Percent of Lane Miles Congested	Protected Non-Protected ***Difference***	54% 41.% ***12%***	71% 58% ***14%***	82% 73% ***9%***	33% 40%	53% 77%	20% 38%

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels

Performance Results for Black or African American Population

Performance Measure	Population	2018 Current Network	2045 Build	2045 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)	Difference Between Current-Build and Current-No-Build
Protected Population vs Non-Protected Population	Protected Non-Protected ***Totals***	2,429,384 5,000,339 ***7,429,723***	3,536,265 7,710,266 ***11,246,531***	3,536,265 7,710,266 ***11,246,531***			
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected Non-Protected ***Difference***	67,635 62,789 ***4,846***	73,766 53,921 ***19,845***	60,954 43,547 ***17,407***	9.1% -14.1%	-9.9% -30.6%	18.9% 16.5%
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected Non-Protected ***Difference***	535,099 514,923 ***20,176***	517,600 424,220 ***93,380***	347,097 273,670 ***73,428***	-3.3% -17.6%	-35.1% -46.9%	31.9% 29.2%
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected Non-Protected ***Difference***	1,149,609 994,435 ***155,174***	1,169,687 863,782 ***305,904***	629,851 475,636 ***154,215***	1.7% -13.1%	-45.2% -52.2%	47.0% 39.0%
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected Non-Protected ***Difference***	14,078 13,376 ***702***	15,162 13,049 ***2,113***	11,276 9,561 ***1,714***	7.7% -2.4%	-19.9% -28.5%	27.6% 26.1%
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected Non-Protected ***Difference***	222,826 177,605 ***45,221***	316,499 251,085 ***65,414***	187,769 137,803 ***49,966***	42.0% 41.4%	-15.7% -22.4%	57.8% 63.8%
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected Non-Protected ***Difference***	488,233 404,379 ***83,854***	817,520 705,655 ***111,865***	439,733 303,276 ***136,456***	67.4% 74.5%	-9.9% -25.0%	77.4% 99.5%
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected Non-Protected ***Difference***	10,951 10,101 ***850***	16,430 13,278 ***3,152***	16,338 13,247 ***3,091***	50.0% 31.4%	49.2% 31.1%	0.8% 0.3%
Percent of Lane Miles Congested	Protected Non-Protected ***Difference***	50% 43% **7%**	70% 59% **11%**	82% 74% **8%**	39%	63%	24%

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels

Performance Results for American Indian or Alaska Native Population

Performance Measure	Population	2018 Current Network	2045 Build	2045 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)	Difference Between Current-Build and Current-No-Build
Protected Population vs Non-Protected Population	Protected Non-Protected ***Totals***	1,968,237 5,461,486 ***7,429,723***	2,822,885 8,423,646 ***11,246,531***	2,822,885 8,423,646 ***11,246,531***			
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected Non-Protected ***Difference***	55,601 67,535 ***(11,935)***	51,031 63,220 ***(12,189)***	40,992 51,711 ***(10,719)***	-8.2% -6.4%	-26.3% -23.4%	18.1% 17.0%
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected Non-Protected ***Difference***	441,069 550,514 ***(109,455)***	385,331 550,514 ***(91,122)***	246,026 313,759 ***(67,733)***	-12.6% -13.5%	-44.2% -43.0%	31.6% 29.6%
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected Non-Protected ***Difference***	923,010 1,089,201 ***(166,190)***	808,714 1,010,656 ***(201,942)***	435,238 553,914 ***(118,676)***	-12.4% -7.2%	-52.8% -49.1%	40.5% 41.9%
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected Non-Protected ***Difference***	8,702 15,372 ***(6,670)***	8,778 15,368 ***(6,590)***	6,015 11,469 ***(5,455)***	0.9% 0.0%	-30.9% -25.4%	31.8% 25.4%
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected Non-Protected ***Difference***	145,817 209,176 ***(63,358)***	221,522 288,453 ***(66,931)***	106,702 169,201 ***(62,499)***	51.9% 37.9%	-26.8% -19.1%	78.7% 57.06%
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected Non-Protected ***Difference***	367,498 454,971 ***(87,473)***	667,249 765,487 ***(98,238)***	265,065 373,366 ***(108,301)***	81.6% 68.2%	-27.9% -17.9%	109.4% 86.2%
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected Non-Protected ***Difference***	8,233 11,153 ***(2,919)***	11,001 15,364 ***(4,362)***	11,000 15,298 ***(4,298)***	33.6% 37.8%	33.6% 37.2%	0.0% 0.6%
Percent of Lane Miles Congested	Protected Non-Protected ***Difference***	41% 46% ***-4%***	59% 62% ***-3%***	75% 76% ***-1%***	43% 35%	81% 66%	38% 30%

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels

Performance Results for Asian Population

Performance Measure	Population	2018 Current Network	2045 Build	2045 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)	Difference Between Current-Build and Current-No-Build
Protected Population vs Non-Protected Population	Protected Non-Protected ***Totals***	2,357,410 5,072,313 ***7,429,723***	3,219,791 8,026,740 ***11,246,531***	3,219,791 8,026,740 ***11,246,531***			
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected Non-Protected ***Difference***	79,328 57,423 ***21,905***	70,323 56,084 ***14,239***	56,318 46,093 ***10,225***	-11.4% -2.3%	-29.0% -19.7%	17.7% 17.4%
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected Non-Protected ***Difference***	635,372 468,607 ***166,765***	521,517 426,330 ***95,187***	340,398 279,252 ***61,145***	-17.9% -9.0%	-46.4% -40.4%	28.5% 31.4%
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected Non-Protected ***Difference***	1,234,723 957,080 ***277,642***	1,028,325 932,548 ***95,777***	550,998 513,347 ***37,651***	-16.7% -2.6%	-55.4% -46.4%	38.7% 43.8%
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected Non-Protected ***Difference***	13,248 13,771 ***(523)***	13,820 13,671 ***150***	10,585 9,906 ***679***	4.3% -0.7%	-20.1% -28.1%	24.4% 27.3%
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected Non-Protected Difference	217,054 180,929 ***36,125***	335,634 245,988 ***89,645***	164,548 149,088 ***15,460***	54.6% 36.0%	-24.2% -17.6%	78.8% 53.6%
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected Non-Protected ***Difference***	516,638 392,368 ***124,270***	971,914 648,133 ***323,781***	398,548 325,177 ***73,372***	88.1% 65.2%	-22.9% -17.1%	111.0% 82.3%
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected Non-Protected ***Difference***	12,644 9,327 ***3,317***	17,207 13,090 ***4,117***	17,120 13,056 ***4,064***	36.1% 40.4%	35.4% 40.0%	0.7% 0.4%
Percent of Lane Miles Congested	Protected Non-Protected ***Difference***	61% 41.% ***20%***	77% 58% ***18%***	86% 74% ***12.%***	25% 41%	40% 78%	15% 37%

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels

Performance Results for Native Hawaiian or Other Pacific Islander Population

Performance Measure	Population	2018 Current Network	2045 Build	2045 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)	Difference Between Current-Build and Current-No-Build
Protected Population vsNon-Protected Population	Protected Non-Protected ***Totals***	547,614 6,882,109 ***7,429,723***	758,018 10,488,513 ***11,246,531***	758,018 10.488,513 ***11,246,531***			
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected Non-Protected ***Difference***	70,437 63,891 ***6,545***	65,022 59,809 ***5,213***	53,487 48,697 ***4,789***	-7.7% -6.4%	-24.1% -23.8%	16.4% 17.4%
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected Non-Protected ***Difference***	550,792 519,191 ***31,601***	502,218 450,066 ***52,152***	331,326 294,260 ***37,066***	-8.8% -13.3%	-39.8% -43.3%	31.0% 30.0%
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected Non-Protected ***Difference***	1,066,465 1,043,480 ***22,984***	1,007,947 956,501 ***51,446***	529,529 523,736 ***5,793***	-5.5% -8.3%	-50.3% -49.8%	44.9% 41.5%
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected Non-Protected ***Difference***	9,862 13,903 ***(4,041)***	9,651 14,007 ***(4,356)***	6,234 10,380 ***(4,146)***	-2.1% 0.7%	-36.8% -25.3%	34.7% 26.1%
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected Non-Protected ***Difference***	194,031 192,261 ***1,770***	281,966 270,908 ***11,058***	143,189 154,260 ***(11,071)***	45.3% 40.9%	-26.2% -19.8%	71.5% 60.7%
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected Non-Protected ***Difference***	479,559 427,998 ***51,561***	807,324 736,023 ***71,301***	364,059 344,890 ***19,169***	68.3% 72.0%	-24.1% -19.4%	92.4% 91.4%
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected Non-Protected ***Difference***	11,672 10,276 ***1,396***	14,862 14,226 ***636***	14,824 14,175 ***649***	27.3% 38.4%	27.0% 37.9%	0.3% 0.5%
Percent of Lane Miles Congested	Protected Non-Protected ***Difference***	54% 44% ***10%***	71% 61% ***10%***	85% 75% ***10%***	32% 38%	57% 70%	25% 32%

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels

Performance Results for Hispanic or Latino Population

Performance Measure	Population	2018 Current Network	2045 Build	2045 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)	Difference Between Current-Build and Current-No-Build
Protected Population vs Non-Protected Population	Protected Non-Protected ***Totals***	2,602,318 4,827,405 ***7,429,723***	3,477,104 7,769,427 ***11,246,531***	3,477,104 7,769,427 ***11,246,531***			
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected Non-Protected ***Difference***	76,088 58,059 ***18,029***	81,544 50,591 ***30,953***	67,990 40,531 ***27,459***	7.2% -12.9%	-10.6% -30.2%	17.8% 17.3%
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected Non-Protected ***Difference***	643,826 455,589 ***188,236***	635,897 371,989 ***263,909***	427,962 238,039 ***189,923***	-1.2% -18.4%	-33.5% -47.8%	32.3% 29.4%
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected Non-Protected ***Difference***	1,276,111 920,683 ***355,428***	1,451,158 740,143 ***711,015***	776,700 411,090 ***365,610***	13.7% -19.6%	-39.1% -55.3%	52.9% 35.7%
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected Non-Protected ***Difference***	16,313 12,146 ***4,168***	18,675 11,493 ***7,181***	12,771 8,905 ***3,866***	14.5% -5.4%	-21.7% -26.7%	36.2% 21.3%
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected Non-Protected ***Difference***	276,267 147,176 ***129,091***	379,662 223,315 ***156,347***	255,406 107,913 ***147,493***	37.4% 51.7%	-7.6% -26.7%	45.0% 78.4%
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected Non-Protected ***Difference***	549,635 368,275 ***181,360***	898,822 670,122 ***228,700***	556,810 251,919 ***304,891***	63.5% 82.0%	1.3% -31.6%	62.2% 113.6%
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected Non-Protected ***Difference***	12,775 9,088 ***3,687***	18,547 12,354 ***6,193***	18,513 12,298 ***6,215***	45.2% 35.9%	44.9% 35.3%	0.3% 0.6%
Percent of Lane Miles Congested	Protected Non-Protected ***Difference***	48% 44% ***4%***	65% 60% ***4%***	76% 76% ***0%***	36% 38%	60% 72%	24% 35%

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels

Performance Results for Some Other Race Population

Performance Measure	Population	2018 Current Network	2045 Build	2045 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)	Difference Between Current-Build and Current-No-Build
Protected Population vs Non-Protected Population	Protected Non-Protected ***Totals***	2,201,169 5,228,554 ***7,429,723***	2,996,573 8,249,958 ***11,246,531***	2,996,573 8,249,958 ***11,246,531***			
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected Non-Protected ***Difference***	75,934 59,507 ***16,427***	77,146 53,991 ***23,155***	63,680 43,696 ***19,984***	1.6% -9.3%	-16.1% -26.6%	17.7% 17.3%
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected Non-Protected ***Difference***	684,476 452,918 ***231,558***	646,655 383,453 ***263,202***	435,446 246,383 ***189,063***	-5.5% -15.3%	-36.4% -45.6%	30.9% 30.3%
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected Non-Protected ***Difference***	1,235,989 964,844 ***271,145***	1,398,123 800,821 ***597,302***	762,596 437,509 ***325,088***	13.1% -17.0%	-38.3% -54.7%	51.4% 37.7%
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected Non-Protected ***Difference***	17,102 12,133 ***4,968***	18,631 11,927 ***6,704***	12,675 9,165 ***3,510***	8.9% -1.7%	-25.9% -24.5%	34.8% 22.8%
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected Non-Protected ***Difference***	282,934 154,274 ***128,660***	378,792 232,738 ***146,054***	258,344 115,437 ***152,907***	33.9% 50.9%	-8.7% -25.2%	42.6% 76.0%
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected Non-Protected ***Difference***	550,351 381,889 ***168,462***	891,755 686,009 ***205,746***	555,518 270,147 ***285,372***	62.0% 79.6%	0.9% -29.3%	61.1% 108.9%
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected Non-Protected ***Difference***	13,598 9,024 ***4,574***	19,092 12,517 ***6,576***	19,067 12,458 ***6,608***	40.4% 38.7%	40.2% 38.1%	0.2% 0.6%
Percent of Lane Miles Congested	Protected Non-Protected ***Difference***	46% 44% ***2%***	64% 61% ***4%***	76% 76% ***0%***	39% 37%	63% 71%	24% 34%

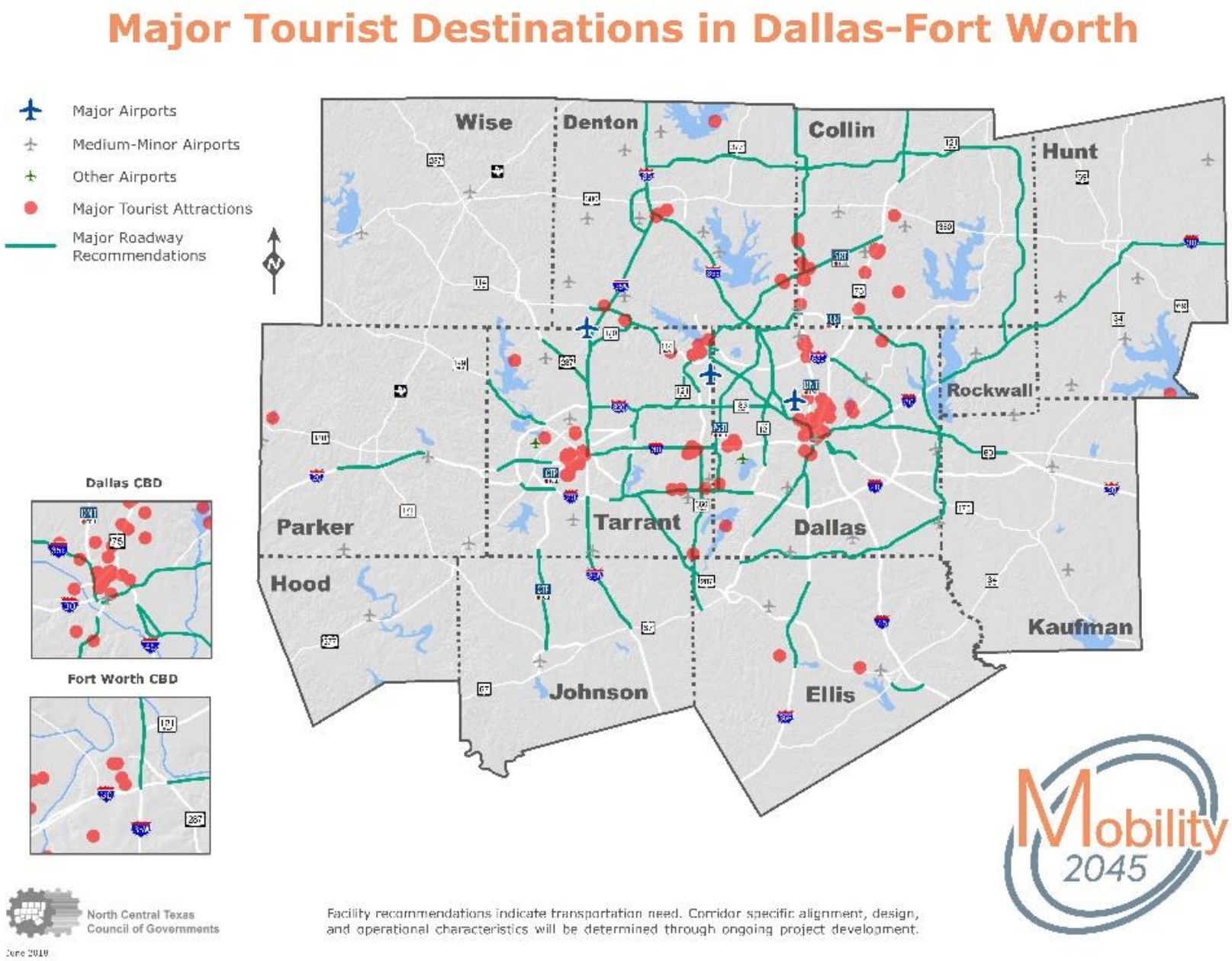
For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels

Performance Results for Two or More Races Population

Performance Measure	Population	2018 Current Network	2045 Build	2045 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)	Difference Between Current-Build and Current-No-Build
Protected Population vs Non-Protected Population	Protected Non-Protected ***Totals***	2,979,652 4,450,071 ***7,429,723***	4,324,434 6,922,097 ***11,246,531***	4,324,434 6,922,097 ***11,246,531***			
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected Non-Protected ***Difference***	68,277 61,760 ***6,517***	61,396 59,389 ***2,007***	49,472 48,733 ***733***	-10.1% -3.8%	-27.5% -21.1%	17.5% 17.2%
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected Non-Protected ***Difference***	543,927 506,518 ***37,409***	449,502 456,130 ***(6,628)***	294,050 298,450 ***(4,400)***	-17.4% -9.9%	-45.9% -41.1%	28.6% 31.1%
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected Non-Protected ***Difference***	1,087,607 1,016,763 ***70,844***	934,909 975,623 ***(40,714)***	502,263 537,785 ***(35,522)***	-14.0% -4.0%	-53.8% -47.1%	39.8% 43.1%
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected Non-Protected ***Difference***	13,108 13,938 ***(830)***	13,250 14,003 ***(754)***	10,189 10,045 ***145***	1.1% 0.5%	-22.3% -27.9%	23.3% 28.4%
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected Non-Protected ***Difference***	191,506 192,985 ***(1,479)***	274,235 270,040 ***4,195***	146,822 157,694 ***(10,872)***	43.2% 39.9%	-23.3% -18.3%	66.5% 58.2%
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected Non-Protected ***Difference***	437,938 427,687 ***10,251***	766,059 725,067 ***40,993***	342,200 348,670 ***(6,470)***	74.9% 69.5%	-21.9% -18.5%	96.8% 88.0%
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected Non-Protected ***Difference***	11,816 9,418 ***2,398***	15,530 13,481 ***2,050***	15,435 13,460 ***1,975***	31.4% 43.1%	30.6% 42.9%	0.8% 0.2%
Percent of Lane Miles Congested	Protected Non-Protected ***Difference***	47% 44% ***3%***	63% 61% ***3%***	77% 75% ***2%***	36% 38%	65% 71%	29% 33%

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels

Travel and Tourism



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Public Participation Requirements

Elements of the Public Participation Plan that specifically respond to federal requirements:

- Notices of public input opportunities, including public meetings, are sent to newspapers to ensure regional coverage. Translated notices are also sent to non-English newspapers. Notification is sent to local libraries, city halls, county court houses, and chambers of commerce (including minority chambers). The North Central Texas Council of Governments will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities, as well as stakeholders outlined in federal requirements.
- Information is disseminated through North Central Texas Council of Governments publications, reports, public meetings, and other outreach events, the North Central Texas Council of Governments website, local media sources, and open meetings.
- To the maximum extent possible, the North Central Texas Council of Governments will employ visualization techniques such as maps, charts, graphs, photos, and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations, and other information are available on the North Central Texas Council of Governments website. Public comments may also be submitted on the North Central Texas Council of Governments Transportation Department website and via email. Interested parties may subscribe to receive topic-specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program, Metropolitan Transportation Plan, and Unified Planning Work Program. Online public input opportunities also exist. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy, and strategic committees. Public comments received on the Transportation Improvement Program and the Metropolitan Transportation Plan shall be included in documentation of the Transportation Improvement Program and the Metropolitan Transportation Plan or via reference to Transportation Conformity documentation.
- An additional opportunity for public comment will be provided if the final Transportation Improvement Program or Metropolitan Transportation Plan significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- The North Central Texas Council of Governments regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion,[8] a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

These measures fulfill federal regulations outlined in 23 CFR §450.316 concerning interested parties, participation, and consultation:

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program),

[8] A restrictive modification is one that would remove an avenue or channel for public comment; for example, reducing the number of public meetings.

representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO(s) shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 201-204.

(c) When the MPA includes Indian Tribal lands, the MPO(s) shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO(s) shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

NCTCOG Transportation Department Publications

The following regular publications are available online and in print:

Progress North Texas (annual report)

Mobility Matters (semiannual newsletter)

Local Motion (monthly newsletter)

Fact sheets (continuing series)

Regional Mobility Initiatives (series of reports)

Charting the Future: A Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area (citizen's guide published in English and Spanish)

Other technical reports and summaries are produced and distributed as needed.

Mobility 2045 Questionnaire Responses

1. How often do you use the following modes of transportation when you leave your home?

	Always	Frequently	Sometimes	Rarely	Never	Not Sure	Total Votes
Drive alone	24.3%	60.0%	10.2%	2.9%	2.6%	0.1%	2,896
Carpool or vanpool (more than just yourself in the car)	1.7%	16.6%	27.5%	22.9%	30.9%	0.5%	2,717
Rideshare apps or taxi service	0.3%	4.0%	13.6%	28.7%	52.8%	0.6%	2,704
Bus	0.6%	2.2%	3.6%	12.9%	80.0%	0.6%	2,686
Train	0.8%	3.2%	11.6%	27.2%	56.4%	0.7%	2,709
Bike	1.2%	8.9%	13.2%	16.3%	60.0%	0.5%	2,726
Walk	1.3%	12.6%	28.5%	25.6%	31.7%	0.3%	2,731

2. Do you have any difficulty traveling to the following destinations or activities?

   Check all that apply.

Work	34.7%	(1,016)
Medical care	15.9%	(464)
Shopping	23.8%	(697)
Recreation/Entertainment	28.1%	(823)
It is not difficult to reach my destinations	44.8%	(1,311)
Other *(please specify)*	11.1%	(324)

3. What are the reasons it's difficult to reach your day-to-day destinations?

   Check all that apply.

Cost of transportation	7.5%	(219)
No car available	2.3%	(66)
Traffic congestion	58.9%	(1,725)
Transit is not available	24.3%	(712)
Transit takes a long time	18.9%	(554)
Lack of bicycle facilities	15.5%	(454)
Lack of sidewalks	18.0%	(526)
Nothing makes it difficult to reach my destinations.	28.1%	(822)

4. Which of the following strategies do you think are important for improving transportation?

	Very Important	Somewhat Important	Not Sure	Somewhat Unimportant	Not important at all	Total Votes
Maintaining and operating the existing roadway system efficiently	77.3%	18.5%	1.9%	1.5%	I0.8%	2,886
Reducing single-occupancy trips/increasing auto occupancy	20.4%	35.7%	18.2%	13.8%	12.0%	2,822
Supporting the use and development of transit, such as bus and rail	56.7%	25.5%	6.6%	5.8%	5.4%	2,877
Increasing the number of lanes for cars on roadways	38.3%	30.3%	9.9%	10.4%	11.0%	2,848
Increasing bicycle facilities and sidewalks	38.2%	28.2%	11.0%	12.7%	10.0%	2,840

5. How often do you use the following technologies when you travel?

	Always	Frequently	Sometimes	Rarely	Never	Not Sure	Total Votes
Navigation apps like Google Maps, Waze, CoPilot, or others	25.60%	47.89%	19.90%	3.97%	3.42%	0.03%	2,894
Electronic messaging signs located on highways	15.55%	31.09%	33.67%	14.08%	5.58%	0.87%	2,869
Real-time bus or train arrival information	4.13%	6.78%	13.67%	22.21%	52.15%	1.91%	2,832
News reports on road construction or road closures	11.65%	27.35%	30.83%	19.50%	11.13%	0.38%	2,867
Ridesharing apps/taxi services	1.45%	5.66%	16.38%	27.46%	48.83%	1.03%	2,826

Mobility 2045 Public Meeting Locations

Date	Event	Location	Items
April 28, 2017	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Presentation
May 9, 2017		Richardson Civic Center	Public Meeting
May, 10, 2017		NCTCOG Office, Arlington	Public Meeting
May 11, 2017	Regional Transportation Council	NCTCOG Office, Arlington	Presentation
May 15, 2017		North Richland Hills Library	Public Meeting
May 26, 2017	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Presentation
August 24, 2017	University of North Texas Mean Green Fling	Denton	Community Event, Transportation Engagement Survey
August 25, 2017	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Presentation, Transportation Engagement Survey
September 11, 2017	Splash Dayz Water Park & Conference Center	White Settlement	Transportation Engagement Survey (available at public meeting)
September 13, 2017		NCTCOG Office, Arlington	Transportation Engagement Survey (available at public meeting
September 14, 2017	Regional Transportation Council	NCTCOG Office, Arlington	Presentation, Transportation Engagement Survey
September 18, 2017		Lewisville Public Library	Transportation Engagement Survey (available at public meeting)
September 22, 2017	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Presentation
October 10, 2017		Ella Mae Shamblee Public Library, Fort Worth	Public Meeting
October 11, 2017		NCTCOG Office, Arlington	Public Meeting
October 12, 2017	Regional Transportation Council	NCTCOG Office, Arlington	Presentation
October 16, 2017		Grand Central Library, Garland	Public Meeting
October 27, 2017	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Presentation
November 9, 2017	Regional Transportation Council	NCTCOG Office, Arlington	Presentation
December 8, 2017	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Presentation
December 14, 2017	Regional Transportation Council	NCTCOG Office, Arlington	Presentation

Mobility 2045: Committee, Transportation Partner, and Public Comments

Oral Comments Received at April 2018 Comment Period

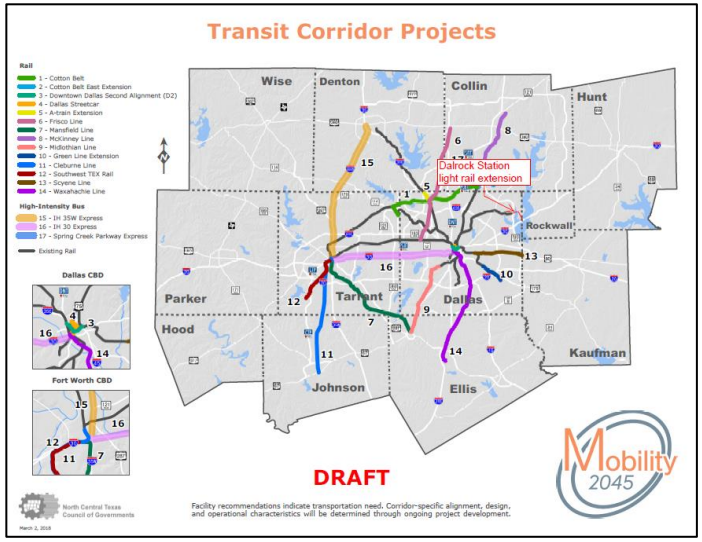
Respondent	Topic	Comment
Frances Hiner, Citizen (Garland)	LBJ East	I live four doors from LBJ East. I was there when it opened. We have people who have nowhere to go on LBJ East. There is not a day we are not in red. There isn't a day without an accident. You have been telling us for 30 we're the next project you're going to work on and now you're pushing us back again. You have been working on IH 35 since 1967. We want our road repaired.
Gail Belton, Citizen (Garland)	Southern Gateway and LBJ East	Is the Southern Gateway a public/private partnership? Is LBJ East an inactive project?
Kristy Myers, LBJ Now (Garland)	LBJ East	I work with the group called LBJ Now. We are trying to fight on your side to give it attention and support.
Charlie Giddens, Citizen (Garland)	Expansion of DART service	What are we doing to expand DART service to cities like Wylie?
Camille White, Citizen (Garland)	Funding for LBJ East	How much funding is being used for LBJ East?
	High Five	When heading north on IH 35 and exiting the High Five, it is always congested. It is very confusing.
Howard Tubre, Citizen (North Richland Hills)	Transportation's Impact on Water Resources	I live in Haltom City. With continued development in this area, how does transportation planning affect water resources?
Bob Prejean, Citizen (North Richland Hills)	IH-30	Our infrastructure was built at a time when they didn't really care about impacts. One of the recommendations in CityMAP was to reroute IH 30. We'd like to see IH-30 rerouted to another location to help preserve water.
Councilwoman Nicole Raphiel, City of Desoto (North Richland Hills)	STAR Transit	We recently expanded STAR Transit service in our area. I didn't see that in the Mobility 2045 Plan.
Thomas Hendricks, Citizen (Arlington)	DART Green Line	I represent Cleburne, and an item on our wish list is an extension of the DART Green Line. It's included in the plan, but 25 years is a long way out. We have near-term objectives in mind. I would like to meet with someone so we can address these initiatives and make sure we understand the impact an extension would have.
Kathryn Kososki, Citizen (Arlington)	Transit in Collin County	Have any routes changes for the bus and DART system in Collin County?
Chad Edwards (DART)	Transportation Network Companies in Mobility 2045	What programs or policies have been developed in Mobility 2045 to address the Transportation Network Companies (TNC)?

Oral Comments Received at May 2018 Comment Period

Respondent	Topic	Comment
Charles Edmonds, Trinity Metro Board of Directors (Fort Worth)	Strategy to encourage transit use	Do you all have a specific strategy to encourage people to utilize public transit? We just started an initiative with the Tarrant County College (TCC) campuses. Students will be able to go from campus to campus using a public transportation pass. There might also be something we can do to help raise awareness.
James Watson, Citizen (Fort Worth)	Light rail	Is anyone advocating the use of rail?
Andre McEwing, Tarrant Transit Alliance (Fort Worth)	Technology's impact on transit funding	Would transit funding be impacted by innovative technology?
Mary German, Arlington Convention and Visitors Bureau (Arlington)	Advancement of technology	How does the advancement of technology impact planning both today and in the future?
Sarah Depew, Citizen (Richardson)	Technology's impact on the plan	How does innovative technology impact the plan?
Nancy Jakowitsch, Citizen (Fort Worth)		How are multimodal and land-use initiatives being factored into the plan?
		Do you factor in current behavior?
		If we're basing the plan on current behavior, will we be able to make progress?
Debbie Fisher, Lucas City Council (Richardson)	Transportation impacts on City of Lucas	I am a councilmember for the City of Lucas. We are a low-density population and yet all of the plans have created a congestion bottleneck our citizens are paying for, and it's a big concern. We're not a wealthy city, and the arterial plans are impossible to attain. We aren't the ones adding to the congestion.
Alex Gonzalez, Creekside at Lake Highlands Homeowners Association (Richardson)	Status of LBJ East project	What is the latest news on the LBJ East project?
Chris Guldi, Sierra Club (Richardson)	Attainment in Rockwall County	How did Rockwall County manage to be in attainment?
	Source of ozone formation	I noticed in your presentation you only addressed the on-road vehicle emission source.
	Emission budget	Who sets your emission budget?

Written Comments Submitted by Website, Email, and Social Media

Email	Comment	Response
Dan Mingea	In reviewing past COG presentations, it was previously said by County Commish "no new taxes…wink, wink." Of course, we knew this to be untrue. As I pointed out in one of your meetings, COG said we would need 18 cents in new taxes just to maintain status quo. Now, I see COG proposes to enhance revenue by increase gas tax at the state and federal levels, as well as increases in registration "fees". http://nctcog.org/trans/mtp/2045/documents/M2045RTC3.08.2018.pdf COG wants to put roads through my neighborhood, "acquire" my land, and raise my costs (not taxes?), let me pay the bill! Just say NO!	
Michael Veale	Following the link, I was surprised to see only maps and lists of projects as the content of Mobility 2045. The red text (below) from the graphic you included in your email manages expectations that the plan "defines a long-term vision" - Mobility 2045: Metropolitan Transportation Plan for North Central Texas ...Mobility 2045 will define a long-term vision for the region's transportation system... Will and when will NCTCOG be pushing all the appropriate and necessary context that creates the rationale for the "recommended maps and projects"? Without that, how that the recommendations be judged/evaluated by the public? All I found were a number of presentations. I checked numerous other COG sites and discovered all have significant documentation that drove their recommendations.	
Karl Woods	**Dear Madam or Sir:** I am selling my farm property located in Royse City, Texas, just 31-miles east of downtown Dallas on Interstate-30 East. My attorney has asked me to contact your transportation experts to determine whether or not any **current-in progress transportation/construction projects** are happening **NOW** for the Interstate-30 transportation needs of the Royse City area travelling from Dallas through Royse City to Commerce, Texas. Also, are there any **immediate** transportation/construction improvement plans that are proposed where construction will begin soon that will improve the Interstate-30 transportation needs of the Royse City area travelling from Dallas through Royse City to Commerce, Texas. Specifically, are there any “just-completed” projects now open that will improve the Interstate-30 transportation corridor from Dallas through	

Email	Comment	Response
	Rockwall and Royse City to Commerce, Texas and beyond? For example, is there a eight-lane (that is four lanes in each direction) proposed construction and expansion projects for a Super-Interstate-Highway from Dallas, along I-30, to Commerce, TX, through Rockwall, Royse City, and Greenville?	
Shawn Poe, P.E., CFM, Director of Public Works, City of Rowlett	Hello, There are several revisions Rowlett would like considered for this document. What is the deadline for submitting the requests?	
Shawn Poe, P.E., CFM, Director of Public Works, City of Rowlett	Hello, Attached are comments related to the 2045 Mobility Plan for consideration to be included in the proposed plan. I apologize for the late response but had to gather input from staff and the process took longer than expected. Sarah Chadderdon at the NCTCOG already informed me the DART rail extension in Dalrock would not be considered for this draft but I was directed to submit the comments anyhow. Let me know if you have any questions.  	

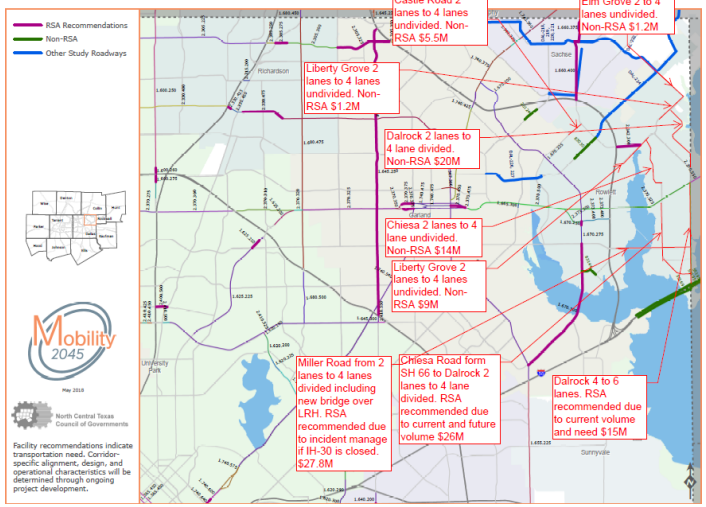
Email	Comment	Response

Transit Projects Listing

Corridor ID	MTP ID	Corridor	From	To	Estimated Length (miles)	Region	Agency	Mode	Status	Conformity Network Year *					Recommendation	Project Type	Capital Cost ($M) (YOE)
										2018	2020	2028	2027	2045			
1	TR1-10314.0	Cotton Belt	DFW/A Terminal A/B	Shiloh	26	East	DART	Regional Rail	Programmed	N	N	Y	Y	Y	DART	New Corridor	$1,100
2		Cotton Belt East Extension	Shiloh	Wylie	9	East	East-Other	Regional Rail	Future	N	N	N	N	Y	NCTCOG	New Corridor	$908
3	TR1-10333.0	Downtown Dallas 2nd Alignment (D2)	Victory Station	Deep Ellum	2.4	East	DART	Light Rail	Programmed	N	N	Y	Y	Y	DART	New Corridor	$1,300
4	TR1-10331.2	Dallas Streetcar (Central Link)	Urban Circulator/McKinney Avenue Trolley	Union Station	1.5	East	East-Other	Streetcar	Programmed	N	N	Y	Y	Y	DART	New Corridor	$92
5	TR1-10306.2	A-train	Trinity Mills	Belt Line (Carrollton)	2	East	DCTA	Regional Rail	Future	N	N	N	Y	Y	DCTA	Extension of Line	$125
6	TR1-10318.0	Frisco Line	South Irving Transit Center	Frisco	29	East	East-Other	Regional Rail	Future	N	N	N	Y	Y	RRCS	New Corridor	$1,271
7	TR1-10328.0	Mansfield Line	Midlothian	Fort Worth ITC	30	West	West-Other	Regional Rail	Future	N	N	N	N	Y	NCTCOG	New Corridor	$1,730
8	TR1-10300.2	McKinney Line	Parker Road Station (Plano)	McKinney North	18	East	East-Other	Regional Rail	Future	N	N	N	N	Y	RRCS	New Corridor	$1,817
9	TR1-10336.0	Midlothian Line	Westmoreland	Midlothian Central	18	East	East-Other	Regional Rail	Future	N	N	N	N	Y	RRCS	New Corridor	$1,817
10	TR1-10302.2	Green Line - Southeast Extension	Buckner Blvd.	South Belt Line Road	6	East	East-Other	Regional Rail	Future	N	N	N	N	Y	NCTCOG	Extension of Line	$606
11		Cleburne Line	Fort Worth ITC	Cleburne Intermodal Transportation Depot	30	West	West-Other	Regional Rail	Future	N	N	N	N	Y	NCTCOG	New Corridor	$1,730

Add the Dalrock Station to serve the Bayside development per the DART draft 2040 plan

Arterial Improvements - Dallas (Northeast)



Email	Comment	Response
Michael Veale	Your flyer indicates all public sessions Alsace passed. Would appreciate a calendar of all remaining meetings till M2045 approval including public sessions and meeting of RTC and other committees/subcommittees in the review and approval process. Could not find such details.	
Donna Pierce	I love the idea of having more light rail – I wish you would consider heading to Denton. I also wish you would look into east-west connection between them. Several years ago we were living in Denton and my husband was going to school in Richardson. He would have taken the light rail but it required going all the way into Dallas and then back up to Richardson. Also, there was a strong possibility that the rail would have stopped running before he reached Lewisville. I would use light rail if they ran late enough that I could attend an event at Fair Park (such as a play) but I don't want to end up missing the last train to get back to my car.	
Matt Daigle	Hi, I was wondering which people that put forward this plan are elected officials in Dallas? Or, is any of this plan subject to approval by any elected officials in Dallas? What I'm getting at, is this is the dumbest plan I have ever heard in terms of use of money, and none of the podunk communities like Cleburne would ever make financial sense to run a DART rail line to them. I hate this plan, I hate this committee, and I want to complain to the correct people, so kindly direct me to whom I may speak.	Thank you for your comments regarding the Mobility 2045 Plan. I am attaching the current Regional Transportation Council roster which identifies members representing Dallas. Hopefully this information is helpful. Thank you for your interest in transportation planning in North Central Texas.
J. David Chilcott, DCMA Raytheon Dallas @ McKinney	In Collin County (City of Murphy), Please connect the North End of North Murphy Road to the Southern End of Angel Parkway. Having the 1 light at an intersection would alleviate a ton of traffic instead of having 2 right next to each other. Also the areas of Murphy, Wylie, Parker, Lucas are in need of better access to get to freeways. People are using Park, Parker, 544, Renner and Bethany like freeways at freeway speeds, just to get to 75 or George Bush. This area is and has developed too fast with no real freeway access.	
John Lowery	Hi there, I would like to voice my desire for the creation of a rail line from McKinney to Dallas. I read an article that indicated it may be a possibility, and I feel considering the rapid growth of the area and the dreadful commute choices to Dallas, this would be an excellent idea for the long term.	

Email	Comment	Response
Debbie Fisher, Councilmember, City of Lucas	At the May Public Hearing in Richardson, I expressed my displeasure with your plan solving all your transportation problems through the City of Lucas. Our City is not the area generating the massive increase in the traffic in Collin County, yet you expect us to be the ones bearing the burden. As a result of that meeting, our council will be voting on June 7 to rescind our previous support. I propose the following: 1. Areas where the population and job increases are creating the need for this transportation plan should be required to resolve these issues within their own boundaries and through the use of unincorporated areas, not taking over smaller cities like Lucas. 2. Areas of approved Municipal Utility Districts should be required to produce a plan for traffic exit through their region. 3. Include in your planning the increased burden for emergency services, particularly in smaller cities such as Lucas. The increased traffic in Lucas is due to pass through traffic only. That traffic is not coming here to work or shop as we are a bedroom community. Our taxpayers are already bearing an undue burden for the increase in emergency services due to the additional traffic. We will vigorously oppose this attempt to further increase this burden.	
Bud Melton	Please consider the following comments as you're finalizing the draft long range mobility plan: Some of the alignments shown on the Regional Veloweb map don't appear to be updated per recent CIP elections. For example, the fully-funded Trinity Forest Spine alignment in SE Dallas. This may impact totals of those Funded and those Planned. In light of increased designations of shoulders as bikeways, particularly in the more rural areas, please ensure these are described and budgeted sufficiently to ensure a finer grade of chip-seal so that the quality of the experience is less impacted by roadway vibration. The proposed $.4B cut in Sustainable Development funding partnerships does not seem consistent with concerns conveyed in appendix B. Social Considerations. Why cut one of the best-leveraged public/private partnership program? Given the constrained financial reality, it seems that much more funding would be allocated for Land Use Strategies that lead to less reliance on individual motor vehicles.	

Email	Comment	Response
	There also doesn't seem to be enough emphasis on emerging mobility technologies. Are we as a region willing to be 'drawn into these' or would we better better situated to become drivers of these emerging trends? Already, several local cities are rolling out new traffic safety technologies that should be viewed as disrupters of traditional transportation planning.	
Jennifer Fundora, Center for Transportation and Environment	I hope this email finds you well. My name is Jennifer, an Associate at the Center for Transportation and the Environment in Atlanta, Georgia. Attached are comments concerning Mobility 2045 from our organization's Executive Director, Dan Raudebaugh. We appreciate you taking the time to read our comments, and please do not hesitate to contact Dan or I with any questions.	
Randall Duty	Why isn't the Kansas City Southern line that runs mostly parallel to TX 78 from Wylie to East Dallas being considered as a commuter rail corridor for the mobility plan?	
Jim Bookhout	My comment is **NO MORE TOLLS.** I am opposed to any further tolling of our Texas roadways.	
Dan Mingea	4/30/2018 DMN has an article, "Cars are ruining our cities," which needs to be read and digested by COG, Commish, and City Councils. More roads is not the answer, it's time to think outside the old weary and worn box. What's wrong with being a small city??? Where's the bad in that? No urban sprawl needed, JUST SAY NO!! Smog in Dallas? Build some new roads into the 'burbs, spread the smog around! Bring it on!!	
Jon Donhy	Dear NCTCOG, 1. Why are toll roads still being discussed? I thought the public had made it clear that no more toll roads were to be constructed. 2. Why is it necessary for TxDot to duplicate your extensive studies? (They are presenting their study for Hwy. 380 tonight in Princeton.)	
Erik Smith	A few months ago, the curious decision was made to seemingly worsen traffic flow on the 121 to 35 south ramp in the morning. What used to be 3 lanes of traffic merging into 2 lanes on the 'weave segment' leading to the Bush Turnpike is now 3 lanes of 121 being merged into 1 lane - seemingly for the benefit of the single lane exiting 35 and onramp from the 35 south service road. I feel this should be reversed given the immensely greater traffic flow on 121 relative to the 35 exit and 35 service road onramp - traffic on 121 now seems no better than it was prior to the installation of the 'weave segment'.	

Email	Comment	Response
John Koonz	Car-First transportation policies have failed us. The death toll on our roads is unacceptable. The financial strain of car ownership on struggling families is overwhelming. Traffic is at a standstill, but we cannot pave enough lanes to get out of it. Our climate is affected by car pollution. We must shift transportation modes, but we are going to meet a lot of NIMBY resistance. Americans are lazy and addicted to the convenience of personal car ownership. Our leaders must have the courage to stand up to the push-back from the people who think the status quo is ok - even though they are harmed by it too.	
Karl Woods	Subject: Royse City, TX, Immediate Transportation I-30 Improvements projects Dear Madam or Sir: I am selling my farm property located in Royse City, Texas, just 31-miles east of downtown Dallas on Interstate-30 East. My attorney has asked me to contact your transportation experts to determine whether or not any current-in progress transportation/construction projects are happening NOW for the Interstate-30 transportation needs of the Royse City area travelling from Dallas through Royse City to Commerce, Texas. Also, are there any immediate transportation/construction improvement plans that are proposed where construction will begin soon that will improve the Interstate-30 transportation needs of the Royse City area travelling from Dallas through Royse City to Commerce, Texas. Specifically, are there any "just-completed" projects now open that will improve the Interstate-30 transportation corridor from Dallas through Rockwall and Royse City to Commerce, Texas and beyond? For example, is there an eight-lane (that is four lanes in each direction) proposed construction and expansion projects for a Super-Interstate-Highway from Dallas, along I-30, to Commerce, TX, through Rockwall, Royse City, and Greenville?	The North Central Texas Council of Governments (NCTCOG) Transportation Department is currently finalizing the recommendations for the region's long-range transportation plan, Mobility 2045. We have coordinated extensively with our transportation partners in the development of the plan. A Metropolitan Transportation Plan (MTP) typically recommends projects out to a 20-year horizon, with this plan extending out to 2045. Federal requirements state that the recommendations must be staged at least 10-years apart, therefore; the lane recommendations will be reported in this plan for the years 2018, 2020, 2028, 2037 & 2045. Due to the years of staging, a project may be open to traffic in the year 2021 but it will not show reported until 2028. You may find the recommendations here: https://www.nctcog.org/trans/mtp/2045/documents/9MAY2018PACKET_002.pdf. You may also find more near-term improvements in NCTCOG's programming document, the recently approved 2019-2022Transportation Improvement Program. You can query 'IH 30' in the project listing to review the various funded projects and determine the status based on the estimated completion date. https://www.nctcog.org/trans/tip/19-22/FinalTIPListings.pdfThe Texas Department of Transportation (TxDOT) would have a better source of information regarding ongoing and completed projects. They have an excellent project tracking tool on their website. http://apps.dot.state.tx.us/apps-cq/project_tracker/ The interactive map is color-coded by; construction underway or begins soon, construction begins within 4 years, constructions begins in 5-10 years, and corridor studies/constructions in 10+ years. This database also contains a contact person for each project. I hope that you find this information helpful. Please feel free to contact me if you have questions or need further information.

Email	Comment	Response
Dave Carter, City of Richardson	Mitzi – Here are some comments: 1. RSA 2.305.275 - is shown on map as located on Campbell Road between Greenville and Glenville Road. However, the table lists it as on Campbell between Jupiter and Shiloh which would overlap with RSA 2.305.325. I believe the RSA 2.305.275 location on the map is correct - however, Campbell is not planned to be widened to 8 lanes wide in this section between Greenville and Glenville. I suspect it is a holdover from the Campbell Road Tunnel project which was eliminated around 15 years ago. I think you can eliminate this project. 2. RSA 2.330.425 - Main Street from US75 to Sherman Street is already at least 6 lanes (3 Eastbound, and 5 Westbound when you include left turn and right turn lanes). It won't be getting any wider in that segment so I think you can remove this project as well. 3. RSA 2.330.475 - Belt Line Road from Abrams to Frances Way- This project shows widening Belt Line from 4 lanes to 6 lanes which is never going to happen. Main Street / Belt Line in downtown Richardson is constrained to only 4 lanes. Widening Belt Line Road to 6 lanes east of Abrams would not remove the downtown bottleneck and would require acquisition of land from approximately 50 single family homes, 2 apartment buildings, 3 churches, and a shopping center. We could use some isolated widening to add a westbound left turn bay at Abrams and at Walton, however, the full widening to 6 lanes can be removed from the Mobility Plan.	Dave, Thanks for your review and comments. These projects must have been left over from previous MTPs. We will remove the overlapping project and the recommendations for widening.
Patrick Kennedy, DART Board	Chair Bauman/Mr. Thomas, I'm responding to chair Bauman's request for feedback and/or questions related to the NCTCOG's 2045 Mobility Plan. I have three: First, I was of the understanding that Dallas city councilwoman Sandy Greyson (cc'd) requested the inclusion of targets for mode share would be included so that there are performance metrics applied to the taxpayer dollars that the RTC and NCTCOG are appropriating. However, after reviewing the 2045 plan I have not seen any such targets. Is there a reason target metrics have not been included? Without those policy targets, the long-range regional performance metrics are projecting current commuting patterns/modes to 27 years in the future and assume the market would not in any way adapt to changing conditions. Thus not including target metrics as guides makes long-range planning inherently directionless. Second, after reviewing the Revenue and Expenditure Summary and subsequently reviewing the project-related parameters for the traditional sources of funding (categories 2, 5, 7, and 12), it seems that at the very least Category 7 (Surface Transportation Block Grants) and Category 5 (Congestion Mitigation and Air Quality grants) can be used for public transit capital projects. The funding sources account for $8,277,500,000 by 2045. However, only $84,500,000 or 1% of these funds are currently earmarked for transit. I would like to know	

Email	Comment	Response
	why so little of these kind of multi-modal discretionary funds are being utilized in a truly multi-modal fashion and what specific projects are these funds going towards instead. Lastly, why are the population projections largely outside of currently populated cities within the region while nationwide trends are reversing course and instead favoring infill locations? It would seem a better use of taxpayer dollars to be investing and reinvesting in areas where taxpayers currently live and/or in areas needing greater density in order to better support transit and modal-shift away from single-occupant vehicle travel. Furthermore, on the population projection heatmaps, why is 10,000 per square mile, a number lower than needed baseline for transit-supportive density, the highest color category? There are many census tracts within the region that are already over 20-, 30-, and even 40-thousand residents per square mile.	
Paul McManus	Hello, I enjoyed watching the replay of NCTCOG's transportation public meeting held in Arlington last Tuesday (May 15), and I wanted to comment on a portion of the meeting and also ask a couple of questions. I was very impressed with and pleased to hear about NCTCOG's plans to work with school districts and local governments throughout DFW to help encourage and promote kids walking or riding bicycles to and from school in order to help reduce car traffic and road congestion, and also to promote physical activity and the enjoyment of walking and bicycle riding. I live in the master planned community of Lantana (pop. 12,000) in Denton County, which has three elementary schools and one middle school. One of the elementary schools is about a block or two off of Lantana Trail, the main thoroughfare, and another elementary school is adjacent to the middle school. While there are a fair number of kids here in Lantana who walk or ride bikes to and from school, there are many who don't, which creates much car traffic, the potential for either illegal or unsafe parking, and it also increases the potential for accidents with pedestrians. In the seven years I've lived in Lantana, there have been at least two incidents of cars hitting kids walking to or from school, and also at least three near misses. I think it would be wonderful if Denton ISD, the schools here in Lantana, the Lantana Community Association, and Denton County Fresh Water Supply Districts 6 and 7 could encourage and promote kids walking or bicycling to and from school. Has NCTCOG contacted or worked with the aforementioned groups here in Lantana and Denton County to help promote walking and bicycling to and from school? I also wanted to follow up regarding a question I had after watching the replay of the previous transportation public meeting in April. What specific programs does NCTCOG have or support promoting the use of mass transit and non-motorized options to improve air quality? Please let me know if	

Email	Comment	Response
	you have any questions or need any additional information. Thank you very much!	
Debbie Fisher	At the May Public Hearing in Richardson, I expressed my displeasure with your plan solving all your transportation problems through the City of Lucas. Our City is not the area generating the massive increase in the traffic in Collin County, yet you expect us to be the ones bearing the burden. As a result of that meeting, our council will be voting on June 7 to rescind our previous support. I propose the following: 1. Areas where the population and job increases are creating the need for this transportation plan should be required to resolve these issues within their own boundaries and through the use of unincorporated areas, not taking over smaller cities like Lucas. 2. Areas of approved Municipal Utility Districts should be required to produce a plan for traffic exit through their region. 3. Include in your planning the increased burden for emergency services, particularly in smaller cities such as Lucas. The increased traffic in Lucas is due to pass through traffic only. That traffic is not coming here to work or shop as we are a bedroom community. Our taxpayers are already bearing an undue burden for the increase in emergency services due to the additional traffic. We will vigorously oppose this attempt to further increase this burden.	
John Lowery	Hi there, I would like to voice my desire for the creation of a rail line from McKinney to Dallas. I read an article that indicated it may be a possibility, and I feel considering the rapid growth of the area and the dreadful commute choices to Dallas, this would be an excellent idea for the longterm. Thanks, John	
Sidney Puder - US Fish and Wildlife Service	We have reviewed Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. We took special interest in Section 4.3: Natural Environment and Section C: Environmental Considerations, Potential Mitigation Activities and Locations. We always have difficulty finding mitiation for projects and/or mitigation banks in urban settings. However, at this time we have no substantive comments. Please keep this office of USFWS informed and up-to-date concerning items you think we might have an interest.	
Sam Gutierrez, Texas Instruments	To whom it may concern; I just viewed a story from NBC5 on your plans for expansion into Collin county. Many of my co-workers are frustrated with the fact that there is no community transportation/DART rail for us in southern Dallas! Duncanville, Cedar Hill, DeSoto, Lancaster, Red Oak, Ovilla are just a	

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	few cities that are still in Dallas county but yet DART continues to move further North and ignore the southern portion of Dallas. I have to drive south to Glenn Heights to get a DART shuttle that will take me to downtown where I take the DART train to work. I no longer take that route because of the waste of 30 minutes coming from and to the Glenn Heights station which makes my total commute time 75 minutes, one way, which is more time as me driving to work. Also recognizing that DART has no interest in providing reasonable transportation for our southern Dallas cities, I choose not to support DART by stopping to use their services, even though we get a discount from TI. Why should I financially support DART if it doesn't benefit me, but only residence in North, far North and now even farther North Dallas? Please create a DART rail to these southern parts of DALLAS county instead of another county. Your company is D(Dallas)ART not C(Collin)ART. DeSoto is currently using a private transportation contractor to provide buses for us to get from place to place because of growing demand and DART's lack of concern for southern Dallas county. Lancaster, Cedar Hill along with other cities will soon be starting their own community transportation. Please start a dialog with our southern cities for opportunities to provide transportation solutions and services for us instead and before expanding to another county.	
James D. Chilcott, Raytheon Dallas @ McKinney	In Collin County (City of Murphy), Please connect the North End of North Murphy Road to the Southern End of Angel Parkway. Having the 1 light at an intersection would alleviate a ton of traffic instead of having 2 right next to each other. Also the areas of Murphy, Wylie, Parker, Lucas are in need of better access to get to freeways. People are using Park, Parker, 544, Renner and Bethany like freeways at freeway speeds, just to get to 75 or George Bush. This area is and has developed too fast with no real freeway access.	I can tell you that the Mobility 2045 Plan already contains a widening/rerouting project for Farm-to-Market Road (FM) 2551 - Angel Parkway between FM 2170 (Main Street) and FM 2514 (Parker Road). The project will widen Angel Parkway from 2 lanes to a 6-lane divided facility, and it will reroute the southern end of the current roadway to connect directly with the Murphy Road section of FM 2551 as it travels south of FM 2514 (Parker Road) past Southfork Ranch. This will eliminate the existing offset intersection at Parker Road as you described below. The project is environmentally cleared and fully funded, and it's scheduled to be let for construction in January 2020. I also appreciate your comment regarding needed east-west and north-south mobility through the cities of Murphy, Wylie, Parker, and Lucas. Over the past 18 months, I've served as co-manager for the Collin County Strategic Roadway Plan (CCSRP)...and one of our primary tasks has been to improve overall thoroughfare

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		connectivity and capacity through those cities. I certainly invite you to visit our agency's CCSRP web page so that you may view and analyze our study process and preliminary recommendations: https://www.nctcog.org/trans/thoroughfare/CCSRP.asp. On the web page, you'll find a link to the latest CCSRP Corridor Opportunities Map...each of the solid and dotted red lines represent recommendations for either new thoroughfares or added capacity to existing thoroughfares in the area of Collin County east of the US Highway 75 corridor. All of the solid and dotted red lines have been added to the upcoming Mobility 2045 Plan as new projects, and you will see that these recommendations may begin to address the issue you raised below. We expect that extra capacity to these facilities will help supplement the large-scale east-west travel now occurring on the roadways you mentioned, but we expect to continue the CCSRP study later this summer after the Mobility 2045 Plan is approved to see if additional improvements may also be need to be planned for in the future.
W.J. Melton, Dallas	Please consider the following comments as you're finalizing the draft long range mobility plan: Some of the alignments shown on the Regional Veloweb map don't appear to be updated per recent CIP elections. For example, the fully-funded Trinity Forest Spine alignment in SE Dallas. This may impact totals of those Funded and those Planned. In light of increased designations of shoulders as bikeways, particularly in the more rural areas, please ensure these are described and budgeted sufficiently to ensure a finer grade of chip-seal so that the quality of the experience is less impacted by roadway vibration. The proposed $.4B cut in Sustainable Development funding partnerships does not seem consistent with concerns conveyed in appendix B. Social Considerations. Why cut one of the best-leveraged public/private partnership program? Given the constrained financial reality, it seems that much more funding would be allocated for Land Use Strategies that lead to less reliance on individual motor vehicles. There also doesn't seem to be enough emphasis on emerging mobility technologies. Are we as a region willing to be 'drawn into these' or would we better better situated to become drivers of these emerging trends? Already, several local cities are rolling out new traffic safety technologies that should be viewed as disrupters of traditional transportation planning.	

Email	Comment	Response
Gary Hogan	I am the President of a very active and involved City of Fort Worth Neighborhood Association who for years have been the voice of this community. The Chapel Creek Neighborhood Association. I have several new concerns regarding Proposed Near-Term Improvements IH 20/ IH 30 (Tarrant / Parker County). We last looked at this area in 2013 and presented to community meeting on 5/25/2016. The Chapel Creek Blvd I-30 bridge is well under construction. AMEN. However, the area now has concerns about mobility being directed solely to the Chapel Creek Blvd corridor to the future above plan 1,100 homes are currently planned and started on prior vacant land East of Chapel Creek Blvd. About another 1,000 homes are underway also West of Chapel Creek Blvd. and we recently heard of a new Charter School also planned near there current mobility plans for I-30 corridor West of Loop 820 to Hwy 580 appears to direct all traffic through Chapel Creek Blvd. NCTCOG , TXDOT and City of Fort Worth need to review the mobility transportation planning in light of this growth. Please advise as to best contact with NCTCOG for me to discuss.	We have the bridge that he mentioned in the Non-RSA list. Chapel Creek is a Non-RSA and I don't see any other improvements on it.

Greater Dallas Planning Council Comments

Overall, the GDPC Mobility Task Force sees much to applaud in this plan. The breadth and depth of considerations of the mobility landscape are impressive. The narrative texts and appendices are thorough, leaving only a few of our questions untreated, if not answered (please see those below).

That said, we find a substantial dissonance between the plan's many "considerations" and its final budgetary commitments.

The "Financial Reality" chapter implies that we will be continuing a low-density, car-centered development model (suburban sprawl), despite the extensive evidence in the plan document itself that a radical re-appraisal of such a model is in order. A plan should be based on observation and prediction, and its action steps are what shape the future. Any plan must be measured, not by what it says, but by where it commits resources. This plan commits the largest single chunk of resources, $52B, to additional roadway occupancy and capacity.

In our view, a better plan for the region would provide more of the available funds to:

-prepare for unpredictable yet inevitable technological disruption.

-increase social justice by mitigating the severe and growing racial and economic inequality across the region.

-allow us to better adapt to inevitable environmental change.

Transportation Technology (Chapter 7)

It is critical that the plan fund preparations for the technological disruption we can expect (though not precisely predict) in the next 20 years.

-Data-based, network technologies have already disrupted traditional taxi services (Lyft, Uber) and are shifting public attitudes toward car ownership. They invite a re-thinking of bus transit (frequent bus service, optimized intermodal transportation) and even land use (parking). Similar disruptions are emerging in retail (grocery and parcel delivery, regional malls) and ride-sharing.

-Automated vehicle technology (connected and automated) appears to be emerging at an increasing tempo. It could have profound impact on how we value our vehicles and the time spent in them.

-Via, Uber and other platforms including flying vehicles may be much closer to reality than many believe. Dallas will be one of two markets where this new form of transportation will be implemented.

-Freight lanes have been dedicated in several states, reducing congestion and improving air quality. Combined with autonomous technology, they could further reduce environmental impacts and obviate additional road construction.

-Intelligent transportation systems (ITS) are demonstrating huge increases in the utility of existing lane space in both urban and suburban areas, suggesting less demand for new lane construction, even with continued population growth.

-Tech-driven disruptions are hard to predict. An Innovation Technology component could be incorporated into the plan that allows it to be adaptive, dynamic and responsive when such disruptions occur in the marketplace. One possible action: development of a funded "mobility learning lab."

-NCTCOG could work with private industry firms to study/develop ITS infrastructure for the adoption of connected and automated vehicles.

Social Considerations (Chapter 3)

Across the NCTCOG region, vast **inequalities** of income, housing, school quality and access to work persist and are increasing. As such, they threaten the well-being of the regional population. Inequality costs us all through health care, remedial education, criminal justice and forfeited economic development. **The plan needs to directly address equity issues that are prevalent in the region.**

Tolling lanes does seem a fairer way of distributing the cost of new highways to users. The proposed restriction of tolled lanes to the center of the region runs counter to social justice and encourages sprawl.

Improvement of mobility for the poor and underserved will clearly depend on better public **transit**, which, impacts their access to work, health care, housing and schools. The dollars allocated for "Growth, Development and Land Use Strategies" seem disproportionately low, *per capita*, to impacted individuals across the region. What is the priority for funding for that development?

Environmental Considerations (Chapter 4)

This plan needs to help the region adapt to the environmental impacts it acknowledges.

-Widely accepted climate forecast projections mean hotter summers and more extreme weather in Texas through the rest of the century. Extreme drought and more powerful storms pose nonlinear increases in costs of energy, road maintenance, disaster recovery and hardened infrastructure. The 2045 plan does speak of "resilience" (Ch 4.4 P. 24) but again, such efforts do not appear in the cost model.

-Air quality and related health costs can be directly tied to traffic density. Although "improved air quality" is an explicit goal of the plan, it does not seem to figure in the development plans or the cost model.

-The carbon footprint of low-density development is substantially larger than for higher-density. This fact does not seem to be reflected in the implicit development model.

-The Wildlife Habitat exhibit in the slide deck does not address ecological corridors along creeks and rivers, some of the most sensitive to new construction of highway infrastructure.

-Concrete is truly the "floor" of the Mobility 2045 low-density model. Concrete paving is energy-intensive and, once in place, adds to the urban heat sink effect. It is also getting more expensive as global supply/demand for riverine sand changes.

Development Paradigm

The plan needs to shift priorities from a low-density paradigm to a more sustainable higher density, multimodal approach.

-Mobility 2045 seems premised on an extension of the suburban low-density, car-centric model, one in which highways remain unquestioned as the most efficient means of transportation.

-Recent real estate valuation trends suggest that the core and outlying town centers are urbanizing (McKinney, Legacy, Southlake). Young workers prefer to live closer to work, while retired folks want to downsize in denser housing forms near urban amenities.

-Current commercial real estate returns suggest denser development is more profitable than low-density.

-New, multi-family construction is inherently more likely to support affordable housing options than more land-intensive housing.

-Investments in walkability, bicycling and other active transit (last mile) would seem to offer higher leverage on "mobility" in general than added motor vehicle infrastructure.

-Building more lane miles when future demand is so unpredictable makes less sense than to provide for more conventional mass transit, active transit and other innovative forms of mobility adapted to higher density land use.

-2045 SD Program budget is cut by $400M – hitting the most needed of all programs to help drive land use decisions that favor transit, walking and bicycling.

-In this plan, environmentally impacted cities have not been allocated funds to support densified land use.

-Investment in active transportation and innovative mobility technologies might offer a better ROI than building more lane miles.

*CityMAP: per the GDPC's previous engagement and feedback on this groundbreaking and innovative approach to transportation planning, why it is not incorporated into Mobility 2045?

Finally:

What are NCTCOG's legislative priorities related to this plan?

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June 6, 2018

Mr. Kevin Feldt, AICP
Program Manager
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two
Arlington, TX 76005-5888

Dear Mr. Feldt,

The Center for Transportation and the Environment (CTE) appreciates the opportunity to comment on the draft Mobility 2045 long-range transportation plan. CTE is a 501(3)(c) nonprofit with a mission to improve the efficiency and sustainability of the United States' energy and transportation systems. CTE collaborates with federal, state, and local governments, fleets, and vehicle technology manufacturers to advance clean, sustainable, innovative transportation and energy technologies. As such, there are several initiatives included in the Mobility 2045 plan that are of particular interest to CTE.

Sections 4.2: Air Quality, 5.5: Sustainable Development, 6.4: Public Transportation, 6.5 Roadway, and Section 7.0: Transportation Technology collectively address air quality, sustainability, and technological advancements that can also be achieved through the deployment of zero-emission transit buses. While the plan specifically discusses the implications of electrification specific to light-duty vehicles and future, automated shuttle and "pod" vehicles, CTE would encourage inclusion of zero-emission bus deployments within the long-range plan. According to the Department of Transportation, the United States has over 300, individual zero emission buses operating in transit fleets throughout the nation. Both battery electric and fuel cell options are available to help with pollutant emissions reduction and fuel efficiency for bus fleets.

Successful deployments of zero-emission technology in the transit market supports the following goals included in Mobility 2045, including:

- Preserve and enhance the natural environment, improve air quality, and promote active lifestyles. (Section 3.0, Section 5.0, Section 4.0)
- Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system. (Section 5)
- Encourage livable communities which support sustainability and economic vitality. (Section 3.0, Section 4.0, Section 7.0)
- Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system. (Section 2.0, Section 5.0, Section 7.0)

However, successful deployments of zero-emission buses benefit from adequate pre-deployment planning. CTE has provided technical assistance and project management services on many battery and fuel cell electric bus deployment projects. Collectively, CTE has assisted more than 50 transit agencies that have either deployed, or will soon deploy, more than 200 zero-emission buses. The lack of widespread deployments can present challenges for transit agencies unfamiliar with zero-emission technology, as they include new specific operating characteristics and fueling requirements. CTE strives to minimize these challenges and reduce the risk associated with these vehicles by helping end users match the technology to

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the most appropriate applications. Route and rate modeling is necessary to ensure fleet vehicles are deployed in the most efficient manner, so the vehicles will complete the route and also experience the most favorable charging costs. As bus fleets transition to 100% zero-emission, CTE is also assisting agencies with feasibility studies and transition roadmaps. These analyses are important to determine the most efficient path for scale-up, how to minimize costs, and what will be the most effective mix of technology between battery and fuel cell electric for the application.

Consideration of zero-emission technologies in the transit sector supported by adequate planning prior to deployment would contribute to NCTCOG's efforts to offer clean transportation options to the citizens of the Dallas-Arlington-Fort Worth area. CTE appreciates the opportunity to comment on the draft Mobility 2045 plan. If you have any questions concerning CTE's work to support the deployment of zero-emission transit buses, please do not hesitate to contact me at 404-518-2322 or dan@cte.tv.

Sincerely,

Daniel J. Raudebaugh
Executive Director

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Organizational Chart