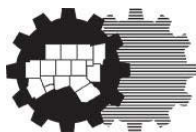


**North Central Texas Council of Governments Title VI Program
May 2016 Update**



**North Central Texas
Council of Governments**

Introduction

Regional transportation planning in North Central Texas is conducted by the federally designated Metropolitan Planning Organization (MPO), comprised 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 citizens 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 that 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 that 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.

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. 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 amongst staff at Environmental Justice Liaison meetings, trainings, and through the department Intranet. An external version of the complaint procedures are posted on the Transportation Department Website, at public meetings, and referenced in documentation produced by the department. A copy of NCTCOG's discrimination complaint form and procedures are included as *Attachment 3*. The external complaint procedures and form are also translated into Spanish and are posted on the Transportation Department Website.

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 (FTA), there have been no Title VI investigations, complaints, or lawsuits 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.
- 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 2015 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.

Language Assistance Plan

In February 2014, NCTCOG updated the Language Assistance Plan which was adopted as part of the Public Participation Plan in 2015. The Language Assistance Plan is included as Appendix B (pages 33 through 40) 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 five percent threshold. These language groups are listed in *Attachment 5*. Since there are 24 languages that meet the Safe Harbor threshold, it is not feasible to translate vital documents into all of these languages. Therefore, NCTCOG focuses translation efforts on Spanish which is the largest language group in the region other than English. Since the submission of the last Title VI Program to FTA, NCTCOG has also added Google Translate capabilities to the Transportation Department Webpages.

Transportation Department public meeting notices include a disclaimer in Spanish indicating that translation services are available if a request is made at least 72 hours before the meeting.

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 the 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 comprised of local government staff selected by their respective governments or agencies. NCTCOG 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, comprised 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 Programs Submissions

A Title VI program is one of many policies and procedures that NCTCOG’s subrecipients must provide in writing to illustrate compliance with applicable federal requirements. NCTCOG staff periodically reviews the Title VI programs of its subrecipients and works cooperatively to update the programs. Updates or other modifications may be necessary for several reasons, including new implementation requirements issued by the FTA. Training, workshops, and other technical assistance have been, and will continue to be, provided by NCTCOG staff to subrecipients. Additionally, NCTCOG staff may conduct on-site visits of subrecipients as needed or subsequent to the filing of a Title VI complaint. In the event of a subrecipient’s noncompliance, NCTCOG may impose sanctions such as the withholding of payments and/or the cancellation, termination, or suspension of a project agreement.

Subrecipients must submit a Title VI program to NCTCOG subsequent to the execution of an agreement. Following submission of the initial Title VI program, subrecipients are required to resubmit their Title VI program when their plans have been updated, or when new or different federal guidance requires a change. If NCTCOG staff identifies that modifications are needed, subrecipients must provide the most updated version of the Title VI program within 30 days of finalizing an update. 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)	June 4, 2014
Public Transit Services	May 15, 2014
Special Programs for Aging Needs	April 23, 2014
STAR Transit	May 12, 2015
CTS	February 20, 2014

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 and vehicles in a manner that is visible to those receiving service. Should the subrecipient consider and/or implement fare or service changes, they must notify NCTCOG in a timely manner prior to implementing a change. NCTCOG regularly reviews subrecipients for compliance with LEP and environmental justice while conducting on-site compliance assessments.

Board Meeting Resolutions of Approved Title VI Program

The Title VI Program was approved by the Regional Transportation Council on May 12, 2016 and by the NCTCOG Executive Board on May 26, 2016. 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 2013. *Attachment 9* is a series of maps that depict the location of low-income, minority, and LEP populations in 2013.

	2000	Percent of Total Population	2010	Percent of Total Population	2013	Percent of Total Population
Total Population	5,197,317		6,198,833		6,567,296	
Low-Income Population	549,051	10.7%	817,184	13.4%	949,656	14.7%
Aggregate Minority Population*	2,121,346	40.8%	2,988,753	48.2%	3,289,292	50.1%
African American**	740,570	14.3%	910,633	14.7%	1,044,102	15.9%
American Indian/Alaska Native**	56,865	1.1%	31,026	0.5%	88,559	1.4%
Asian**	219,142	4.2%	319,721	5.2%	407,897	6.2%
Hawaiian/Pacific Islander**	8,253	0.2%	6,363	0.1%	12,748	0.2%
Hispanic	1,120,527	21.6%	1,643,252	26.5%	1,811,883	27.6%
Limited English Proficiency (LEP) Population	592,713	12.4%	765,371	13.43%	804,499	13.25%
Spanish	486,521	10.2%	624,880	11.0%	644,483	10.6%
Asian Languages	67,036	1.4%	89,868	1.6%	99,898	1.7%
Indo-European Languages	29,705	0.6%	35,731	0.6%	42,650	0.7%
Other Languages	9,451	0.2%	14,892	0.3%	17,468	0.3%

Source: 2000 U.S. Census, 2006-2010 5-Year American Community Survey Estimates and 2009-2013 5-Year American Community Survey Estimates.

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

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

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

NCTCOG 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 2013 EJI 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. An EJI User's Guide has been created to explain the development and ensure correct usage. The 2013 EJI User's Guide is included as *Attachment 11*. The EJI is updated as new Census data is released. 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 (FY2014, 2015, and 2016) and compared these totals to county minority data. 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 years were for projects located in Dallas County, where about 50 percent of the regional minority population is located. Overall, the federal and state funds spent on public transportation in the past three years have been located in counties with higher proportions of minority individuals. This indicates that accessibility to public transportation for minority groups is increasing.

Analysis of the MPO's 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 populations of the region, a Regional Environmental Justice Analysis is performed to assess the impacts of the roadway and transit recommendations in the Metropolitan Transportation Plan. The analysis includes performance measures related to accessibility and mobility which are calculated

to determine if there are any disproportionately high or adverse impacts of the recommendations on protected (environmental justice groups) compared to non-protected populations. Specific to transit, the number of jobs accessible by automobile and 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 2040 – the most recently adopted Metropolitan Transportation Plan – are included as *Attachments 13 and 14*.

Subrecipient Program Administration

NCTCOG passes 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 and a competitive award process for Job Access/Reverse Commute (JA/RC) projects and Enhanced Mobility projects. For the Urbanized Area Formula Program, two percent of the funds available annually are set aside to be awarded competitively for JA/RC projects. 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 competitively. Prior to the opening of a call for projects, the general public and interested parties are notified of the availability of funding, the application process, evaluation criteria, and project award processes. All eligible agencies are encouraged to submit projects.

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 call for projects 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 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: 2013 Demographic Profile

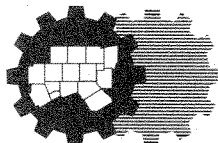
Attachment 10: 2013 Environmental Justice Index

Attachment 11: 2013 Environmental Justice Index User's Guide

Attachment 12: Impacts of Public Transit Projects on Minority Populations

Attachment 13: Mobility 2040 Social Considerations Chapter

Attachment 14: Mobility 2040 Social Considerations Appendix



North Central Texas Council Of Governments

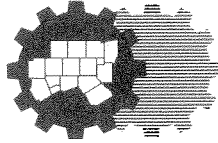
Title VI Notice to the Public

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) 608-2335.



North Central Texas Council Of Governments

Title VI 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.

R. Mike Eastland, Executive Director

Updated: May 27, 2016

The United States Department of Transportation (USDOT)

Standard 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 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 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 (**Title of Recipient**), 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.

R. 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 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 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 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 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 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 ***(Title of Recipient)*** 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 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 ***(Title of Recipient)*** 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 ***(Title of Recipient)*** 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 ***(Title of Recipient)***, its successors and assigns.

The ***(Title of Recipient)***, 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 ***(Title of Recipient)*** 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 (**Title of Recipient**) 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 (**Title of Recipient**) 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 (**Title of Recipient**) 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 (**Title of Recipient**) 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 (**Title of Recipient**) 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 (**Title of Recipient**) 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 (**Title of Recipient**) will there upon revert to and vest in and become the absolute property of the (**Title of Recipient**) 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 (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 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 form 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 or 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 working 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.

1. A 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 that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

2. Complaint is logged into tracking database:

Completed 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. Once the investigation is complete, the findings of the investigation will be logged into the complaint tracking database.

3. Determine jurisdiction:

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

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred 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 assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

NCTCOG's Title VI Specialist will confer with the 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 to the Texas Department of Transportation, Office of Civil Rights, Compliance Section.

4. Initial written notice to complainant:

Within 10 working days of the receipt of the complaint, NCTCOG will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a NCTCOG program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. Examples of response letters are located in Appendix A. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section.

5. Investigation of complaint:

The Title VI Specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that 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.

6. Determination of investigation:

An investigation must be completed within 60 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, Department Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the NCTCOG Executive Director.

7. Notification of determination:

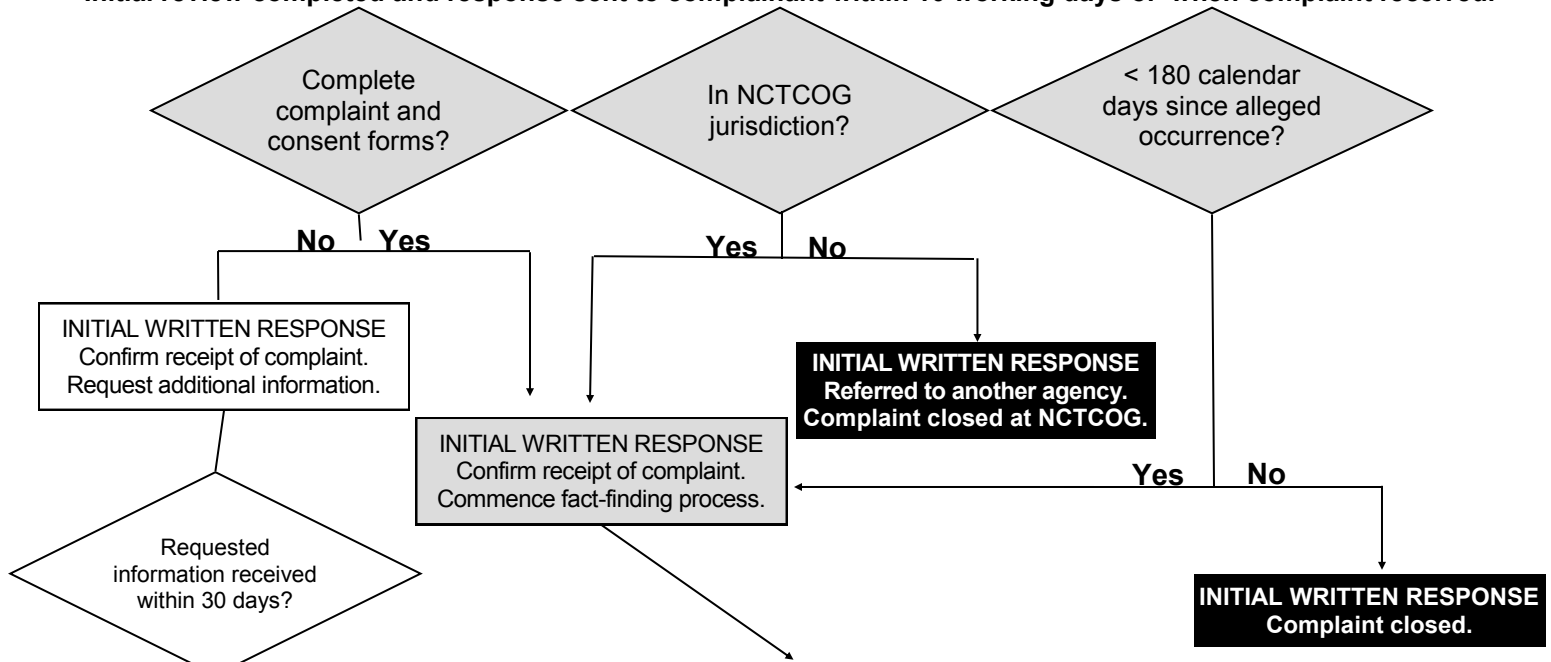
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

INITIAL REVIEW

Initial review completed and response sent to complainant within 10 working days of when complaint received.

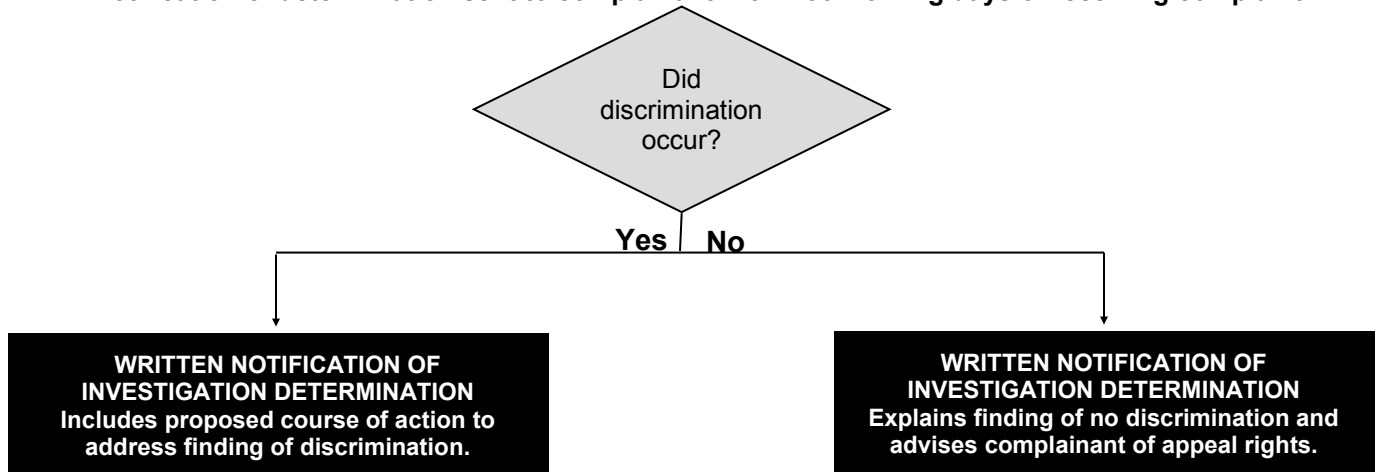


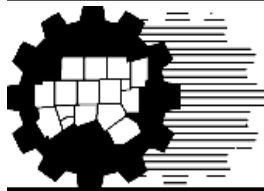
INVESTIGATION / FACT FINDING

Completed within 60 working days of receiving complaint.
Findings summarized and report submitted to head of Agency.

DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint.





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.

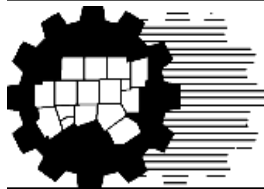
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar 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:

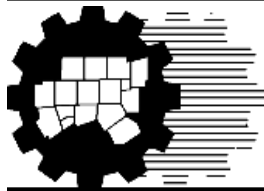
6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

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.



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 _____

Engaging Diverse Audiences in Planning for Transportation and Improving Air Quality

Public Participation Plan

February 2015

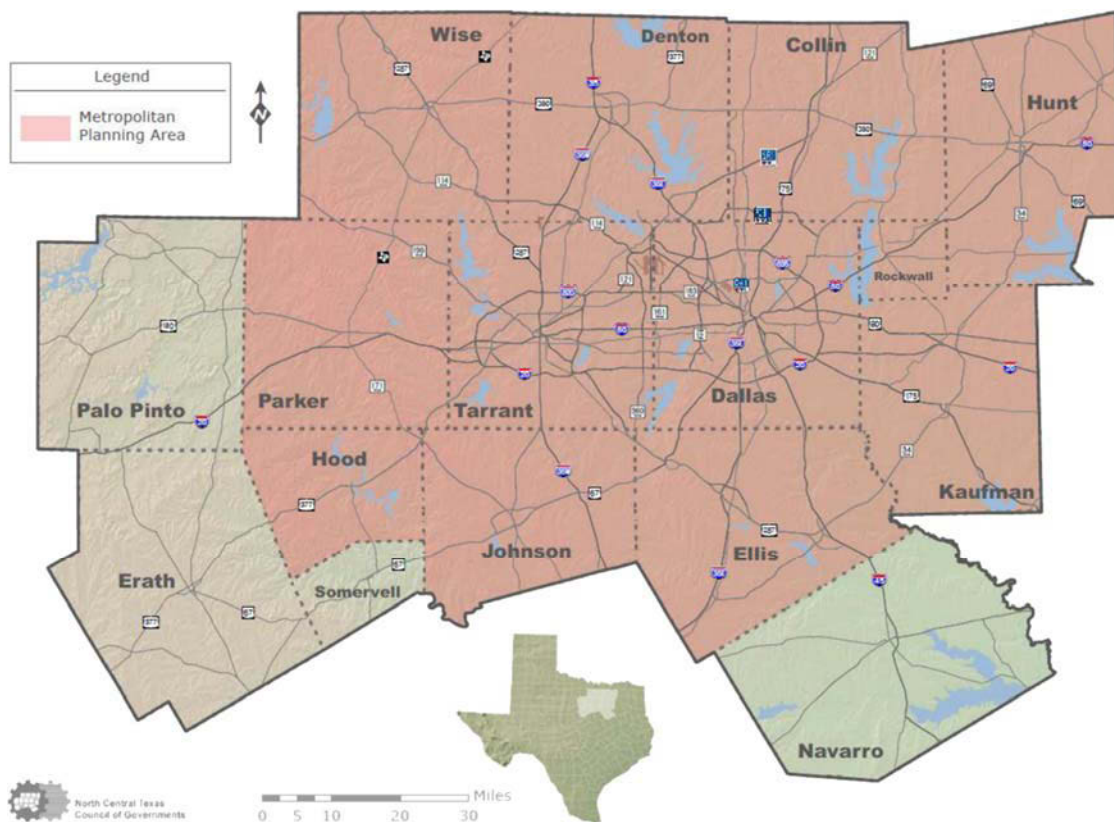


Metropolitan Planning Organization for the Dallas-Fort Worth Area

1. About the Metropolitan Planning Organization (MPO)

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

As the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments 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 is the area 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. About 6.8 million people live in the region today, and that is expected to increase to nearly 10 million by 2035. NCTCOG works with its transportation partners and all levels of government as well as the public to ensure traffic safety and congestion are addressed and choices such as passenger rail and bicycle-pedestrian facilities are part of the multimodal transportation system.



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. Collaboratively Developing Solutions

Communication, Coordination Enhance Transportation Plans

Defining the future of transportation is a collaborative process, and the MPO works with many different individuals and groups to identify the transportation needs and solutions to preserve the quality of life in the region and ensure people and goods can travel safely, efficiently and reliably in the region today and in the future. Additionally, in the Dallas-Fort Worth area, the MPO must ensure transportation plans are consistent with federal goals to improve air quality because 10 Dallas-Fort Worth area counties do not meet the ozone standard set by the Environmental Protection Agency. 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, it is important to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities. This Public Participation Plan outlines the responsibilities as well as the goals and strategies for engaging the broadest and most diverse audiences possible.

Public Involvement Goals

NCTCOG will continue to adhere to federal requirements for public involvement, in addition to finding new ways of engaging the public in the transportation planning and programming process. The laws and legislation relevant to public participation and how NCTCOG responds to each are outlined in Appendix A.

To engage diverse audiences in planning for transportation and improving air quality, an integrated communications and outreach plan must be implemented. Making content relevant, removing barriers to participation and stating information simply and visually will facilitate 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, which provides 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 and effective. Public involvement goals and the strategic priorities to accomplish each are outlined below.

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.
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs.
- Develop visuals to illustrate and enhance communications.
- Ensure transparency as Regional Transportation Council and the standing technical, policy and strategic committee meetings are all open meetings that anyone can attend.
- Provide language translation and alternate formats as requested.

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.
- Encourage input to be submitted in numerous ways, including those that are flexible, creative and innovative.
- Clearly define purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships.
- Eliminate barriers to participation by allowing 24/7 access to information and comment opportunities and hosting public meetings at accessible locations and convenient times but complemented by a video recording that can be viewed as individual schedules permit.
- Document and respond, as needed, to comments received, whether at a public meeting, an outreach event or received by mail, e-mail, website or social media.
- Share public input with technical and policy committees.
- Use input to develop policies, plans and programs, making the final versions easily accessible.

Evaluate Public Participation Strategies

- Incorporate more surveys at events and online.
- Review quantitative and qualitative data for outreach and communications efforts.
- Review how public input influenced transportation decision-making.

Diversity and Inclusiveness

It is a priority to increase the number and diversity of participants.

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. 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.

A Language Assistance Plan (LAP) (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.

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

Through building new relationships with organizations and communities that serve groups traditionally under represented, NCTCOG will reach far more individuals. Other opportunities to potentially increase the number and diversity of people reached and engaged include, but will not be limited to:

- Media outreach – traditional and non-traditional. Research newspapers and blogs serving areas with considerable numbers of protected populations.
- Paid advertising. Identify opportunities to place paid advertisements in strategically selected media and organization publications to encourage individuals to sign up to be involved in determining transportation plans for the region.
- Language translation.
- Community liaisons. Establish and facilitate a network of community liaisons who can share information and opportunities with those whom they interact with on a regular basis.
- Business outreach. Beginning with focus group-type meetings with chambers of commerce, staff will evaluate how to enhance outreach to the business community. Chambers of commerce, including minority chambers, are included in the public involvement contact list. Staff, however, will consult with chamber and business leaders to identify other opportunities to inform and involve businesses and employees.
- Non-profit coordination. Identify and develop opportunities to coordinate with non-profit organizations already effectively reaching segments of the North Texas population.

Audiences and Stakeholders

Collaboration and communication help develop the consensus needed for 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 and groups who reside, have interest or do business in the North Texas area and may be affected by transportation and air quality decisions. Individuals especially connected to others, either formally or informally, are important to enhancing communications and outreach, as they can share information, resources and opportunities for public input. Further developing these connections will expand the reach of NCTCOG information and involve more people in transportation decision-making.

Groups and Individuals to Inform, Involve

- Affected public agencies
- Affordable housing groups
- Airport operators
- City/county staff
- Commercial property interests
- Community groups (economic development organizations, neighborhood associations, chambers of commerce and business organizations, bicycle groups, community organizations)
- Community leaders
- Commuters
- Elected officials

- Environmental groups
- Federal and state wildlife, land management and regulatory agencies
- Freight industry (freight shippers, providers of freight transportation services)
- Higher education faculty, staff and students
- Individuals
- Landowners
- Limited English proficient persons
- Local and state emergency response agencies
- Low-income populations
- Media
- Minority populations
- Non-profit organizations
- Organizations focused on aging
- Organizations serving rural area residents
- Organizations serving veterans
- Private providers of transportation
- Professional organizations
- Public health organizations
- Public transit operators
- Public transit users
- Real estate professionals
- Representatives of agencies and organizations serving individuals with disabilities
- Representatives of public transportation employees
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- School district representatives
- Seniors
- Social service organizations
- State and local agencies responsible for growth and economic development
- Transportation advocates
- Transportation partners
- Tribal Governments
- Women's organizations
- Youth

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 (RTC) is the forum for cooperative decision-making by primarily elected officials of local governments in the Metropolitan Planning Area. The Regional Transportation Council meets regularly on the second Thursday of each month.

The Surface Transportation Technical Committee provides 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.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. For more on the committees, past and upcoming meetings and other information, visit www.nctcog.org/trans/committees.

3. Specific Opportunities for Involvement, Outcomes

Early and Continuous Public Engagement Complements Focused Efforts for Outcomes, Milestones

NCTCOG strives to continuously inform and involve the public. North Texans are encouraged to submit comments and questions at anytime. However, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seek 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, non-profits, stakeholders and interested residents who all have a stake in the outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the level of outreach and opportunities for input correlate to the significance of the transportation planning outcomes and milestones.

Consideration of and Response to Public Comments

NCTCOG compiles, summarizes and responds to (as appropriate), 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 an informed decision. In the event that more than one public meeting is scheduled, the public comment period begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CST on the date specified as the deadline.

With an increased focus on expediting project implementation and funding allocation, there may be 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.

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 raises 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 or changes that could have reasonably been foreseen can be made without further opportunities for public involvement. 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 e-mail, web page 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 was 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 by e-mail and social media the delay and again when the information becomes available. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather was 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 engaging the broadest and most diverse audiences possible in the transportation planning process. Staff monitor and evaluate communication and outreach strategies and review 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	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	45 days	<ul style="list-style-type: none"> • 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 appendix or legislative reference in the document	Proposed changes posted online for public review and comment at www.nctcog.org/input	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications
Typographic or grammatical correction	None, changes not substantive	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, 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 that is also video recorded and available online with materials to outline recommendations.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Modifications	Video summary and recommendations posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • Social media • Newspaper ad, including minority publications

Metropolitan Transportation Plan

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 Metropolitan Transportation Plan. 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 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, e-mail and mail notices, presentations to community groups and public meetings for both the development of the Metropolitan Transportation Plan and review of its final recommendations prior to Regional Transportation Council approval consideration. Public comments on the Metropolitan Transportation Plan will be included in the documentation of the plan or by reference to the Transportation Conformity documentation.

Changes to the Metropolitan Transportation Plan 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 Metropolitan Transportation Plan 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.

An amendment incorporates a significant change to one or more projects included in the Metropolitan Transportation Plan, 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 that would require an amendment include, a major change in project cost, project/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.

It should be noted that the purpose of the public comment and review period in all cases is to solicit feedback on the recommendations and information documented in the Metropolitan Transportation Plan. As a result, it is sometimes necessary to make minor modifications to the Metropolitan Transportation Plan documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event that these types of changes are necessary during the public comment and review period, revised documentation will be posted online at www.nctcog.org/input and the associated Metropolitan Transportation Plan 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/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.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A series of public meetings shall be held at least 60 days prior to requesting RTC approval. A second series of public meetings will be held at least 30 days prior to RTC approval. Meetings will be throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days following each meeting	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan Update	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Metropolitan Transportation Plan, continued

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Metropolitan Transportation Plan Amendment	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity

Transportation Improvement Program

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 Transportation Conformity documentation. 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	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • 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	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
TIP Administrative Amendments and modifications supporting previous RTC action	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification	Not applicable	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 are 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	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • 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	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity draft related to changes to the transportation system	One or more public meetings at least 30 days prior to RTC approval.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Transportation Conformity, continued

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity draft related to changes in the emission 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	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity approval by federal partners	None, final approval available at www.nctcog.org/conformity	Not applicable	<ul style="list-style-type: none"> • 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 two 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)	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • 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	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

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 Obligated Projects	Review only at www.nctcog.org/annual	Not applicable	<ul style="list-style-type: none"> • 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	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • 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.

4. Integrated, Comprehensive Outreach and Communications

Expanding Opportunities to Learn about, Provide Input on Plans

By offering information in a variety of formats, NCTCOG is able to include far more people in the planning process than relying on a limited number of strategies and opportunities. Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

Websites and Technology

Advances in technology have made it easier for the public to participate in the planning process on their own free time using a computer or mobile device. An increase in ownership of smart phones is narrowing the digital divide and presents additional opportunities to engage users.

The Internet is a dynamic tool that allows NCTCOG to reach a large cross section of people at times conducive to their schedules. People have access to web-based information 24 hours a day, seven days a week. Websites, e-mail lists, online video, webinars and social media can all be used to inform, educate and start dialogues about transportation planning.

NCTCOG maintains a website, www.nctcog.org/trans, that provides easy access to information about the plans, programs and policies of the MPO. The website includes a calendar of events, committee activities and actions, requests for proposals and requests for qualifications 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.

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 web page, www.nctcog.org/trans/outreach/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. A printable public notification form for mailing or an online version that can be used via e-mail is available.

Interested parties may also directly access all Transportation Department staff members via e-mail, phone, fax or postal mail.

Finally, website visitors can easily subscribe to receive information from NCTCOG and submit comments and questions. Public information staff can make available to the public items on the website if a person does not have Internet access.

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 includes the use of Facebook, Twitter, Instagram, Vimeo and YouTube. Additional types of social media may be added in the future. NCTCOG staff will post information on the department accounts and monitor and respond to questions and concerns as warranted. Additionally, staff occasionally submit suggested social media content to cities, chambers of commerce and other organizations for inclusion in their communications.

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 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 www.vimeo.com/NCTCOGtrans. 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.

Public Meetings, Workshops, Conferences, Forums and Other Events

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events allow for 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, 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, the meeting(s) will be held in 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. Public meeting notices will provide the telephone number and e-mail address to request special arrangements.

- At a minimum, the meeting will be audio taped. Video recording, however, is increasingly offered.

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 to citizens upon their request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Translated notices are sent to non-English newspapers. 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 e-mailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinate 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.

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 Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific *Fact Sheets* and the annual report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- *Mobility Matters* (a newsletter mailed and e-mailed 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 submit suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

Stakeholder Interviews

Meeting with regional transportation stakeholders, such as community and business leaders, non-profit organization representatives and other individuals help staff understand local communities and how to best share relevant information and engage more and increasingly diverse groups of people in the transportation planning process.

Speakers Bureau

Staff often present to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, businesses and non-profits, among others. To schedule a speaker or for more information, e-mail transinfo@nctcog.org 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 television stations and newspapers as well as radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors and providing timely and accurate information. Staff participate 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 citizens regarding transportation issues.

Surveys and Keypad Polling

The NCTCOG Transportation Department may conduct 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 one or two issues, or may be large-scale planning endeavors. They may be in print and/or electronic versions.

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

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 and website content.

Advertising

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Moving Ahead for Progress in the 21st Century (MAP-21) 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 may be used to complement traditional print advertising.

Mail and E-mail

The public involvement mail and e-mail lists provide for the most direct forms of communication. 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), churches 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 requests from the NCTCOG Transportation Department web page (an online form is available for submission), returned mail and requests for additions and deletions from various sources and events.

Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, information is distributed at a variety of community events such as local government events, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, e-mail transinfo@nctcog.org or call 817-695-9240.

Telephone Town Halls

The NCTCOG Transportation Department will periodically host telephone town hall discussions. Announced through NCTCOG Transportation Department communications, interested individuals can sign up to participate. The format is similar to a radio show, except participants listen in from their phones. Staff provide information on a topic and callers can then ask questions or make comments. Callers can participate on either a landline or mobile phone and polling can be integrated in the discussion, as relevant. An audio recording is captured and posted online.

Connections and Shareable Content

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

5. Evaluation

The evaluation structure incorporates both quantitative and qualitative evaluation and aligns the results with desired outcomes for measuring the strategy. Ultimately, staff gain a better understanding of how time and resources devoted to strategies are having an impact on public involvement and the overall transportation planning process.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Website and Technology	<ul style="list-style-type: none"> • Website visits • Source of web traffic/referring websites • Time spent on web pages • Navigation on web pages • Search terms • Language • Browser/device • Geography 	<ul style="list-style-type: none"> • Identification of trends and changes for website usage over time. • Understanding of how other outreach and communications strategies may influence website use. • Prioritization of and increased accesibility to information and opportunities for input most important to the public.
Social Media	<ul style="list-style-type: none"> • Interactions and engagement • Audience • Content views • Geography 	<ul style="list-style-type: none"> • Broader distribution of information and public involvement opportunities through shareable content, interactions and engagement. • Increased feedback and public input.
Video	<ul style="list-style-type: none"> • Views • Average view duration/time spent • Geography (NCTCOG website only) • Information viewed (NCTCOG website only) • Engagement/likes (YouTube only) • Subscribers (YouTube only) 	<ul style="list-style-type: none"> • Access to meetings at anytime from anywhere. • Engaging, visual content to make complex transportation issues more understandable. • Elimination of time constraint and travel/geographic barriers.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Public Meetings, Community Workshops, Roundtables, Conferences, Forums and Other Events	<ul style="list-style-type: none"> • Number of events hosted • Attendance • Input received • Type of information distributed and shared • Geographic representation • Demographic information • Regional accessibility to event(s) or information (if applicable) • All events hosted at locations accessible to individuals with disabilities • Notification of how to request language translation or special accommodations at a public meeting • Communications strategies through which people learned about the event • Number of viewers of live or recorded video of the event • Communication strategies used to announce event 	<ul style="list-style-type: none"> • Planned opportunities for the public to interact directly with staff. • Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies. • Notification of events through a variety of strategies. • Live and recorded video online complement in-person events, making information more accessible.
Print and Digital Publications	<ul style="list-style-type: none"> • Quantity of publications distributed • Distribution plan, e.g., accessibility of information in print and online • Website analytics for digital publications • Variety of publication formats 	<ul style="list-style-type: none"> • Information is available in multiple formats and accessible to all communities. • Publication content encourages continued involvement in transportation planning. • Publications enhance understanding of plans, programs and policies.
Stakeholder Interviews	<ul style="list-style-type: none"> • Geographic representation • Variety of organizations/stakeholders interviewed • Opportunities for ongoing communication, engagement • Information learned to enhance communications, gather public input 	<ul style="list-style-type: none"> • Increased understanding of audiences, region. • Identification of new opportunities to educate and engage new audiences and/or connections for shareable content.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Speakers Bureau	<ul style="list-style-type: none"> • Number of presentation requests • Groups reached • Number of people reached • Materials distributed • Input received • Topics of presentations 	<ul style="list-style-type: none"> • Increased awareness of Transportation Department plans, programs and policies.
Media Relations	<ul style="list-style-type: none"> • Media coverage • Media requests • Number of news releases • Media contact list characteristics, e.g., number of reporters, types of news sources, regional diversity, inclusion of minority news sources 	<ul style="list-style-type: none"> • Proactive media relations and communication of Metropolitan Planning Organization news, policies, programs and opportunities for public involvement. • Understanding of local, regional, statewide and national media coverage of transportation and air quality stories relevant to the Dallas-Fort Worth area.
Surveys and Keypad Polling	<ul style="list-style-type: none"> • Response rate • Completeness of responses • Percent of respondents who would participate in a public involvement activity again 	<ul style="list-style-type: none"> • Feedback and public input. • Relevant, accessible and simple opportunities to gather feedback and public input. • Information about public understanding, awareness and priorities. • Results facilitate further discussion and inform decisions.
Visualization	<ul style="list-style-type: none"> • Visualization resources available to staff • Use of visualization in presentations and publications and on the website • Input received • Demonstrated or stated understanding of ideas, concepts, plans, projects or programs among intended audience 	<ul style="list-style-type: none"> • Improved understanding of ideas, concepts, plans, projects and programs. • Informed input. • Facilitates analysis of data.
Advertising	<ul style="list-style-type: none"> • Impressions/number of people potentially reached • Click throughs of online ads • Comments received noting advertising • Diversity of advertising placements, e.g. minority news sources 	<ul style="list-style-type: none"> • Broad regional distribution of opportunities for public input.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Mail and E-mail	<ul style="list-style-type: none"> • Number of contacts • Number of new contacts • Number of unsubscribes 	<ul style="list-style-type: none"> • All interested individuals, organizations and communities receive regular communication from the department.
Community Events	<ul style="list-style-type: none"> • Number of events attended • Location of events • Number of events held/attended that provided opportunities for strengthening relationships with environmental justice populations • Event attendance • Interactions 	<ul style="list-style-type: none"> • Opportunity for the public to interact directly with staff in an informal setting. • Makes information accessible where people are already gathering instead of requiring people seek it out. • Attending events throughout the region is important in the large planning area.
Telephone Town Halls	<ul style="list-style-type: none"> • Number of telephone town halls hosted • Number of registrants • Number of participants • Participation during telephone town hall • Input received • Topics of telephone town halls • Website analytics for registration page 	<ul style="list-style-type: none"> • Elimination of time constraint and travel/geographic barriers. • Planned opportunities for the public to interact directly with staff. • Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies.
Connections and Shareable Content	<ul style="list-style-type: none"> • Article and social media content sent to partners, local governments, community groups and other organizations • Content published by partners, local governments, community groups and other organizations • New audiences reached through established connections 	<ul style="list-style-type: none"> • Extended reach of messaging about transportation and air quality issues and opportunities for public input. • Sustained engagement of connections who influence/conduct outreach. • Communication in a format that facilitates sharing with others.

Overall Quantitative and Qualitative Evaluation

Ongoing evaluation of the overall public participation process will consider the following data, and the information will be used to establish priorities and refine efforts.

- Type and quantity of materials distributed
- Translation of materials
- Number of opportunities for specific public input
- Number of public comments
- How comments influence regional transportation plans
- Timely responses to public comments
- Communication about final plans, policies and programs following public input opportunities

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 the project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect. How public involvement influences or changes the project will be communicated throughout the project and documented in final reports as applicable.

Public Participation Plan (February 2015)

Appendix A

Laws and Legislation Relevant to Public Participation

Federal Legislation and Executive Orders

Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, MAP-21 legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21 and SAFETEA-LU) and did not establish any new requirements.

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

- Notices of public input opportunities, including public meetings, will 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 and chambers of commerce (including minority chambers). 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, 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 e-mail. Interested parties may subscribe to receive topic specific e-mail 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. 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 via reference to Transportation Conformity documentation.

- 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 be provided.
- 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 citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, 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 participation plan shall be developed by the MPO 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 but not limited to 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 which 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), 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, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed 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. 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) outlines 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) (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.

Public Participation Plan (February 2015)

Appendix B

Language Assistance Plan (Updated February 2014)

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 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.

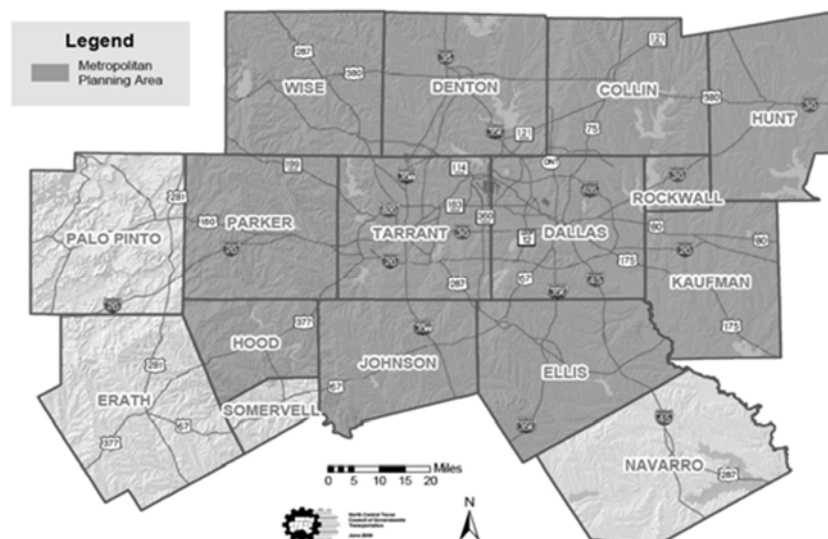
Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

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 2000 Decennial Census and the 2006-2010 American Community Survey to analyze a ten-year change. Data from the 2008-2012 American Community Survey was also included to show the most recent language statistics available. LEP persons were classified as anyone over the age of five that described their ability to speak English as 'well,' 'not well,' and 'not at all.' Figures from both data sets were compiled to provide an approximation for the rate of growth of LEP persons in the service area.

In 2010, the American Community Survey estimated population over five was 5,698,467 for the 12-county region. The LEP population was 765,371, approximately 13.4 percent of the total population over five. Data from the 2000 Census showed the LEP population to be 596,426; which is a 28.3 percent increase. Spanish was the largest language represented among the LEP population with 11 percent of the total population. Asian languages were the second largest group among the LEP population comprising 1.6 percent of the total population. LEP individuals speaking Indo-European languages and Other languages comprised 0.6 percent and 0.2 percent of the total population, respectively.

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

Total Metropolitan Planning Area (MPA) Population Over 5		Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish LEP Population	% Spanish LEP of Total Population	Total MPA Asian Languages LEP Population*	% Asian Languages LEP of Total Population	Total MPA Indo-European Languages LEP Population	% Indo-European Languages LEP of Total Population	Total MPA Other Languages LEP Population	% Other Languages LEP of Total Population
2000 Census	4,782,849	596,426	12.5%	486,399	10.2%	66,633	1.4%	29,705	0.6%	9,451	0.2%
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%
2000-2010 % Change	19.4%	28.3%		28.5%		34.9%		20.3%		57.6%	
2008-2012 American Community Survey	5,947,648	788,157	13.3%	634,403	10.7%	95,643	1.6%	40,866	0.7%	17,245	0.3%
2010-2012 % Change	4.4%	3.0%		1.5%		6.4%		14.4%		15.8%	

Source: 2000 Census, 2006-2010 and 2008-2012 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.

*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 2012 include: Vietnamese (0.62%), Chinese (0.35%), Korean (0.25%), Other Asian Languages (0.16%), Laotian (0.06%), Tagalog (0.06%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Thai (0.03%), Other Pacific Island Languages (0.02%) and Hmong (0.001%).

LEP data for individual languages is not available from the 2000 Census.

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.

Location	Population Size ¹	Percent Lacking <i>Basic Literacy Skills</i> 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

This Language Assistance Plan outlines how 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.

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 inquiries 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.

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 the products outlined above, 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 e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish. Public meetings are advertised in newspapers, and staff interact regularly with local reporters, some who contribute to minority publications. Translated ads are placed in the major Spanish newspapers.

Additionally, ten North Texas counties are classified by the U.S. Environmental Protection Agency as moderate nonattainment for eight-hour ozone levels. Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties are classified as nonattainment. 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 that reduce transportation-related emissions that lead to ozone formation.

Based on the LEP Interaction Survey described in Factor 2, staff has encountered the 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. There are currently bilingual staff on the AirCheckTexas program team to assist Spanish speakers that are LEP. Additionally, web content and other materials for the general air quality public awareness campaign are available in English and Spanish.

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

NCTCOG currently has available, if needed, bilingual staff to assist in translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. To date, no translation services requests for public meetings have been received. NCTCOG currently utilizes a translation service and department staff to translate documents. The average cost for outside translation service is \$0.12 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department Website, allowing information to be available in 80 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 will be 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 be made available in another format. 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 needs of the population in that area. Environmental Justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data to be used.

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 out input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

Staff Training for Considering the Needs of and Interacting with 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.

Notice of Assistance Available for LEP Persons

Public meeting notices include the telephone number and e-mail address to request special arrangements 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 also included on publications such as public meeting notices and department publications.

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
E-mail: 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.

Public Participation Plan (February 2015)

Appendix C

Transportation Improvement Program Modification Policy Policies and Procedures to Streamline Project Delivery (Updated March 2013)

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery

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

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

Public Participation Plan (February 2015)

Appendix D

Title VI Complaint Procedures



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 (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 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 form 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 or 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 working 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.

1. A 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 that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

2. Complaint is logged into tracking database:

Completed 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. Once the investigation is complete, the findings of the investigation will be logged into the complaint tracking database.

3. Determine jurisdiction:

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

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred 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 assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

NCTCOG's Title VI Specialist will confer with the 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 to the Texas Department of Transportation, Office of Civil Rights, Compliance Section.

4. Initial written notice to complainant:

Within 10 working days of the receipt of the complaint, NCTCOG will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a NCTCOG program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. Examples of response letters are located in Appendix A. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section.

5. Investigation of complaint:

The Title VI Specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that 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.

6. Determination of investigation:

An investigation must be completed within 60 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, Department Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the NCTCOG Executive Director.

7. Notification of determination:

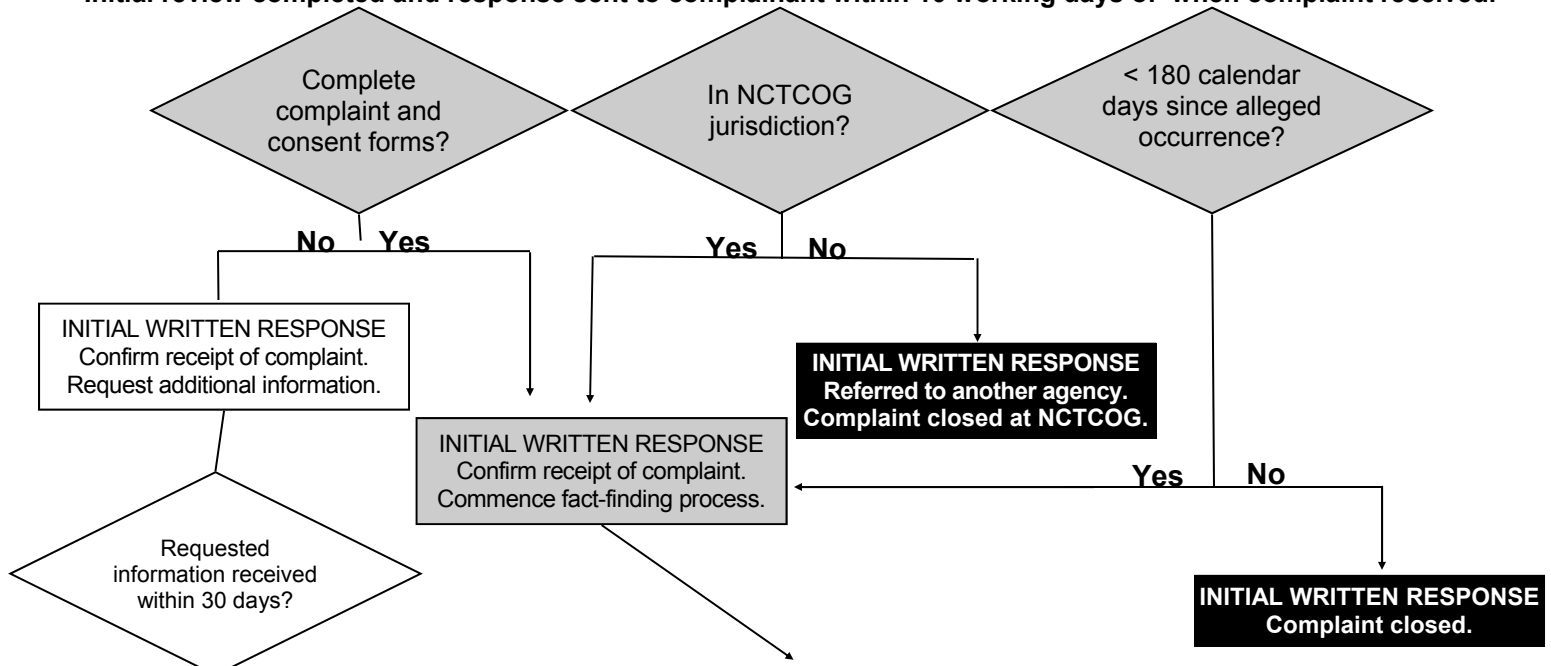
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

INITIAL REVIEW

Initial review completed and response sent to complainant within 10 working days of when complaint received.

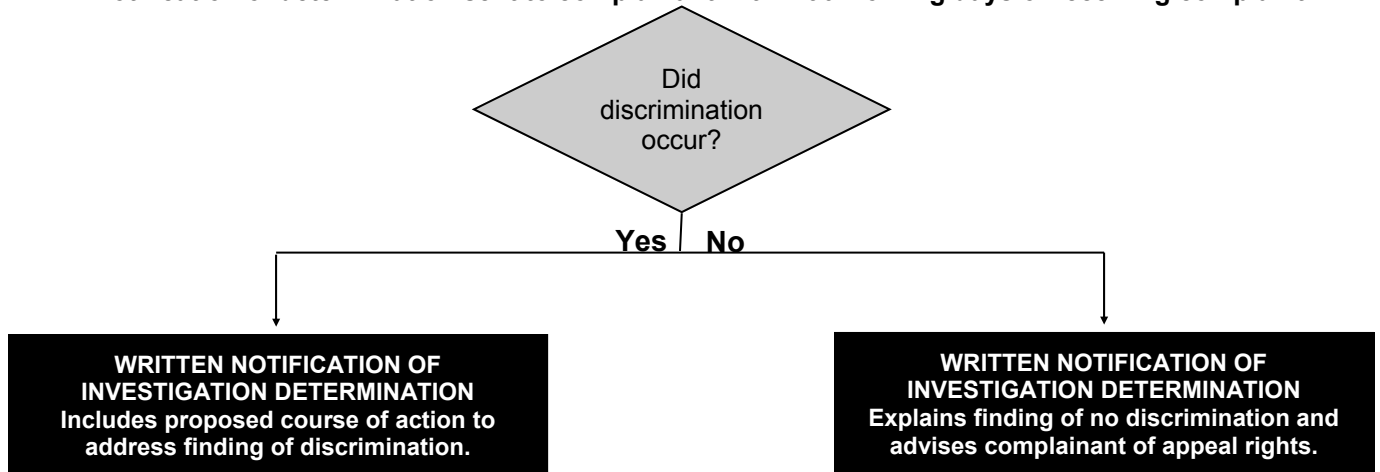


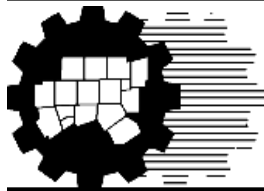
INVESTIGATION / FACT FINDING

Completed within 60 working days of receiving complaint.
Findings summarized and report submitted to head of Agency.

DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint.





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.

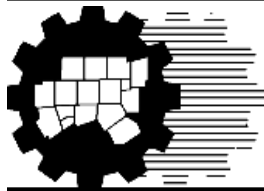
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar 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@nctcoq.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.

- | | |
|---|--------------------------------------|
| <input type="checkbox"/> Race: | <input type="checkbox"/> Color: |
| <input type="checkbox"/> National Origin: | <input type="checkbox"/> Sex: |
| <input type="checkbox"/> Age: | <input type="checkbox"/> Disability: |
| <input type="checkbox"/> 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
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Name of Business	Position/Title	Telephone Number
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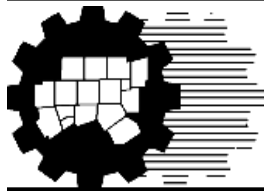
Street Address	City	State	Zip Code
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8 This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination 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 statutes 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

	Region Aggregate (Population Over 5)	Percentage of total Population Over 5
Total Population	6,069,583	
Spanish: Speak English less than "very well"	644,483	10.61824%
Vietnamese: Speak English less than "very well"	39,230	0.64634%
Chinese: Speak English less than "very well"	20,984	0.34572%
Korean: Speak English less than "very well"	14,821	0.24418%
Other Asian languages: Speak English less than "very well"	10,271	0.16922%
African languages: Speak English less than "very well"	9,730	0.16031%
Other Indic Languages: Speak English less than "very well"	8,696	0.14327%
Arabic: Speak English less than "very well"	6,765	0.11146%
Urdu: Speak English less than "very well"	4,613	0.07600%
Hindi: Speak English less than "very well"	4,321	0.07119%
Persian: Speak English less than "very well"	4,321	0.07119%
French: Speak English less than "very well"	4,145	0.06829%
Tagalog: Speak English less than "very well"	3,861	0.06361%
Gujarati: Speak English less than "very well"	3,385	0.05577%
Laotian: Speak English less than "very well"	3,361	0.05537%
Russian: Speak English less than "very well"	2,728	0.04495%
Other Indo-European languages: Speak English less than "very well"	2,219	0.03656%
Mon-Khmer, Cambodian: Speak English less than "very well"	2,081	0.03429%
Japanese: Speak English less than "very well"	2,021	0.03330%
German: Speak English less than "very well"	1,801	0.02967%
Portuguese or Portuguese Creole: Speak English less than "very well"	1,771	0.02918%
Thai: Speak English less than "very well"	1,633	0.02690%
Serbio-Croatian: Speak English less than "very well"	1,546	0.02547%
Other Pacific Island languages: Speak English less than "very well"	1,411	0.02325%
Other Slavic languages: Speak English less than "very well"	695	0.01145%
Polish: Speak English less than "very well"	664	0.01094%
Italian: Speak English less than "very well"	649	0.01069%
Hebrew: Speak English less than "very well"	395	0.00651%
French Creole: Speak English less than "very well"	329	0.00542%
Greek: Speak English less than "very well"	246	0.00405%
Hungarian: Speak English less than "very well"	244	0.00402%
Armenian: Speak English less than "very well"	233	0.00384%
Hmong: Speak English less than "very well"	224	0.00369%
Other and unspecified languages: Speak English less than "very well"	181	0.00298%
Scandinavian languages: Speak English less than "very well"	147	0.00242%
Other West Germanic Languages: Speak English less than "very well"	141	0.00232%
Other Native North American languages: Speak English less than "very well"	86	0.00142%
Navajo: Speak English less than "very well"	67	0.00110%
Yiddish: Speak English less than "very well"	0	0.00000%
Total LEP Population	804,499	13.25460%

Source: 2009-2013 American Community Survey

Safe Harbor Threshold: 5% or 1,000 individuals

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

2014

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.

EXECUTIVE BOARD

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:

Counties (6 Seats)

- 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.

Cities (10 Seats)

- 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 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.

FINANCES

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.

**BYLAWS AND OPERATING PROCEDURES
REGIONAL TRANSPORTATION COUNCIL**

April 2014

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, and mass transit improvements. 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 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 are highways and streets, parking and intermodal terminals, tollways, fixed-guideway transit lines, bus routes, taxi services, paratransit and ridesharing services, railroad facilities, and general aviation and air carrier airports.

- F. Regional Highway System. The regional highway system is those freeways, principal and minor arterials, tollways, truck terminals, parking facilities, and ridesharing services which make up the system for travel by automobile or truck.

- G. Regional Public Transportation System. The regional public transportation system includes all fixed-guideway facilities, bus routes, personal rapid transit, paratransit, and taxi services operated by public or private entities.

- H. Regional Aviation System. The regional aviation system includes 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, and Azle	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 Keller, 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	<u>1</u>
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	<u>1</u>
Subtotal	<u>17</u>
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 June 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 June 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. A best practice 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 of an alternate member's attendance prior to the beginning of a 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. 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 extreme 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 Program—Metropolitan Mobility (STP-MM)
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Metro Corridor (jointly selected by TxDOT and the RTC)
 - Transportation Alternatives Program (TAP)
 - 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.
 - (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 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
2014 RTC Membership Structure

<u>City</u>	<u>2013 Population</u>	<u>2010 Employment</u>	<u>Maximum of Population & Employment</u>	<u>Percent of Total Based on Maximum</u>	<u>Share of RTC Seat(s)</u>	<u>% of RTC Seat By Grouping</u>	<u>RTC Seats</u>
City Membership							
Plano	264,910	235,983	264,910	4.63	1.205	1.205	1
McKinney	140,390	59,600	140,390	2.46	0.639		
Anna	9,360	798	9,360	0.16	0.043		
Princeton	7,440	738	7,440	0.13	0.034		
Fairview	8,000	1,206	8,000	0.14	0.036		
Melissa	5,710	673	5,710	0.10	0.026	0.777	1
Allen	87,800	28,830	87,800	1.54	0.399		
Lucas	5,750	1,790	5,750	0.10	0.026		
Wylie	43,450	10,086	43,450	0.76	0.198		
Rowlett	56,420	12,244	56,420	0.99	0.257		
Sachse	21,090	1,351	21,090	0.37	0.096		
Murphy	18,440	2,451	18,440	0.32	0.084	1.060	1
Frisco	129,680	40,647	129,680	2.27	0.590		
Prosper	13,380	1,786	13,380	0.23	0.061		
Little Elm	29,230	3,962	29,230	0.51	0.133		
The Colony	37,360	5,802	37,360	0.65	0.170		
Celina	6,460	1,048	6,460	0.11	0.029		
Providence Village	5,260	125	5,260	0.09	0.024	1.007	1
Dallas	1,213,600	1,036,119	1,213,600	21.23	5.521		
University Park	22,920	11,125	22,920	0.40	0.104		
Highland Park	8,500	4,145	8,500	0.15	0.039	5.664	6
Garland	229,120	80,870	229,120	4.01	1.042	1.042	1
Addison	13,840	62,925	62,925	1.10	0.286		
Richardson	100,850	130,309	130,309	2.28	0.593	0.879	1
Irving	220,750	252,379	252,379	4.42	1.148		
Coppell	39,090	28,033	39,090	0.68	0.178	1.326	1
Mesquite	140,240	60,515	140,240	2.45	0.638		
Balch Springs	24,270	5,867	24,270	0.42	0.110		
Seagoville	15,020	4,915	15,020	0.26	0.068		
Sunnyvale	5,271	3,539	5,271	0.09	0.024	0.841	1
Grand Prairie	178,290	75,337	178,290	3.12	0.811	0.811	1
Duncanville	38,680	11,850	38,680	0.68	0.176		
DeSoto	49,930	12,965	49,930	0.87	0.227		
Cedar Hill	45,570	13,934	45,570	0.80	0.207		
Lancaster	36,980	9,633	36,980	0.65	0.168		
Glenn Heights	11,410	1,055	11,410	0.20	0.052		
Hutchins	5,350	3,364	5,350	0.09	0.024	0.855	1
Carrollton	122,280	88,243	122,280	2.14	0.556		
Farmers Branch	28,800	81,840	81,840	1.43	0.372	0.929	1
Denton	116,950	76,079	116,950	2.05	0.532		
Sanger	7,170	3,106	7,170	0.13	0.033		
Corinth	20,420	5,156	20,420	0.36	0.093		
Lake Dallas	7,140	1,330	7,140	0.12	0.032	0.690	1
Lewisville	97,140	57,960	97,140	1.70	0.442		
Flower Mound	65,710	29,678	65,710	1.15	0.299		
Highland Village	15,420	3,391	15,420	0.27	0.070	0.811	1
Fort Worth	767,560	448,844	767,560	13.43	3.492	3.492	3
Arlington	369,320	183,860	369,320	6.46	1.680	1.680	2
N. Richland Hills	64,240	26,002	64,240	1.12	0.292		
Richland Hills	7,870	6,955	7,870	0.14	0.036		
Haltom City	42,190	20,499	42,190	0.74	0.192		
Watauga	23,500	5,139	23,500	0.41	0.107		
White Settlement	16,390	6,133	16,390	0.29	0.075		
River Oaks	7,280	1,858	7,280	0.13	0.033		
Lake Worth	4,780	5,059	5,059	0.09	0.023		
Westworth Village	2,500	22,768	22,768	0.40	0.104		
Saginaw	20,140	8,909	20,140	0.35	0.092		
Azle	10,960	4,630	10,960	0.19	0.050	1.003	1
Keller	41,090	12,807	41,090	0.72	0.187		
Grapevine	47,070	52,953	52,953	0.93	0.241		
Southlake	27,080	25,552	27,080	0.47	0.123		
Colleyville	23,270	9,134	23,270	0.41	0.106		
Westlake	1,040	5,762	5,762	0.10	0.026		
Trophy Club	9,400	793	9,400	0.16	0.043		
Roanoke	6,470	9,163	9,163	0.16	0.042		
Hurst	37,460	18,962	37,460	0.66	0.170		
Eules	51,750	51,863	51,863	0.91	0.236		
Bedford	47,310	27,827	47,310	0.83	0.215	1.389	1
Mansfield	58,490	19,964	58,490	1.02	0.266		
Benbrook	21,530	5,163	21,530	0.38	0.098		
Forest Hill	12,360	3,591	12,360	0.22	0.056		
Crowley	13,440	5,799	13,440	0.24	0.061		
Everman	6,110	2,057	6,110	0.11	0.028		
Kennedale	6,820	3,865	6,820	0.12	0.031	0.540	1
Total	5,518,261	3,560,693	5,715,432	100	26	26.000	
Allocation for City Seats Seat Threshold Based on Combined Higher of Population or Employment Resulting RTC City Seats					26		
					219,824	RTC City Members	27

2013 Population by County Grouped By RTC Seats

County Membership	2013 Population		
<u>Collin County</u>	821,520		1
<u>Dallas County</u>	2,398,920		2
<u>Denton County</u>	694,050		1
<u>Tarrant County</u>	1,850,370		2
 <u>Ellis County</u>	 154,700		
Ennis	18,590		
Waxahachie	31,550		
Midlothian	19,330		
Red Oak	11,230		
 <u>Kaufman County</u>	 105,750		
Forney	16,030		
Kaufman	6,660		
Terrell	<u>15,210</u>		
 Combined Ellis and Kaufman Population	 260,450		 1
 <u>Johnson County</u>	 154,530		
Burleson	39,010		
Cleburne	29,120		
Keene	6,120		
Joshua	6,010		
 <u>Hood County</u>	 54,900		
Granbury	<u>8,290</u>		
 Combined Johnson and Hood Population	 209,430		 1
 <u>Hunt County</u>	 88,020		
Commerce	8,110		
Greenville	25,990		
 <u>Rockwall County</u>	 82,360		
Rockwall	38,990		
Heath	7,260		
Royse City	9,690		
Fate	<u>7,840</u>		
 Combined Hunt and Rockwall Population	 170,380		 1
 <u>Parker County</u>	 120,650		
Weatherford	25,940		
Mineral Wells	16,810		
 <u>Wise County</u>	 64,500		
Decatur	6,050		
Bridgeport	<u>6,000</u>		
 Combined Parker and Wise Population	 185,150		 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 2013 Population Estimates and 2010 Employment Estimates

**RESOLUTION APPROVING MPO TITLE VI NONDISCRIMINATION
PROGRAM UPDATE
(R16-04)**

WHEREAS, the North Central Texas Council of Governments is designated as the Metropolitan Planning Organization (MPO) 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; 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 designated recipient is required to comply with Title VI requirements which include review and approval of a Title VI Nondiscrimination Program every three years.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council hereby approves the MPO Title VI Nondiscrimination 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.



Mark Riley, Chair
Regional Transportation Council
County Judge, Parker 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, 2016.





Rob Franke, P.E., Secretary
Regional Transportation Council
Mayor, City of Cedar Hill

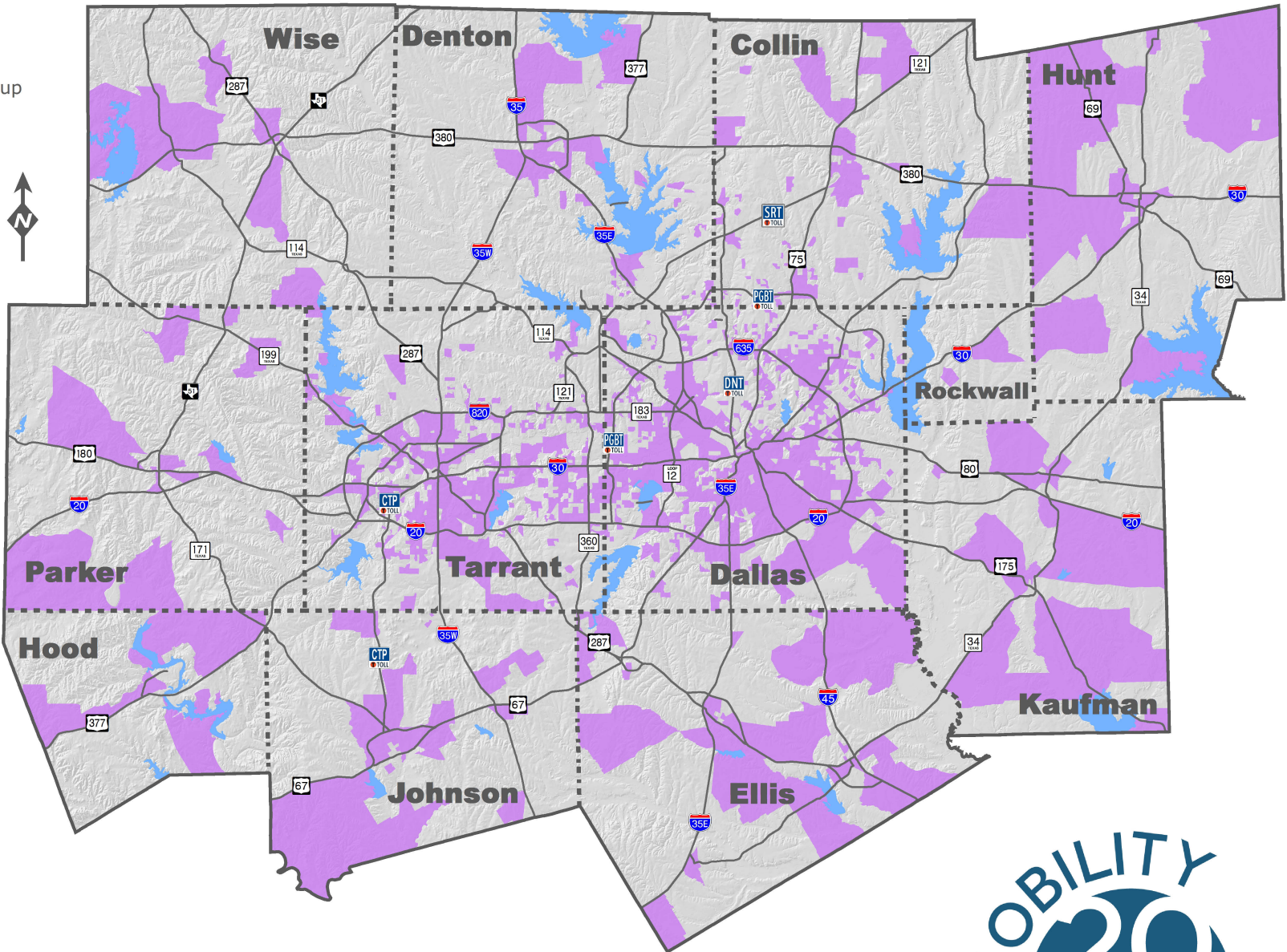
PLACEHOLDER – ATTACHMENT 8

Executive Board Program Approval Resolution

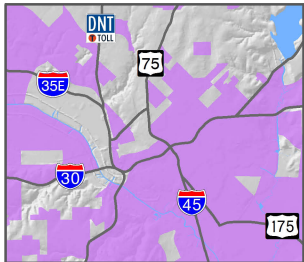
Environmental Justice Population: Low-Income

Percentage by Block Group

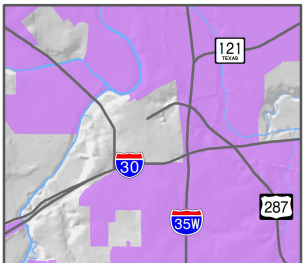
-  Above Regional Block Group Average of 15.59%
-  Major Roads



Dallas CBD



Fort Worth CBD



Low-Income Population is any person whose household income is at or below the Department of Health and Human Services poverty guidelines. Total population for whom poverty status was surveyed was used to determine the regional average of persons below the poverty line. The regional average of Low-Income Population per block group is 15.59 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

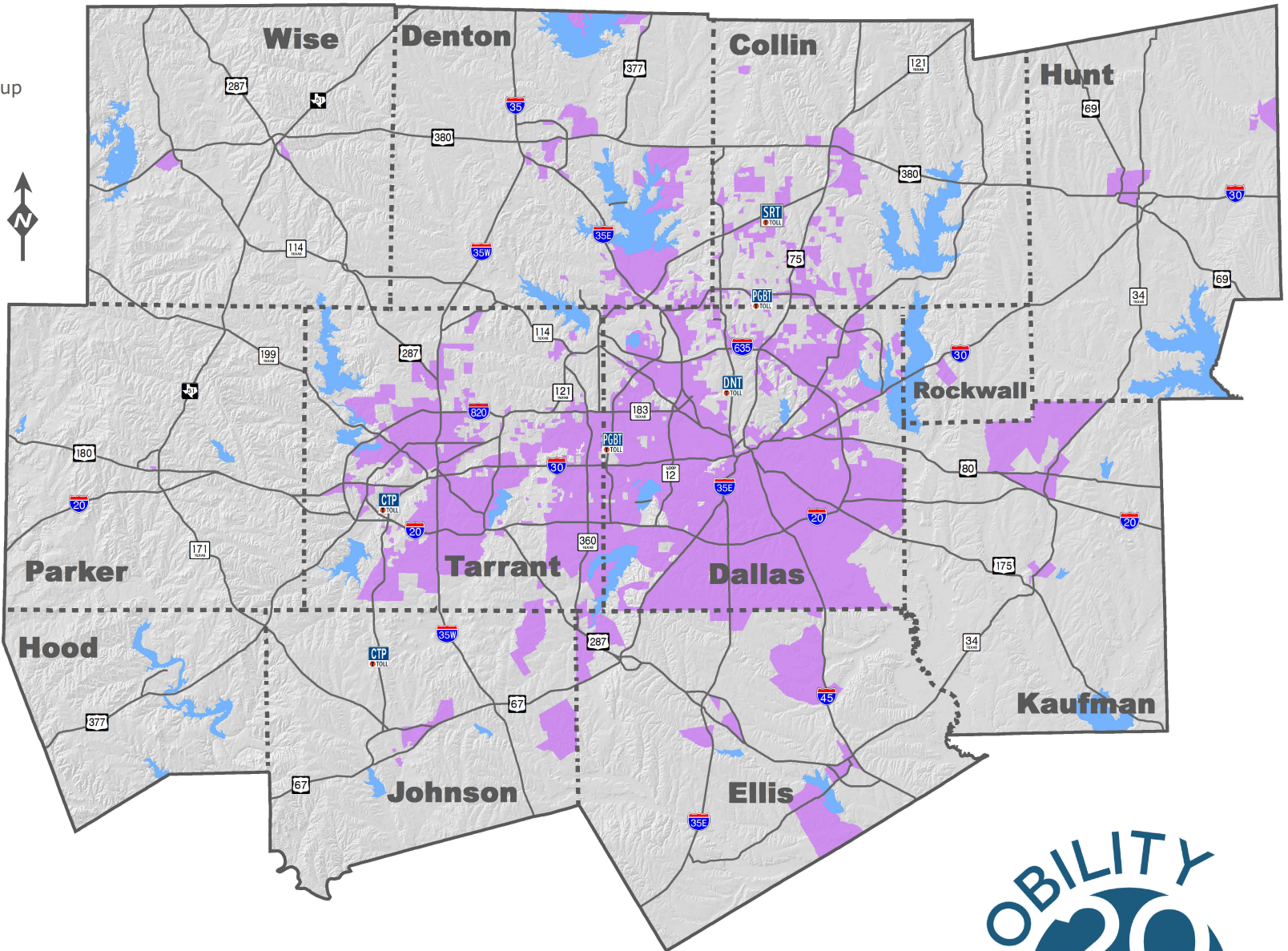


Environmental Justice Population: Total Minority

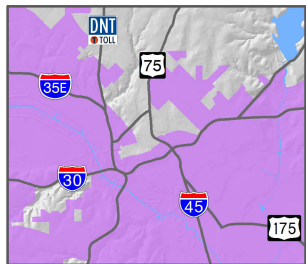
Percentage by Block Group

 Above Regional Block Group Average of 49.87%

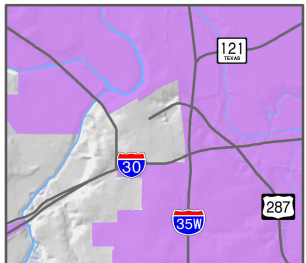
 Major Roads



Dallas CBD



Fort Worth CBD



North Central Texas
Council of Governments

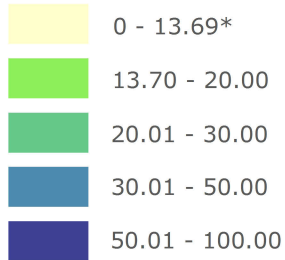
March 2016



Total Minority is defined as individuals who identified their race as African American, American Indian/Alaskan Native, Asian, or Hawaiian/Pacific Islander, or who identified their ethnicity as Hispanic. The regional average of minorities per block group is 49.87%. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

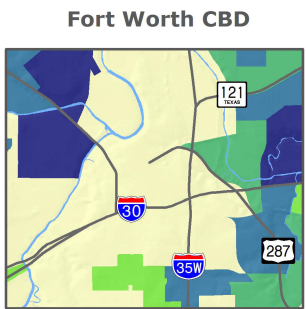
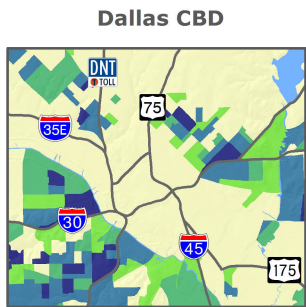
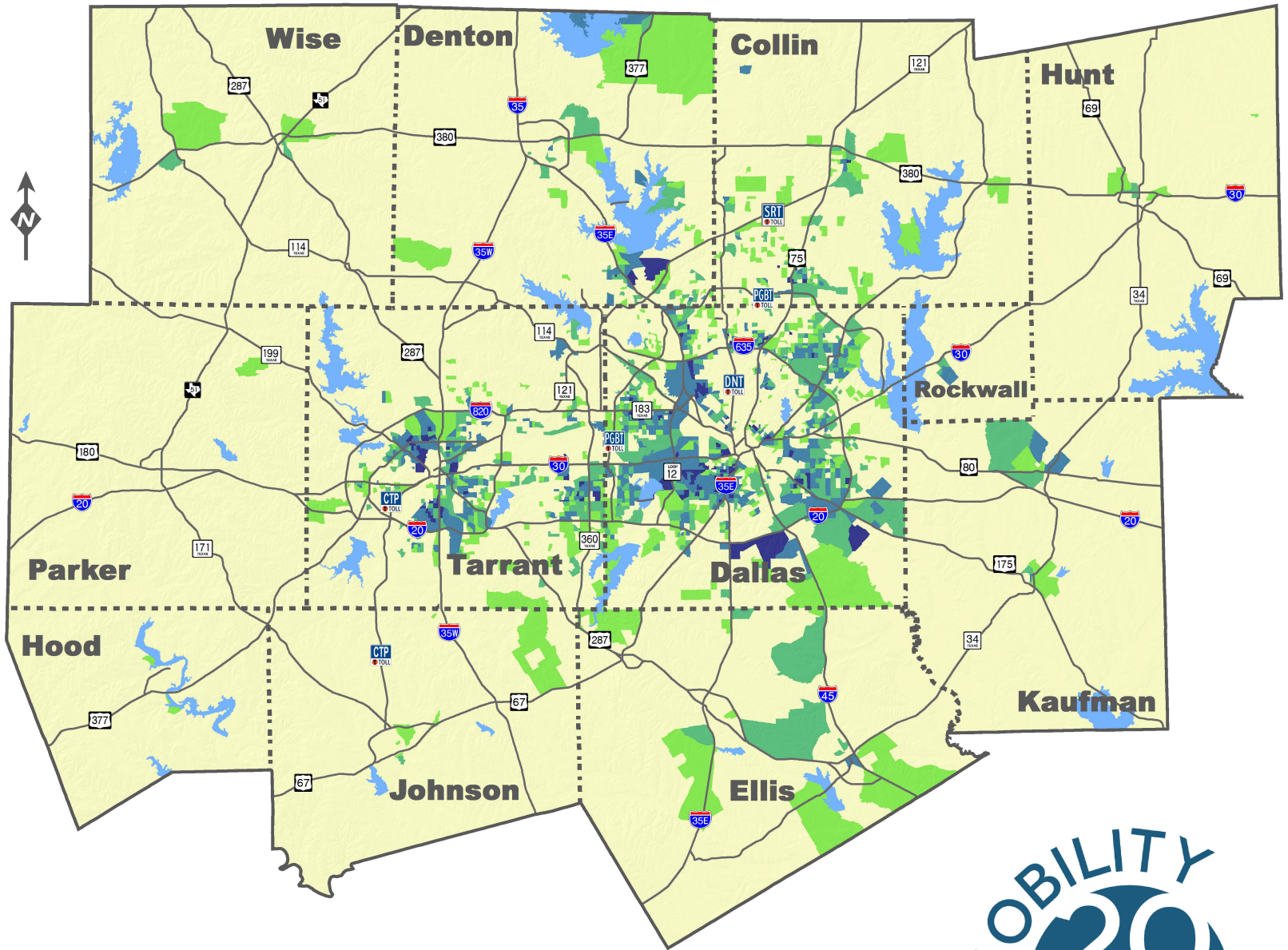
Limited English Proficiency: All Languages

Percentage by Block Group



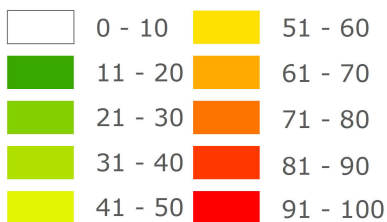
— Major Roads

*Regional Block Group Average

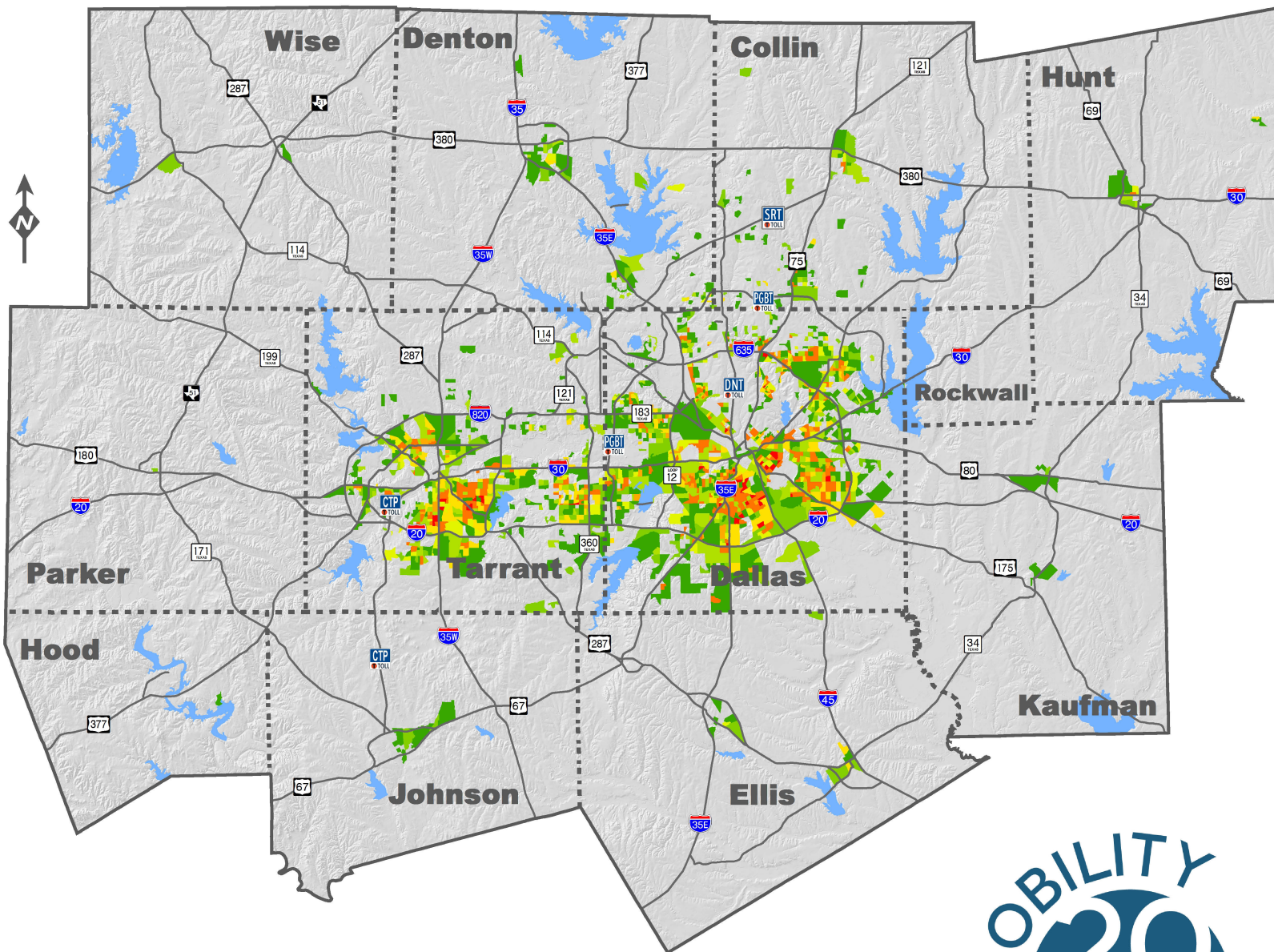


Environmental Justice Index

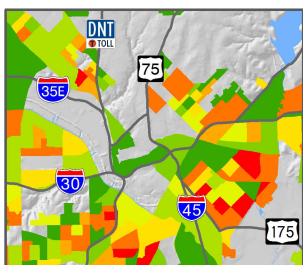
Block Group EJI Score



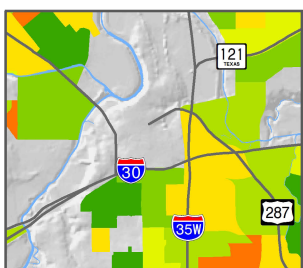
— Major Roads



Dallas CBD



Fort Worth CBD



March 2016

The Environmental Justice Index (EJI) scores three variables: persons per square mile, percent below poverty, and percent minority. Scores are assigned based on density and a comparison to the regional average; the scores are multiplied to obtain an EJI of 1 to 100. Block groups are displayed based on their EJI score in intervals of 10, from 1 to 100. Data is from the 2009-2013 American Community Survey 5-Year Estimates. The EJI is meant to be a preliminary screening tool to identify areas that may need additional analysis when considering EJ groups in a plan, project, or program.



EJI Users Guide

Executive Order 12898 defines Environmental Justice (EJ) populations as low-income and minority groups. This legislation also states that federally funded agencies must identify and address disproportionately high and adverse impacts of their plans on EJ populations. The Environmental Justice Index (EJI) is a methodology used to map concentrations of EJ populations using demographic data and is based on the NCHRP Report 532 “Effective Methods for Environmental Justice Assessment.” This mapping technique is meant to be a tool to identify concentrations of EJ populations for further analysis and is not meant to act as the analysis itself. This methodology is best used on a large-scale regional geography to see how a particular area compares to the entire region. To obtain an EJI score, individual Census block groups are assigned a score of 1 to 100 based on an index of three variables: population density, percentage of individuals below poverty, and percentage of minorities. The scope and specific needs of your project should be examined when determining the appropriate critical score, or minimum EJI score, for further analysis. Data for the tool is based on the 2009-2013 American Community Survey (ACS) five-year estimates.

Methodology

To obtain the EJI score, three variables are assigned an individual score based on their value and then multiplied together for the final value (from 1 to 100). The variables used are population density of the block group (POP), percent total minority (MAV), and percent below poverty (ECO). This method aggregates the two federally designated EJ populations (minority and low income) to identify concentrations of these combined populations. By aggregating the populations, the distribution of both categories can be shown on one map, which allows for an initial screening to identify areas where additional analysis may be needed.

EJI formula: **(POP) X (MAV) X (ECO)**

Scoring Variables

POP = *population density*

The variable POP reflects population density, or 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. Next, block groups were ranked based on their population densities. Based on this ranking, the block groups were assigned a score of 0 to 4. The score ranges are based on natural breaks in the population densities. Block groups that received a score of 0 have relatively low densities while block groups with a score of 4 have relatively high densities. A score of 0 is possible because the EJI is meant to identify concentrations of low-income and minority populations, not dispersed groups.

Score	Density Value (population/sq. mi.)	Corresponding Rank
0	≤ 148	0-5%
1	> 148 and ≤ 457	6-10%
2	> 457 and ≤ 1,368	11-20%
3	> 1,368 and ≤ 3,102	21-40%
4	> 3,102	41-100%

MAV = *presence of minority population*

The variable MAV is the percentage of total minority persons in the block group. Populations that are considered minority for this mapping technique include:

- American Indian/Alaska Native Race
- Asian Race
- Black/African American Race
- Hispanic Ethnicity
- Native Hawaiian/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 and the number of non-Hispanic individuals who identify as one of the above minority race categories alone. These groups were chosen to avoid double-counting Hispanics who also identified themselves as a race or races other than white. The regional average of minority persons per block group used for the 2013 comparison is 49.87 percent. Each block group is assigned a MAV score corresponding to the percentage of minorities in that block group compared to the regional average (RA).

Score	Percent Minority
1	≤ RA
2	> RA and ≤ 1.33 X RA
3	>1.33 X RA and ≤ 1.66 X RA
4	>1.66 X RA and ≤ 2.0 X RA
5	>2.0 X RA

ECO = *presence of low-income populations*

The variable ECO is the percentage of persons who are classified as living below the poverty level. To establish the percentage of persons below the poverty level, two census variables were used: “total population for whom poverty status is determined” and “income in the past 12 months below poverty level.” Percentages were based on these variables because poverty status is not established for the entire population; actual percentages could be underestimated had total population been used. The regional average of persons below the poverty level per block group used for the 2013 comparison is 15.59 percent. Each block group is assigned an ECO score corresponding to the percentage of individuals below the poverty line in that block group compared to the regional average.

Score	Percent Below Poverty Line
1	≤ Regional Average (RA)
2	> RA and ≤ 1.33 X RA
3	> 1.33 X RA and ≤ 1.66 X RA
4	> 1.66 X RA and ≤ 2.0 X RA
5	> 2.0 X RA

Example Calculation:

In Block Group A, the population density is 900 people per square mile, 52 percent of individuals are minorities, and 28 percent of individuals live below the poverty line.

POP: The population density falls between 11% and 20% percent of values, earning a score of **2**.

MAV: The percentage of minorities is 1.04 times the RA (0.52/0.4987). This percentage is above the RA and less than 1.33 times the RA, so the MAV score for this block group is **2**.

ECO: The percentage of low-income individuals is 1.80 times the RA (0.28/0.1559). This percentage is between 1.66 and 2.0 times the RA so the ECO score for this block group is **4**.

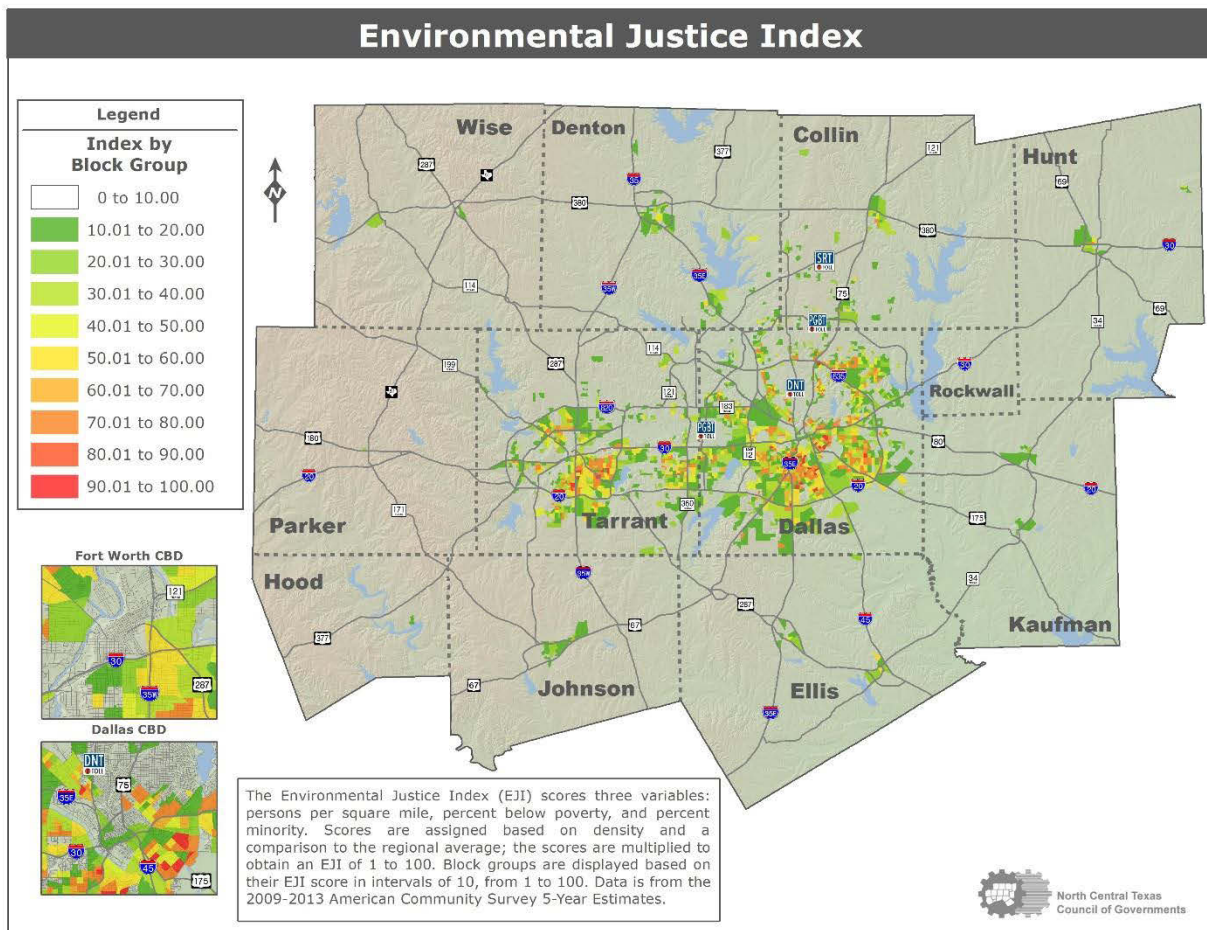
$$\mathbf{EJI = (POP) \times (MAV) \times (ECO)}$$

$$\mathbf{2 \times 2 \times 4 = 16}$$

Upon first glance, an EJI score of 16 tells us that this block group has a relatively low concentration of EJ populations, because the highest possible score is 100. However, the percentage of low-income individuals is 1.80 times the RA, which is high. Therefore, a limitation of the EJI is that a block group with a high score for one variable may not have a high overall EJI score if the other two variables are not also high. Therefore, it is helpful to also view the population characteristics individually to fully understand the demographics of the particular geography. Percentage of people below poverty, individual minority races, and Hispanic ethnicity can also be mapped; data on these individual characteristics can be found in the EJI attribute table.

Displaying the Results

The results of the EJI are displayed in increments of 10 (i.e. 0 to 10, 11 to 20, 21 to 30, etc.). Areas with scores above 0 indicate the presence of a relatively concentrated EJ population. The higher the EJI score, the higher and more concentrated the presence of EJ populations. To be inclusive, typically an EJI score above 10 represents an area that is potentially vulnerable to adverse impacts of transportation plans and policies. However, this critical score can change based on the scope and needs of a specific project. With the current score possibilities, it is impossible for the total EJI score to fall within the 81 – 90 range.



Additional Layers

Additional variables are also included in the EJI database. These variables are not federally mandated as EJ population characteristics but can add value to the overall analysis. These variables include:

- Age 65 and Over Population
- Zero-Car Households
- Female Head of Household (single mother with own children under 18 living with her)
- Limited English Proficient (LEP) Populations (individuals that speak English less than “very well”)
 - Total LEP Population
 - Spanish LEP Population
 - Asian Languages LEP Population
 - Indo-European Languages LEP Population
 - Other Languages LEP Population

Using the Database

Should you need to use the database for specific calculations, a list of the fields in the attribute table and their meanings is provided below.

Field	Description
GEOID10	Census 2010 Block Group
SQMI	Land Area in Square Miles
TotPop	Total Population
popden	Population Density
PerMinorit	Percent Non-white plus Hispanic
PerLinc	Percent of Persons in Poverty
per65plus	Percent of Persons Aged 65 and Over
pernocar	Percent of Households Without a Car
perLEP	Percent of Persons who do not Speak English Very Well SF3
dvpop	Assigned value for Population Density
dvmav	Assigned value for Percent Minority
dveco	Assigned value for Percent in Poverty
EJI	Environmental Justice Score
PCT_SPAN	Percent Spanish population with limited English proficiency
PCT_INEU	Percent Indo-European population with limited English proficiency
PCT_ASP	Percent Asian population with limited English proficiency
PCT_OTH	Percent Other population with limited English proficiency
PCT_LEP	Percent total population with limited English proficiency
KnownPovStatus	Persons for whom the poverty status is determined
TotalMinority	Total minority population
Age 65	Total population of age 65 and over
P042001	Total Non-Institutionalized population over 5 years age
H044001	Total Occupied housing units
No car	Total households with no car

Benefits of Using the EJI

The EJI can help transportation agencies comply with federal legislation related to the avoidance of adverse impacts that plans and policies may have on environmental justice 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 aggregated population characteristics on a single map.

Limitations of the EJI

The results of the index are meant to serve as a guide to identify concentrations of environmental justice populations for further analysis; they do not definitively locate communities that are depressed or in need of services. Because the EJI is an aggregation of variables, it is often necessary to look at the individual population characteristics for a more detailed analysis, because one low variable could potentially skew the results. All of the data for the current EJI is based on the 2009-2013 ACS five-year estimates, because not all of the population characteristics are included in the 2010 Census. A known limitation of the ACS is that the dataset uses smaller sample sizes than the decennial Census.

Changes between the 2010 and 2013 EJI

The previous version of the EJI utilized data from the 2010 Census and the 2006-2010 ACS 5-Year Estimates. The outlying counties of the MPA experienced little change in EJ populations from 2010 to 2013. In the two urban counties, Dallas and Tarrant, the number of block groups receiving EJI scores remained steady but the values of those scores decreased.

While these changes seem to indicate an overall reduced presence of EJ populations, the actual number of low-income and minority individuals has increased in the MPA from 2010 to 2013. Two factors may address why EJI scores have not also increased throughout the region:

- As the regional average of EJ individuals increases, block groups must reach a higher concentration to receive a high EJI score.
- Because the EJI identifies areas with high concentrations of EJ populations, it is possible that these populations, while growing, have become less concentrated.

Conclusions

The EJI 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 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 way the EJI scores are calculated to better reflect the weight of individual characteristics.

Appendix

Census Tables Used for Demographic Data:

Population Characteristic	Data Source
Total Population	2009-2013 ACS, SF Table B01001
Total Minority	2009-2013 ACS, SF Table B03002
Below Poverty Line	2009-2013 ACS, SF Table B17021
Over 65	2009-2013 ACS, SF Table B01001
Female Head of Households	2009-2013 ACS, SF Table B11003
LEP	2009-2013 ACS, SF Table B16004
Zero-Car Households	20096-2013 ACS, SF Table B25044

Relevant Literature

National Cooperative Highway Research Program. "NCHRP Report 532: Effective Methods for Environmental Justice Assessment." Washington D.C.: Transportation Research Board, 2004.

NCTCOG Programmed Federal Transit Funds by County: FY14-FY16				
	Federal Funds	Percentage of Federal Funds	Percentage of Regional Minority Population	Federal Funds Attributed to Regional Minority Population
Collin	\$ 14,092,291	2.48%	9.30%	\$ 1,311,062
Dallas	\$ 252,437,200	44.37%	49.45%	\$ 124,825,062
Denton	\$ 21,528,285	3.78%	7.61%	\$ 1,638,982
Ellis	\$ 359,314	0.06%	1.62%	\$ 5,810
Hood	N/A	0.00%	0.22%	\$ -
Hunt	\$ 194,590	0.03%	0.67%	\$ 1,311
Johnson	\$ 703,190	0.12%	1.11%	\$ 7,836
Kaufman	\$ 1,277,612	0.22%	0.98%	\$ 12,546
Navarro	\$ 196,316	0.03%	N/A	N/A
Parker	\$ 1,619,522	0.28%	0.55%	\$ 8,912
Rockwall	\$ 51,240	0.01%	0.65%	\$ 333
Tarrant	\$ 276,466,600	48.59%	27.45%	\$ 75,900,365
Wise	N/A	0.00%	0.38%	\$ -
Total	\$ 568,926,161	100.0%	100.0%	\$ 203,712,219

Notes:

¹ Table includes federal funding awarded from the Congestion Mitigation and Air Quality (CMAQ) program and Federal Transit Administration (FTA) Sections 5307, 5309, 5310, 5337, and 5339 programs.

² County federal funds are estimated based on public transportation agency allocations of service by county.

³ The total federal funds is within 0.2% of actual total funds awarded for fiscal years 2014-2016.

⁴ Projects awarded with FY 2016 funds have not yet been implemented. Therefore, county allocations are approximate.

⁵ Minority data is from the 2009-2013 American Community Survey Five-Year estimates.

⁶ Navarro County is within the 16-county NCTCOG region, but not the 12-county MPA region.

NCTCOG Programmed Federal Transit Funds: Total for FY14-FY16					
Fiscal Year		2014	2015	2016	Total
Grant Program	5307	\$ 82,939,638	\$ 83,534,355	\$ 84,520,964	\$ 250,994,957
	5309	\$ 8,726,854	\$ 51,162,078	\$ 159,590,381	\$ 219,479,313
	5310	\$ 3,415,712	\$ 3,409,659	\$ 3,560,212	\$ 10,385,583
	5337	\$ 21,253,483	\$ 20,338,784	\$ 23,602,700	\$ 65,194,967
	5339	\$ 6,881,244	\$ 6,779,096	\$ 6,191,777	\$ 19,852,117
	CMAQ	\$ -	\$ 8,000,000	\$ -	\$ 8,000,000
	Total		\$ 123,216,931	\$ 173,223,972	\$ 277,466,034

Notes:

¹ Table includes funding not yet awarded through a competitive Call for Projects.

NCTCOG Remaining Programmed Transit Funds: FY14-FY16							
	Federal Funds	State Funds	Regional Funds	Total Federal, State and Regional Funds	Percentage of Federal, State, and Regional Funds by County	Percentage of Regional Minority Population	Federal Funds Attributed to Regional Minority Population
Collin	\$ -	\$ -	\$ 7,916,000	\$ 7,916,000	4.01%	9.30%	\$ 736,457
Dallas	\$ 36,675,714	\$ 51,382,585	\$ 1,251,730	\$ 89,310,029	45.25%	49.45%	\$ 44,161,993
Denton	\$ 15,278,516	\$ -	\$ 32,363	\$ 15,310,879	7.76%	7.61%	\$ 1,165,641
Ellis	\$ -	\$ -	\$ -	\$ -	0.00%	1.62%	\$ -
Hood	\$ -	\$ -	\$ -	\$ -	0.00%	0.22%	\$ -
Hunt	\$ -	\$ -	\$ -	\$ -	0.00%	0.67%	\$ -
Johnson	\$ 422,052	\$ -	\$ -	\$ 422,052	0.21%	1.11%	\$ 4,703
Kaufman	\$ -	\$ -	\$ -	\$ -	0.00%	0.98%	\$ -
Parker	\$ -	\$ -	\$ -	\$ -	0.00%	0.55%	\$ -
Rockwall	\$ -	\$ -	\$ -	\$ -	0.00%	0.65%	\$ -
Tarrant	\$ 27,572,827	\$ 23,926,211	\$ 25,500,000	\$ 76,999,038	39.01%	27.45%	\$ 21,139,100
Wise	\$ -	\$ -	\$ -	\$ -	0.00%	0.38%	\$ -
Regional/Various	\$ 6,346,350	\$ -	\$ 1,069,270	\$ 7,415,620	3.8%	N/A	N/A
Total	\$ 86,295,459	\$ 75,308,796	\$ 35,769,363	\$ 197,373,618	100.0%	100.0%	\$ 67,207,894

Notes:

¹ Table includes all capital public transportation projects in the roadway section of the TIP with federal, state, or regional funds.

² Programmed funds may not be obligated yet.

³ Funds data is from the July 2016 Cycle TIP Database.

⁴ Minority data is from the 2009-2013 American Community Survey Five-Year estimates.



Mobility 2040 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 2040 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 bicycle and pedestrian facilities, Mobility 2040 promotes physical activity and more equitable

SOCIAL CONSIDERATIONS

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 2040, over 10 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
- Regional Environmental Justice Analysis
- Public Involvement

Did You Know ...

... by the year 2040, the 12-county Metropolitan Planning Area is forecasted to grow to 10.7 million residents, a 48 percent increase in the North Central Texas population?

... job accessibility will increase for protected populations by 53 percent if the Mobility 2040 roadway and transit recommendations are built by the year 2040?

“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

¹ Pedestrian and Bicycle Information System, 2010, www.walkinginfo.org

communities. Additional information on healthy communities is found in the **Environmental Considerations** chapter.

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 2040 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.

The region has added approximately 1 million people per decade since 1970.

According to the US Census Bureau, the Dallas-Fort Worth-Arlington Metropolitan Statistical Area is the fourth most populous in the country and the most populous in the state. In 2014, the Metropolitan Statistical Area was also the

second fastest growing area in the United States after the Houston region.² From 2010 to 2014, the region added nearly 400,000 residents. Forecasts project that these growth trends will continue through 2040.

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.

² The Dallas-Fort Worth-Arlington Metropolitan Statistical Area is a Census designation that consists of Collin, Dallas, Delta, Denton, Ellis, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

Historical Population Growth

In 2010, the 12-county Dallas-Fort Worth Metropolitan Planning Area had a population of approximately 6.4 million.³ By the year 2040, these counties are forecasted to grow to 10.7 million residents. This expected growth represents a 67 percent increase in the population of North Central Texas over 30 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.

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

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

³ 2010 US Census, www.census.gov

shares in Dallas and Tarrant counties have decreased. This change can be attributed to rapidly growing cities in Collin and Denton counties.

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 2040 uses the North Central Texas Council of Governments’ 2040 demographic forecast to develop transportation recommendations. The year 2017 is used as a base year to compare population and employment growth expected to occur by 2040. Based on population forecasts for 2017 and 2040, the total population of the Metropolitan Planning Area (MPA) is projected to increase from 7,235,508 in 2017 to 10,676,844 in 2040. **Exhibit 3-2** represents this 48 percent increase for the region and the growth by individual counties in the MPA.

Exhibit 3-2: Forecasted Population Growth by County, 2017 to 2040

MPA County	2017 Population	2040 Population	Growth	Percent Growth
Collin	951,795	1,560,421	608,626	64%
Dallas	2,600,408	3,357,469	757,061	29%
Denton	804,396	1,241,681	437,285	54%
Ellis	163,695	283,898	120,203	73%
Hood	55,034	81,578	26,544	48%
Hunt	87,279	131,022	43,743	50%
Johnson	158,683	252,521	93,838	59%
Kaufman	114,741	210,097	95,356	83%
Parker	123,181	195,286	72,105	59%
Rockwall	93,430	166,357	72,927	78%
Tarrant	2,020,278	3,094,649	1,074,371	53%
Wise	62,588	101,865	39,277	63%
Totals	7,235,508	10,676,844	3,441,336	48%

Source: NCTCOG 2040 Demographic Forecasts

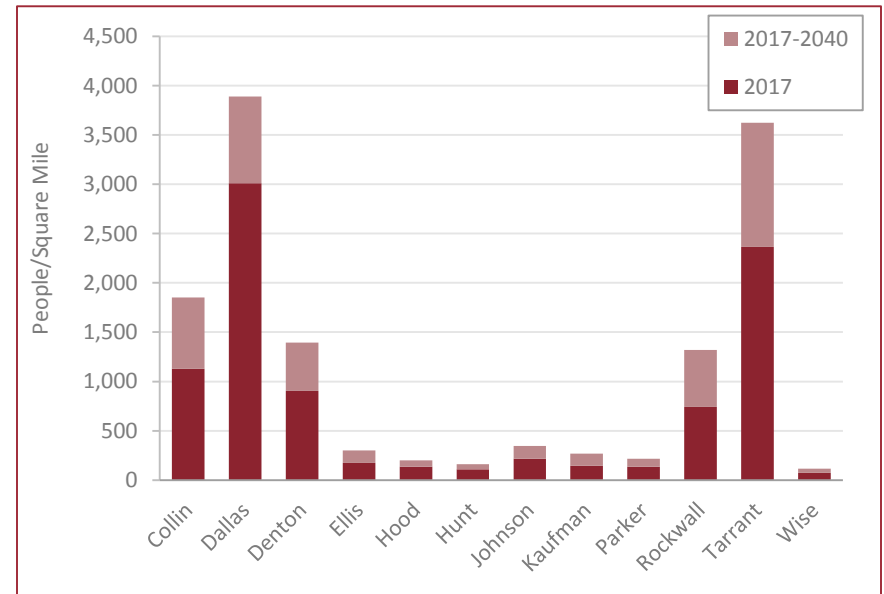
⁴ Population density for the Dallas-Fort Worth MPA is calculated by dividing the total regional population by the area of the region; Exhibits 3-4 and 3-5 show population density by Traffic Survey Zone.

Tarrant County is projected to gain the most population – just over one million residents – between 2017 and 2040. 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 growth at 83 percent. Counties projected to grow by more than 50 percent include Collin, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise.

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 1,848 to 2,681 people per square mile between the years 2017 and 2040. For the entire MPA, population density is projected to increase from 802 to 1,184 people per square mile.⁴ **Exhibits 3-3, 3-4, and 3-5** show the population density by county and by traffic survey zone between 2017 and 2040. 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 2040



Source: NCTCOG 2040 Demographic Forecasts

Exhibit 3-3 shows increases in population density by county. The counties with the greatest increases in people per square mile are Tarrant – 1,258; Dallas – 877; Collin – 722; Rockwall – 578; and Denton – 491. In 2040, the five most densely populated counties in the MPA will be Dallas with 3,888 people per square mile; Tarrant with 3,622; Collin with 1,862; Denton with 1,394; and Rockwall with 1,319.

Exhibit 3-4: Population Density in the 12-County MPA, 2017 and 2040

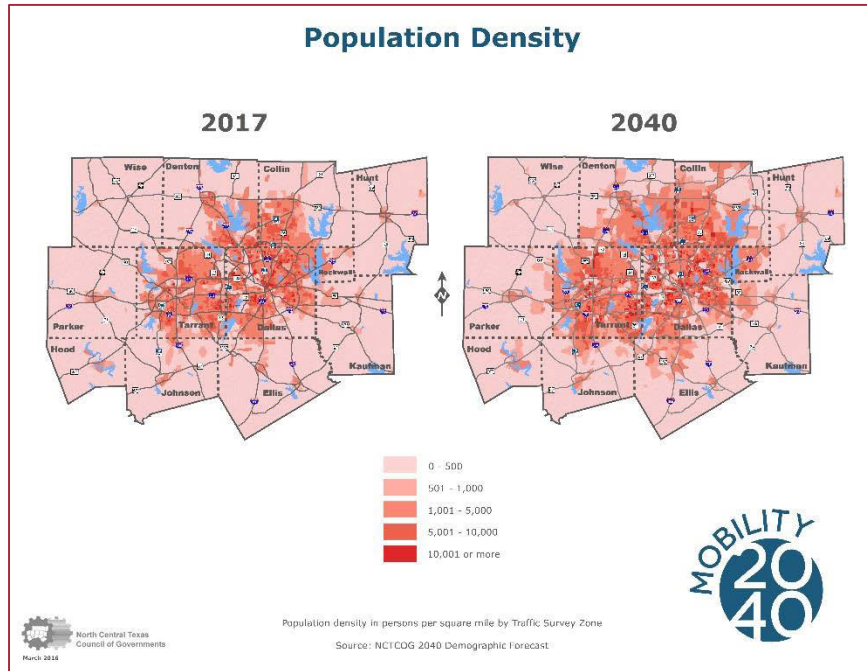
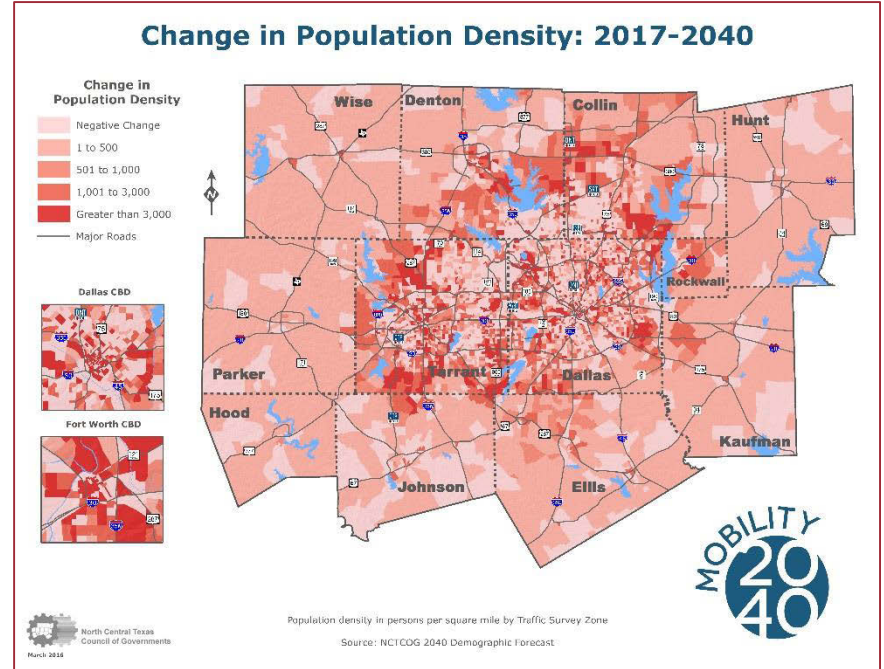


Exhibit 3-5: Change in Population Density in the 12-County MPA, 2017 to 2040



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.⁵ The region is also home to 18 Fortune 500 companies.⁵ From 2000 to 2013, the number of employed individuals in the region increased by 24 percent. The transportation system is central in supporting this 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.

⁵ North Texas Commission, 2015 Profile of North Texas, <http://ntc-dfw.org/wp-content/uploads/2014/09/2015-NTX-Profile-web.pdf>

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 46 percent from 4,584,235 jobs in 2017 to 6,691,449 jobs in 2040. During the same period, the average employment density in the region is projected to increase from 508 to 742 jobs per square mile.

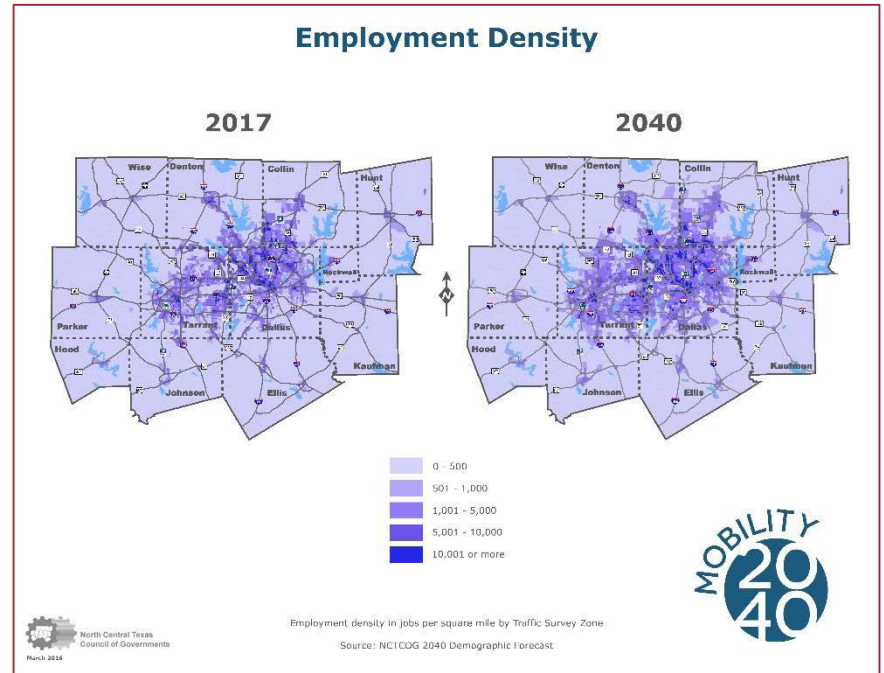
Employment growth in the MPA is shown in Exhibits 3-6, 3-7, and 3-8. The highest increase in the number of jobs is projected to occur in Dallas County with 1,050,448 new jobs for a growth rate of 49 percent. The second-highest increase is projected to occur in Tarrant County with 542,806 new jobs for a 45 percent increase. Hunt County is projected to have the highest rate of employment growth with a 54 percent increase.

Exhibit 3-6: Forecasted Employment Growth by County, 2017 to 2040

County	2017 Employment	2040 Employment	Growth	
Collin	542,493	762,920	220,427	41%
Dallas	2,147,027	3,197,475	1,050,448	49%
Denton	298,071	445,070	146,999	49%
Ellis	68,913	96,872	27,959	41%
Hood	23,703	29,448	5,745	24%
Hunt	45,548	70,099	24,551	54%
Johnson	75,452	105,198	29,746	39%
Kaufman	46,312	64,040	17,728	38%
Parker	62,665	80,404	17,739	28%
Rockwall	39,879	53,372	13,493	34%
Tarrant	1,196,521	1,739,327	542,806	45%
Wise	37,651	47,224	9,573	25%
Totals	4,584,235	6,691,449	2,107,214	46%

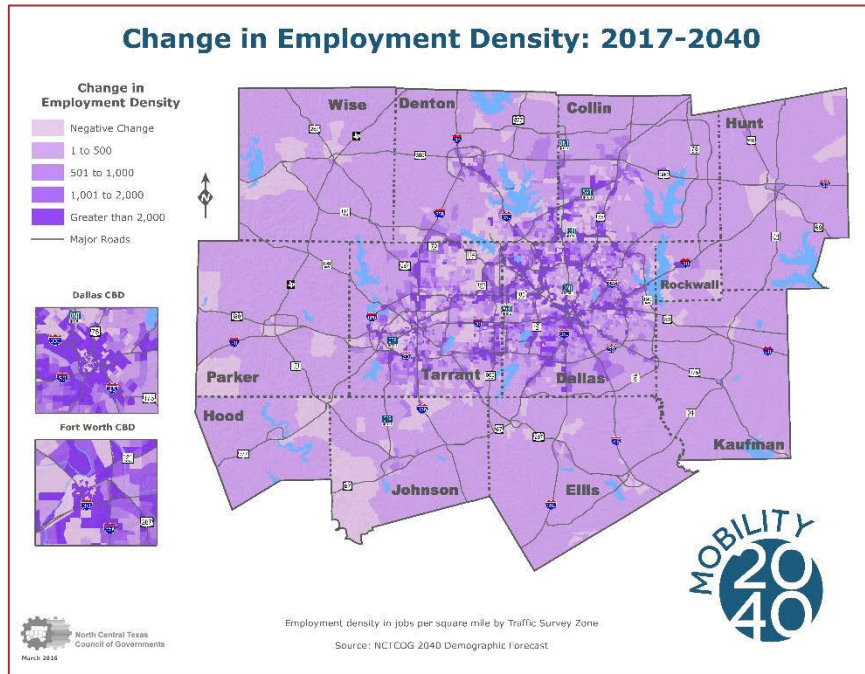
Source: NCTCOG 2040 Demographic Forecasts

Exhibit 3-7: Employment Density in the 12-County MPA, 2017 and 2040



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 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 3-8: Change in Employment Density in the 12-County MPA, 2017 to 2040



North Central Texas Population Profile Changes

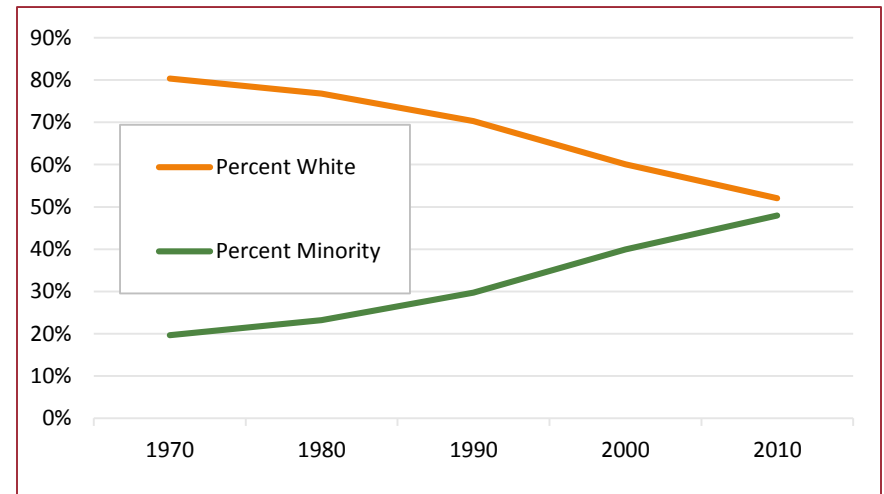
In a region that is demographically diverse, planners must consider how this diversity affects residents’ transportation needs. Demographic trends indicate that the region’s population profile will change over time in terms of race, ethnicity, income, language, and age. The data source for the majority of the demographic data in Mobility 2040 is the 2013 American Community Survey 5-Year Estimates, the most recent dataset that included all the applicable data at the time Mobility 2040 was developed.

Changes in Race and Ethnicity

Since the 1970s, both the overall population and minority population have increased dramatically in the region. Minority is defined as any person who identifies his or her race as African American, American Indian/Alaskan Native,

Asian, or Hawaiian/Pacific Islander, or who defines his or her ethnicity as Hispanic. Individuals may identify themselves both as one or more races and as Hispanic. To avoid double counting people, individuals who identify themselves as being part of the Hispanic ethnic group or who identify themselves as one of the races listed above and not Hispanic are included in the total minority population. 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.

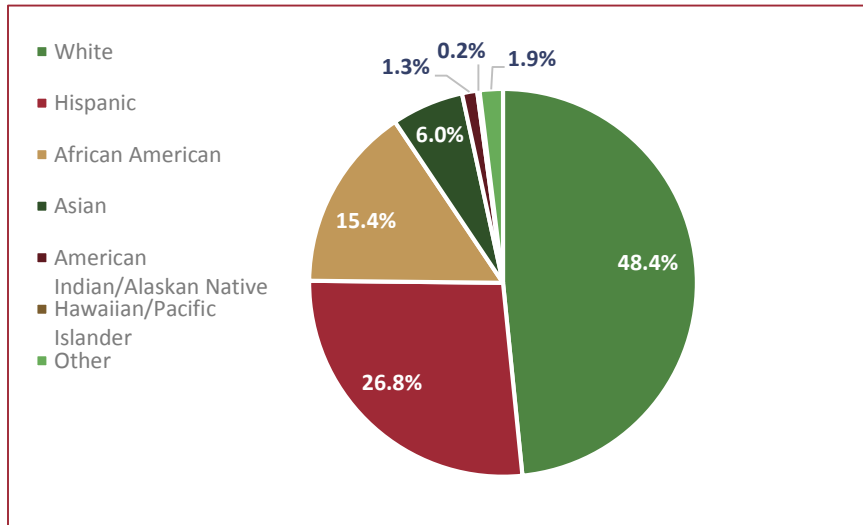
Exhibit 3-9: North Central Texas Population Change, 1970 to 2010



Source: National Historic Geographic Information System. www.nhgis.org

Today, the region is demographically diverse with a total minority population of just over 50 percent. **Exhibit 3-10** illustrates the racial profile of the North Central Texas region in 2013.

Exhibit 3-10: Population by Race and Ethnicity, 2013



Source: 2009-2013 American Community Survey, 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. A growing number of MPA residents also have been 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 46 percent from 2000 to 2013.

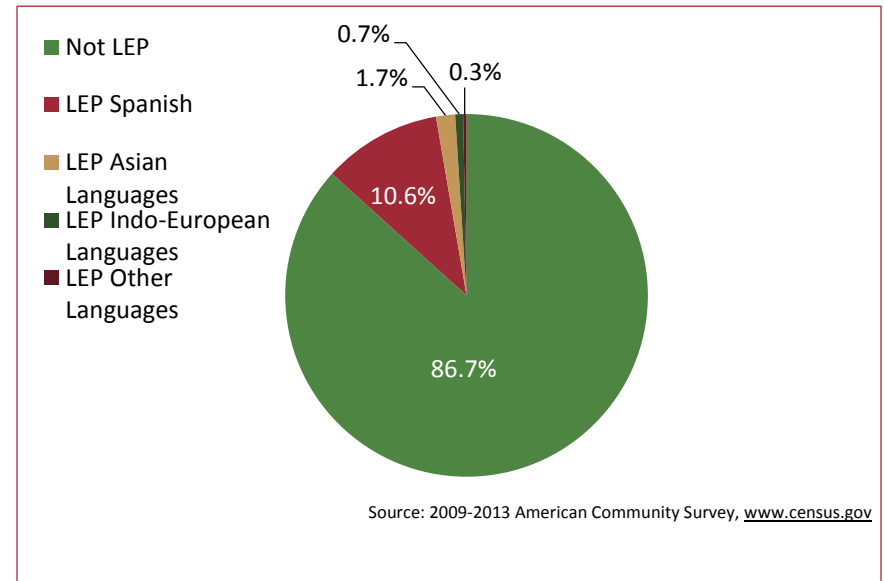
Changes in Income

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 must rely on other modes of transportation. Planners are particularly interested in individuals who fall below the poverty level established annually by the Department of Health and Human Services. From 2000 to 2013, the percent of the region’s population that lives below the poverty level increased from approximately 11 percent to 15 percent.

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 2009-2013 American Community Survey results, the largest LEP language group in North Central Texas is Spanish-speaking individuals at almost 11 percent of the region’s total population. When all other languages are included, approximately 13 percent of the total 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 by Language Group, 2013



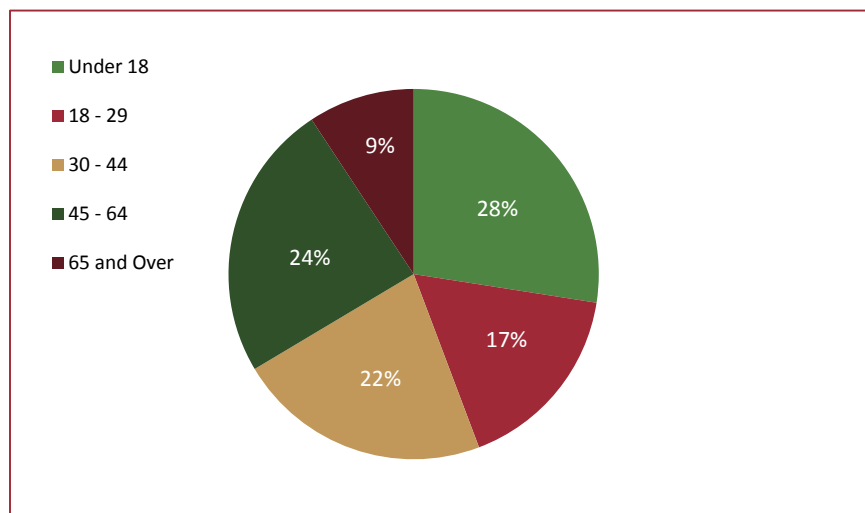
Source: 2009-2013 American Community Survey, www.census.gov

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. The distribution of age groups remained relatively stable from 1990 to 2010; however, the 65 and

over age group has grown by almost 48 percent between 2000 and 2013, although this group remains less than 10 percent of the total population.

Exhibit 3-12: Age Group Distribution, 2013



Source: 2009-2013 American Community Survey, www.census.gov

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

2040. 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.

Increase in Telecommuting

A report by the Census Department found that the percentage of US workers who work at least one day 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 2010.⁶ In the North Central Texas region, the percentage of workers who worked the majority of their days from home grew from 4.3 percent in 2010 to 4.6 percent in 2013. Telecommuting can reduce demand on the transportation system and decrease the severity of peak-hour congestion.

Preferences of the Baby Boomer Generation

A 2012 national survey conducted by the American Planning Association found that while 39 percent of baby boomers between the ages of 50 and 65 currently live in a suburb where they have to drive to most places, only 7 percent want to live in that kind of suburb and 19 percent want to live in a suburb with walkable amenities.⁷ Despite these stated preferences, researchers who compared national Census data to birth and death records found that members of the baby boomer generation actually 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 the last decade.⁸

Preferences of the Millennial Generation

Millennials – people born from 1980 to 1996 – are delaying getting a driver’s license. Nationally, the percent of 18-year-olds with driver’s licenses fell from 80

⁶ US Census’ 2012 Home-Based Workers in the United States, 2010

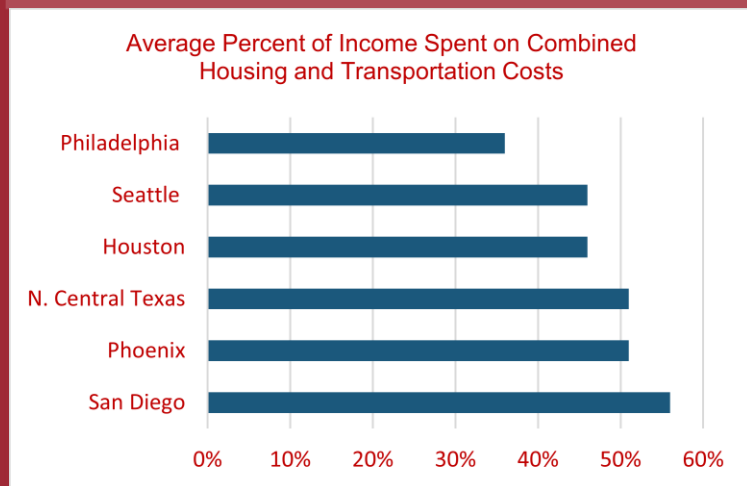
⁷ American Planning Association’s 2014 Investing in Place

⁸ University of Wisconsin-Madison Applied Population Laboratory’s 2013 Age-Specific Net Migration Estimates for US Counties, 1950-2010

percent to 61 percent from 1983 to 2010.⁹ Researchers have suggested many reasons for the drop, including a decrease in employment rates, an increase in the overall cost of driving, the availability of other modes of transportation, the

THE TRUE COSTS OF TRANSPORTATION

Most people consider housing costs to be the primary indicator of cost of living. However, transportation costs also make up a significant portion of household expenses. The Center for Neighborhood Technology (CNT) created the 'Housing and Transportation Affordability Index' to measure affordability of an area based on the cost of housing, and the cost of transportation based on the location of the home. 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 2013 American Community Survey, the CNT estimates that the average amount households in the MPA spend on housing and transportation costs is 51 percent of their income. This is higher than Philadelphia, Seattle, and Houston; equal to Phoenix; and lower than San Diego.



⁹ Census Bureau's 2014 new Census Bureau statistics show how young adults today compare with previous generations in neighborhoods nationwide

¹⁰ Delbosc, A., and G. Currie. 2013. Causes of Youth Licensing Decline: A Synthesis of Evidence. *Transport Reviews* 33:3 271-290

amount of time spent socializing via the Internet rather than in person, and the rate of young people attending school rather than working full time.¹⁰

Millennials may also be driving less. A Federal Highway Administration study found that the number of miles traveled by young people fell in 2009 compared with 1995 and 2001. The miles traveled by young people also fell compared with other age groups in 2009. However, economic factors, including the recession, may be responsible for some of this drop.¹¹ In North Central Texas, Census data show that the percent of 16- to 19-year-olds traveling to work by carpool increased by about two percentage points from 2007 to 2013 following the recent recession. The percent of 16- to 19-year-olds driving to work alone decreased by about three percentage points in the same timeframe.

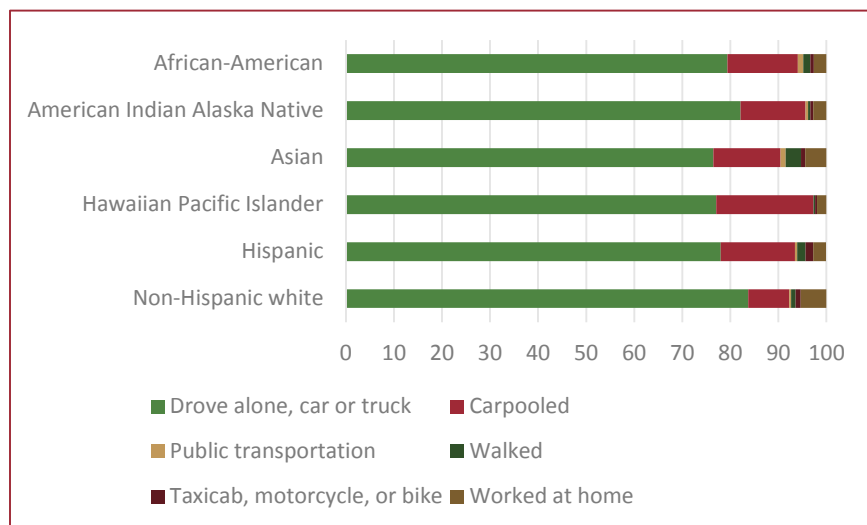
A 2012 survey conducted by the American Planning Association found that people aged 21 to 34 ranked metropolitan features including schools, transit, and safe streets as their third-highest consideration when choosing a place to live, below the cost of housing and transportation, and below jobs and business growth. However, the percent of millennials in North Central Texas who choose commuting options other than driving alone is still very low compared with other metropolitan areas in the country.

Preferences of Racial and Ethnic Groups

As the number of minority and foreign-born residents in the region increases, the transportation system should be responsive to the needs of different cultural groups. However, the overwhelming majority of workers in the region commute to work via car, truck, or van regardless of race or ethnicity, as shown in **Exhibit 3-13**. About 80 percent drive alone to work, and more than 10 percent carpool. Public transit is lightly used by groups in all counties; workers in North Central Texas are about as likely to walk to work as to take public transit. No broad trends emerge that demonstrate that one race or ethnicity prefers one mode of transportation.

¹¹ Federal Highway Administration's *The Next Generation of Travel: Research, Analysis and Scenario Development*. Accessed April 2015

Exhibit 3-13: Mode of Travel to Work by Race and Ethnicity, 2013



Source: 2009-2013 American Community Survey. www.census.gov

Nondiscrimination Efforts

The North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council are committed to providing an equitable transportation system for all residents. Throughout the development of Mobility 2040, 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.

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 subject 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. This has evolved from protecting community human health to include social and economic health.

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.

Under federal law, agencies must incorporate Environmental Justice into their activities. The three fundamental principles at the core of Environmental Justice are to:

- 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 2040:

- Encourage community participation in the development of Mobility 2040, 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 impacts 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 2040 Policies

Mobility 2040 supports the following nondiscrimination and public involvement policies:

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 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’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 NCTCOG 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.

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 or economic effect on nearby populations. The magnitude and scope of Mobility 2040’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/African American Race	A person having origins in any of the Black racial groups of Africa
American Indian/Alaskan 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 Pacific Islander Race	A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands
Hispanic Ethnicity	A person of Mexican, Puerto Rican, Cuban, Central or South America, or other Spanish culture or origin regardless of race
Low-Income	A person whose household income is below the poverty line as determined by the US Department of Health and Human Services

The following groups also are considered throughout the planning process in order to meet the requirements of Title VI:

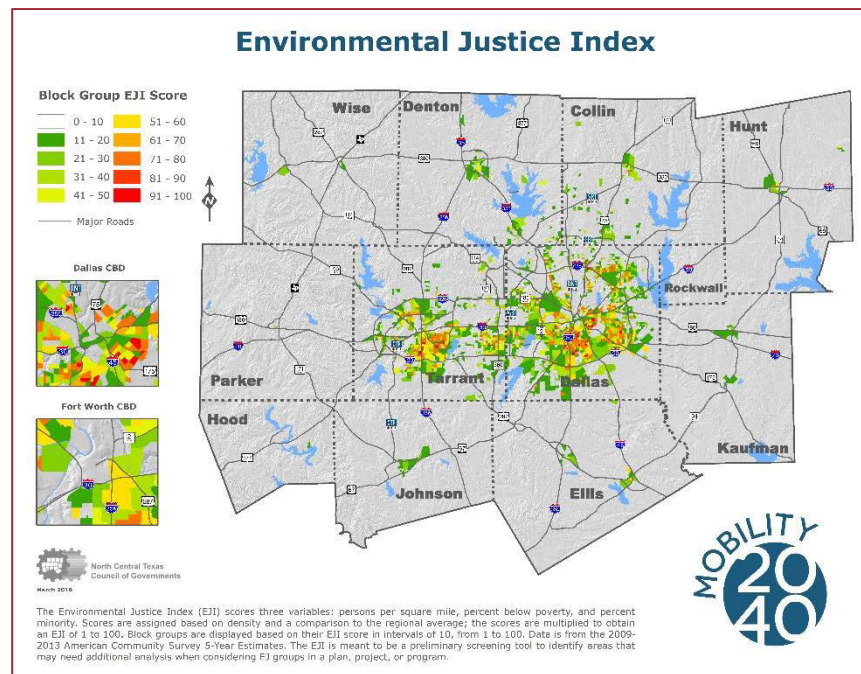
- People aged 65 years and older
- People with disabilities
- People who are Limited English Proficient
- Female head of household (any female-headed household with own children under age 18 present and no husband)
- Zero-car households

Maps depicting the locations of these populations in the region are found in **Appendix B**.

The Environmental Justice Index (EJI) is used by NCTCOG to aggregate low-income and minority populations for analysis. Three variables, including percent below poverty, percent minority, and population density, are used to identify Census block groups with concentrations of minority and low-income populations. The resulting map can help planners easily identify populations for further analysis and examine how recommendations in Mobility 2040 affect protected populations. **Exhibit 3-15** displays the EJI for the North Central Texas 12-county Metropolitan Planning Area. All calculations are based on the 2009-

2013 American Community Survey 5-Year Estimates. There is no ‘critical’ EJI score; any thresholds should be determined by the particular project.

Exhibit 3-15: Environmental Justice Index for the 12-County Metropolitan Planning Area



Regional Environmental Justice Analysis

Nondiscrimination efforts are considered at multiple levels throughout the 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 2040 analyzes Environmental Justice at the Metropolitan Transportation Plan level.

Exhibit 3-16: Levels of Environmental Justice Analysis during Transportation Project Development Process

Analysis	Metropolitan Transportation Plan (Mobility 2040)	Regional Priced Facilities	National Environmental Policy Act	Construction/ Project Implementation
Scope	All projects proposed in Mobility 2040 on a regional level	All new priced facilities proposed in Mobility 2040 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

Performance Indicators

Mobility 2040 has identified \$118.9 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 2040.

One goal of Mobility 2040 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.¹²

Six performance indicators that identify quality-of-life factors affected by accessibility and mobility are used to evaluate the Mobility 2040 recommendations. These performance indicators are shown in **Exhibit 3-17**, and

the results of the Mobility 2040 evaluation are shown in **Exhibits 3-18 through 3-23**.

Exhibit 3-17: Environmental Justice Performance Indicators

Accessibility	Mobility
<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Average level of congestion • Average travel time

**The travel time thresholds of 30 minutes by auto and 60 minutes by transit are based on regional travel patterns*

Metropolitan Transportation Plan Environmental Justice Analysis Methodology

The Mobility 2040 recommendations were evaluated using the established performance indicators and demographic data from the 2009-2013 American Community Survey (ACS) 5-Year Estimates. Beginning in 2010, the decennial

¹² Accessibility-VS. Mobility-Enhancing Strategies for Addressing Automobile Dependence in the US, Handy, 2002

Census no longer reports income data. Moving forward, the North Central Texas Council of Governments EJI and Metropolitan Transportation Plan Environmental Justice Analysis will acquire this data from the most recent 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.

The following four steps were used to complete the Environmental Justice Analysis for Mobility 2040:

Step 1. Identified Protected Populations: Traffic survey zones with a percentage of low-income or total minority population above the regional average were identified as protected and zones are referred to as the ‘EJ Aggregate Protected Class’ in the results. Traffic survey zones above the regional average for any single population listed in **Exhibit 3-14** were also identified as protected. These results are documented in **Appendix B**. 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**.

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:

- **2017 Current Network:** Existing roadway and transit facilities with 2017 population.
- **2040 Build Network:** All roadway and transit facilities recommended in Mobility 2040 with 2040 demographics.
- **2040 No-Build Network:** Existing roadway and transit facilities with 2040 demographics.

- **2040 Priced Facilities No-Build Network:**¹³ All roadway and transit facilities recommended in Mobility 2040, excluding new or expanded priced facilities, and 2040 demographics (results detailed in the **Mobility Options** chapter).

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 2040 roadway and transit recommendations. Rerouting current facilities to remedy potential disparities between protected and non-protected groups is not a realistic option; therefore, Mobility 2040 compares the Current and Build scenarios to see the rate at which any disparities are being perpetuated in future plans. Comparing the Build and No-Build scenarios also establishes how effectively the transportation system increases job accessibility while controlling for 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 2040, some of the performance indicators worsen even in the 2040 Build scenario. The primary purpose of the Regional Environmental Justice Analysis is to determine if 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** provides the detailed regional Environmental Justice Analysis results which includes performance indicator outcomes for the aggregate and individual protected populations.

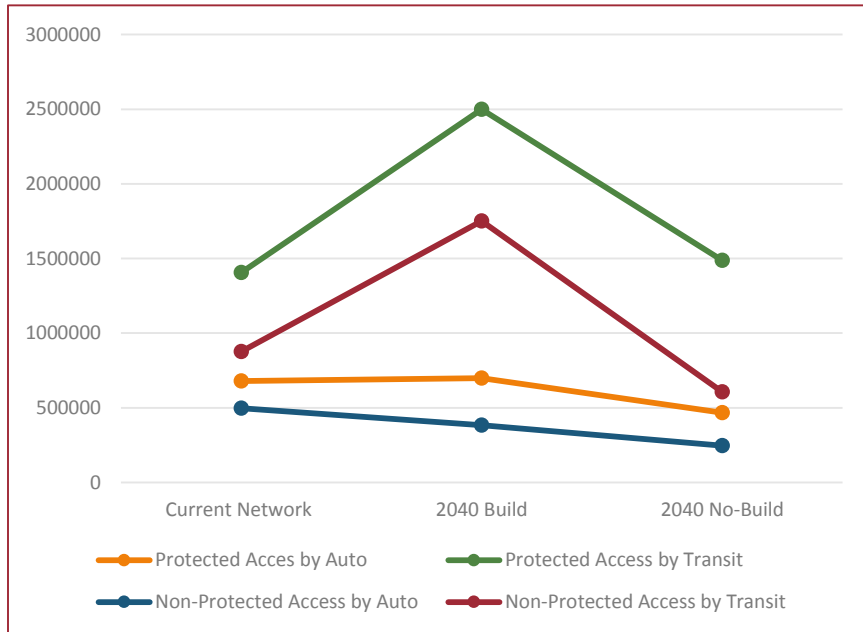
Environmental Justice Results

The results of the Environmental Justice Analysis show that if built (2040 Build), the Mobility 2040 roadway and transit recommendations provide protected populations access to 3 percent more jobs by car and 78 percent more jobs by transit in the future when compared to the Current network. Overall, the protected population would have access to 53 percent more jobs if the Mobility 2040 recommendations are built, compared to a decrease of 6 percent if the recommendations were not built. Both protected and non-protected

¹³ Priced Facilities No-Build network excludes all priced facilities currently under construction and Comprehensive Development Agreements under contract for construction.

populations experience a much higher rise in the number of jobs accessible by transit compared to auto, likely due to increasing traffic congestion. **Exhibit 3-18** reflects the number of jobs accessible for both protected and non-protected populations between the three scenarios. It is important to note that only fixed-route transit is included in this analysis such as rail and bus lines; the results do not include other transit options that exist in the region such as demand-response services.

Exhibit 3-18: Job Access by Auto and Transit



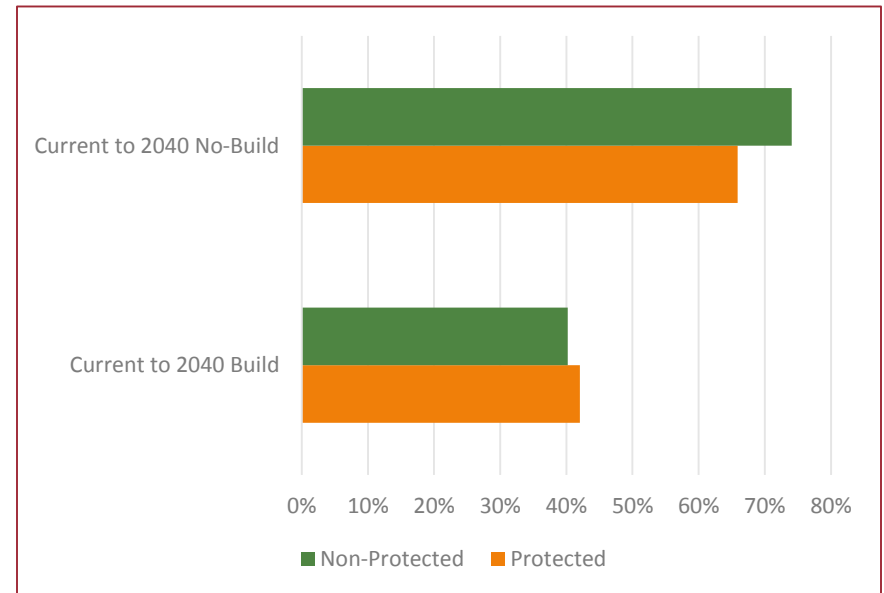
However, if the transportation system remains as it is today, the expected increase in population will cause congestion to worsen for protected and non-protected populations. This will result in a decline in the number of jobs accessible. Both groups experience a loss of mobility and accessibility from the Build to No-Build scenario.

When comparing the impacts from the Current to No-Build scenarios, the non-protected population sees a larger percent decline in access to jobs than the protected populations, with protected population experiencing an overall decrease of 6 percent and the non-protected populations experiencing a 38

percent decrease. This can be attributed to current and future land uses and recommended transportation system improvements in the urbanized areas.

The decrease in access to jobs for non-protected populations, especially in the auto analysis, can be attributed to increased regional congestion. **Exhibit 3-19** displays congestion changes for protected and non-protected populations across the three scenarios. In the Current and Build scenarios, the protected populations experience more localized congestion than the non-protected population. This is likely 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, however, for the non-protected populations in the No-Build scenario, likely due to increased growth outside of the urban core where the concentration of protected populations is lower.

Exhibit 3-19: Localized Congestion Change across Transportation Scenarios

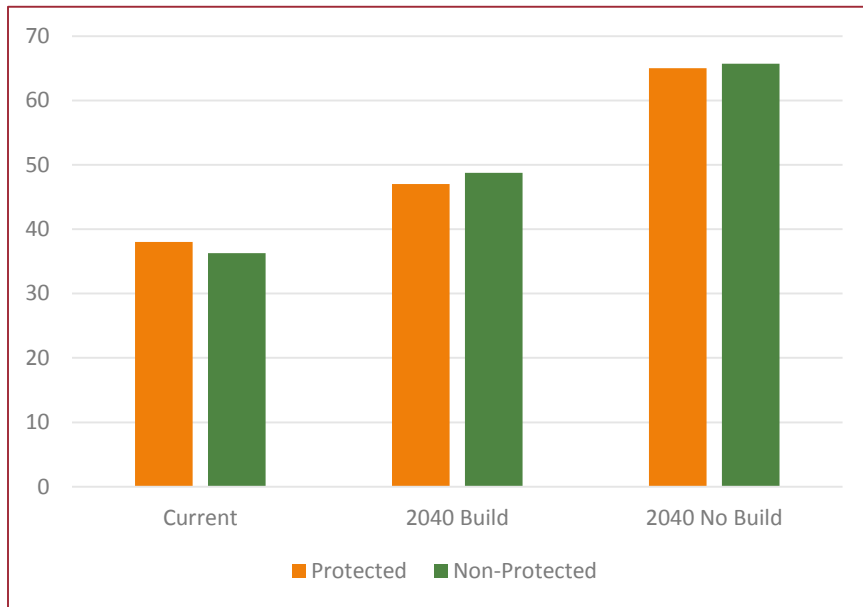


With increased congestion, the length of time to travel a set distance increases. To relate the localized congestion displayed above to everyday travel, the average trip time and length for each scenario was determined. An average mile per hour was calculated to determine the time it would take both 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.

The results in **Exhibit 3-20** are a direct reflection of how future transportation investments will be allocated. A large portion of planned projects are located in urbanized areas where the protected populations are primarily located. Therefore, travel time will increase at a faster rate for the non-protected populations than the protected populations in both the Build and No-Build scenarios.

Exhibit 3-20: Average Time in Minutes to Travel 20 Miles



To determine accessibility to regional attractions, percent of populations within 30 minutes of special generators was calculated. For this indicator, a lower time threshold of 15 minutes is used for hospitals due to the critical nature of accessing emergency care. Results showed that over 90 percent of the protected population is 30 minutes from a university or regional shopping center. This trend remains relatively constant across all scenarios while it decreases across all scenarios for the non-protected population, as seen in **Exhibit 3-21**. Hospital access is significantly higher for protected populations than non-protected populations across all three scenarios, as seen in **Exhibit 3-22**. While the transportation system cannot account for the freedom of choice for a specific

university or hospital for its expertise, it does provide access to basic needs and services.

To assess the impacts of tolled and managed lane facilities recommended in Mobility 2040, the Priced Facilities No-Build Analysis was conducted. Results showed increased mobility and accessibility for protected populations with the addition of these priced facilities. The results and discussion of this analysis can be found in the **Mobility Options** chapter.

Exhibit 3-21: Percent of Population within 30 Minutes of a Special Generator (University or Regional Shopping Center)

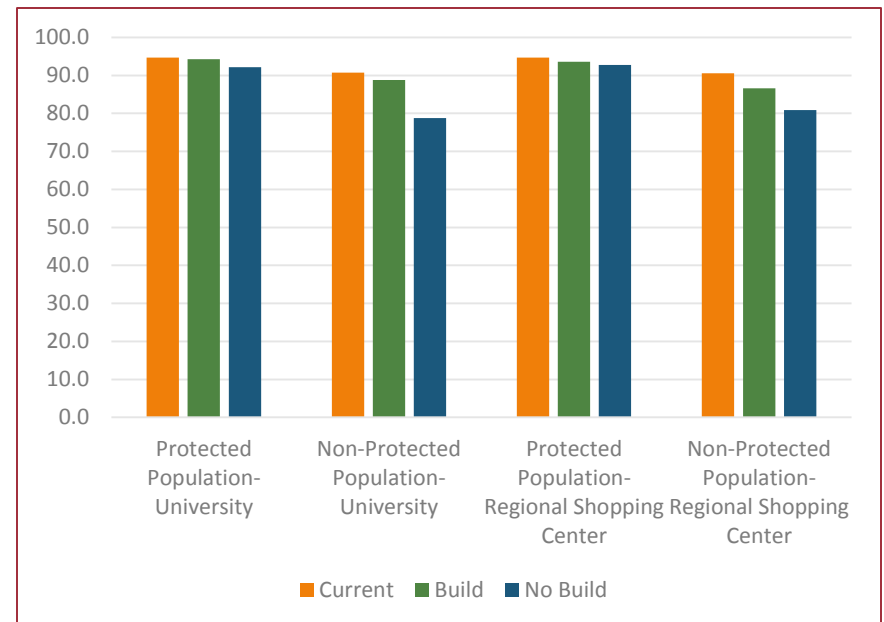
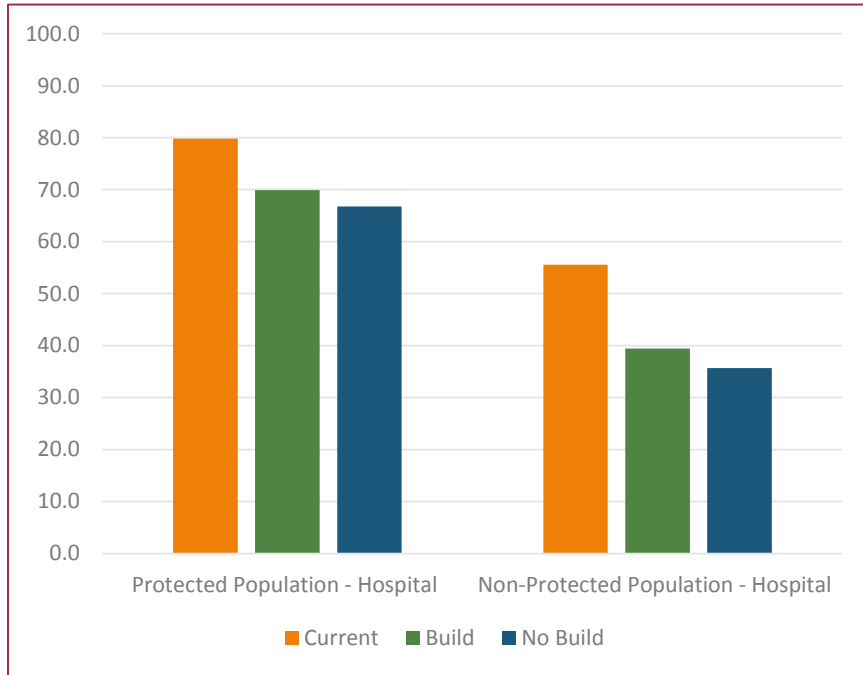


Exhibit 3-22: Percent of Population within 15 Minutes of a Hospital Special Generator



Summary

As a whole, the Mobility 2040 roadway and transit recommendations do not have disparate impacts on protected populations. Overall mobility and accessibility increase for the protected populations in the Build scenario. **Exhibit 3-23** illustrates the overall results of the three main performance indicators for the EJ aggregated population compared to the non-protected population. **Appendix B** contains the complete methodology and results for all protected populations for the Environmental Justice Analysis.

Exhibit 3-23: Environmental Justice Analysis Performance Results for EJ Aggregate Protected Population Compared to Non-Protected Population

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (No-Build vs. Build)
	Protected	3,822,220	5,360,224	5,360,224	
	Non-Protected	3,413,288	5,316,620	5,316,620	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 30 Minutes by Auto	Protected	678,725	467,483	698,384	49.4%
	Non-Protected	497,025	247,168	383,970	55.4%
	Difference	181,700	220,315	314,414	
Number of Jobs Accessible within 60 Minutes by Transit	Protected	1,406,226	1,486,495	2,499,546	68.2%
	Non-Protected	876,136	606,486	1,751,566	188.8%
	Difference	530,090	880,009	747,980	
Percent of Lane Miles Congested	Protected	45%	74%	64%	-10%
	Non-Protected	43%	74%	60%	-14%
	Difference	2%	0%	4%	



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 causing adverse effects in the natural and built environment.

The overall objectives of the North Central Texas Council of Governments' Public Participation Plan are that it be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. While 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 decision making and stay informed about efforts to plan a transportation system that will be accessible, financially viable, and sustainable.



Facebook ad in English and Spanish



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 Participation Plan

The NCTCOG 2015 Transportation Public Participation Plan guides how and when public involvement will be carried out based on decisions made by the Regional Transportation Council.

Through its Language Assistance Plan, NCTCOG seeks to ensure all residents can provide input on transportation decisions regardless of their ability to read, write, speak, or understand English. The Language Assistance Plan analyzes four factors to identify LEP populations and determine how these individuals are served or are likely to be served by NCTCOG Transportation Department programs. To better provide access to the LEP population, several key documents are translated into Spanish, and Google Translate enables Website visitors to read basic translations of Transportation Department Webpages in 90 languages. Notices to the public about opportunities to provide input include

text in English and Spanish about how to request alternate formats and language translation. NCTCOG makes a reasonable effort to accommodate translation requests if members of the public provide sufficient notice.

Public Involvement Strategies

Public meetings and other opportunities for the public to provide input are held throughout the year. These events seek input on upcoming decisions by the Regional Transportation Council and inform the public of other planning activities. The NCTCOG Transportation Department maintains a database of individuals and groups wishing to receive notice of these events and informs them before every opportunity. NCTCOG also advertises in the Texas Register and in local and minority newspapers. **Exhibit 3-24** lists the different types of media outlets that receive press releases announcing opportunities for public input and other news related to departmental programs and projects.



NCTCOG Public Meeting

Exhibit 3-24: Number of Media Outlets Receiving Press Releases

Local newspapers/magazines (total)	117
Minority newspapers/magazines	11
Television stations (total)	14
Minority television stations	2
Radio stations	8

The Transportation Department also publishes monthly and semiannual newsletters, various technical brochures, and required planning documents each year. These are available to the public in both print and online formats. Fact sheets clearly and concisely explain projects and programs affecting the region, helping educate the public about topics such as transportation funding and air quality. These publications are listed in **Appendix B**.

Providing information through the Internet is an important strategy for keeping the public informed, and the NCTCOG Website is updated regularly to ensure that accurate and timely information is available. The Transportation Department has joined social media networks and streaming video Websites to further expand opportunities to provide education and to make it easier to submit public comments. Online livestreaming of Regional Transportation Council meetings began in September 2015. Prior to that, video recordings were made available online the day following a meeting. Public meetings are recorded and posted online, allowing greater access and convenience for the public to learn about and provide input on plans.

As the Transportation Department’s online presence has grown, the department has sought to adapt its public involvement procedures to modern communication preferences. Online opportunities have presented 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 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 and also hosts telephone town halls to provide a forum for discussion about topics related to regional transportation and air quality. 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 via media releases or personal contact with reporters.



UT-Arlington Earth Day

The Transportation Department is also seeking to build 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 minority groups and individuals with low incomes, disabilities, or who are LEP – NCTCOG is reaching greater numbers of people and more diverse audiences.

Finally, visualization tools like animations, maps, renderings, and photos 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 individuals.

Public Involvement for Mobility 2040

A variety of strategies were used to encourage public participation during the development of Mobility 2040. Information about goals, demographic forecasts, financial constraints, involvement opportunities, air quality impacts, and overall development was featured in publications, on the NCTCOG Website, within social media, and in emails sent to individuals who have expressed an interest in NCTCOG information. NCTCOG held public meetings and gave presentations to numerous community groups. During public meetings and outreach events, surveys were conducted to gather input on transportation priorities for Mobility 2040. These surveys were also available online and distributed through email and social media. **Exhibit 3-25** represents a Mobility 2040 infographic that was displayed at outreach events.

Mobility 2040 survey flier in Spanish

A considerable effort was also made to provide the Hispanic community opportunities to participate in Mobility 2040 development. The Mobility 2040 Website homepage and transportation

priorities survey were translated into Spanish and advertised on Facebook. In addition, a Spanish-language flier was distributed to Pizza Patron restaurants and to some neighboring businesses located in ZIP codes with a high EJI score (50 or greater).

In compliance with the Public Participation Plan, public meetings were held 60 days and 30 days prior to Regional Transportation Council approval of Mobility 2040. A list of public meetings and community events held where development of Mobility 2040 was discussed is included in **Appendix B**. A summary of public comments received for Mobility 2040 and official responses to those comments are also included in **Appendix B**. The 2016 Transportation Conformity document includes public meeting notices, meeting minutes, and comments for all public meetings that featured a Mobility 2040 or Conformity agenda item.

Partner Coordination

In addition to engaging the public, regional transportation and non-transportation partners were consulted as NCTCOG developed the policy, program, and project recommendations in Mobility 2040. Regional transportation partners include the Texas Department of Transportation, 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 Regional Transportation Council to consider. The Regional Transportation Council guided staff’s development of Mobility 2040 priorities and policies and is ultimately responsible for approving and implementing Mobility 2040.



Bicycle and Pedestrian Advisory Committee Workshop

Exhibit 3-25: Mobility 2040 Infographic



Tribal Coordination

NCTCOG recognizes the unique government-to-government relationship that the Federal Highway Administration has with Indian Tribal Governments. **Exhibit 3-26** displays all the federally recognized tribes that have an interest in the North Central Texas region. NCTCOG coordinates with the Federal Highway Administration to reach out to Indian Tribal Governments to allow them the

opportunity to participate in the transportation planning process. Tribal contacts receive all public input opportunity notices, as well as copies of the *Mobility Matters* newsletter, to keep them involved in transportation decision making and informed about transportation planning efforts and ongoing opportunities for input and involvement.

Exhibit 3-26: North Central Texas MPA Regional Tribal Interests

American Indian Tribal Interests in Dallas-Fort Worth Metropolitan Planning Area (as of June 2015)		
Apache Tribe of Oklahoma	Caddo Nation of Oklahoma	Comanche Nation of Oklahoma
Kialegee Tribal Town	Kickapoo Tribe of Oklahoma	Kickapoo Traditional Tribe of Texas
Kiowa Indian Tribe of Oklahoma	Mescalero Apache Tribe	Poarch Band of Creek Indians
The Delaware Nation	Tonkawa Tribe of Indians of Oklahoma	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 to promoting economic vitality in the region. Therefore, the Regional Transportation Council seeks to ensure Mobility 2040 incorporates social considerations, and it thoroughly analyzes the impacts plan recommendations have on protected populations.

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. NCTCOG actively sought the public’s participation as it developed Mobility 2040.

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.



APPENDIX B: 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

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 2040, additional demographic groups are mapped to enhance decision making. This appendix includes maps of select groups in the region that constitute the federally defined protected populations and additional populations that NCTCOG considers as part of Title VI initiatives.

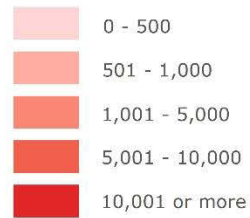
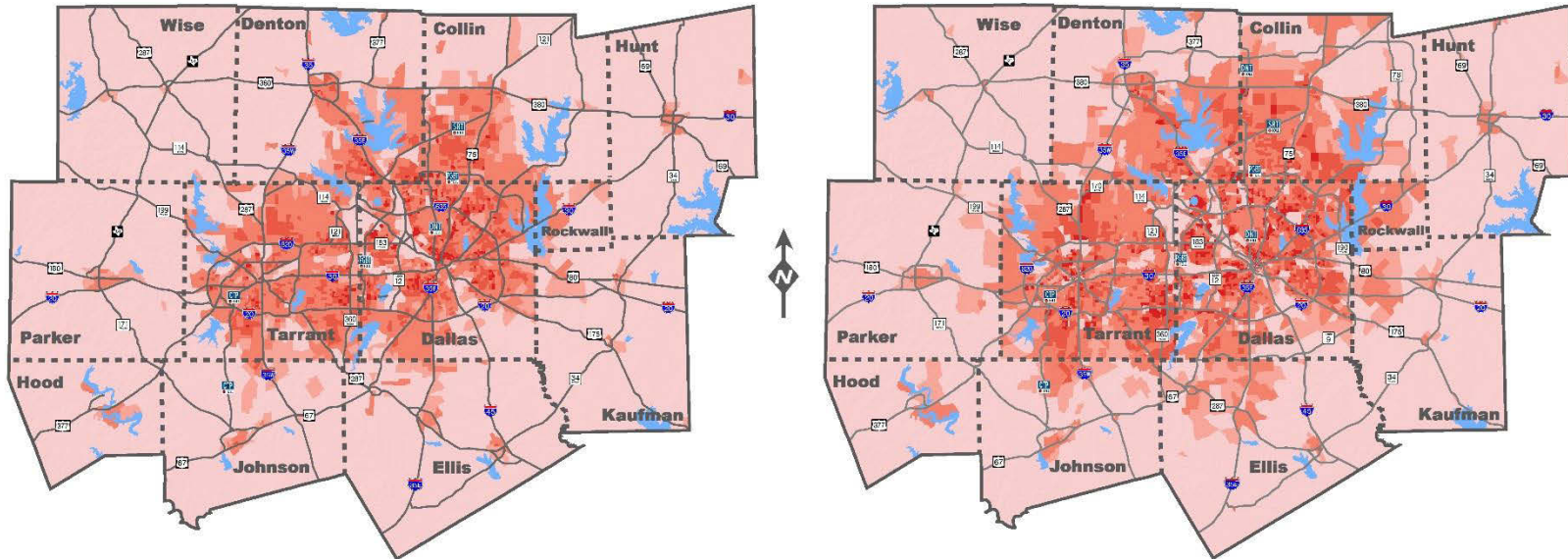
Demographic Data Sources

The recommendations in Mobility 2040 were evaluated using the established performance indicators utilizing demographic data from the 2009-2013 American Community Survey 5-Year Estimates. Beginning in 2010, the decennial Census no longer captures income data, so Mobility 2040 and future Metropolitan Transportation Plans will utilize the American Community Survey to evaluate the impacts of plan recommendations.

Population Density

2017

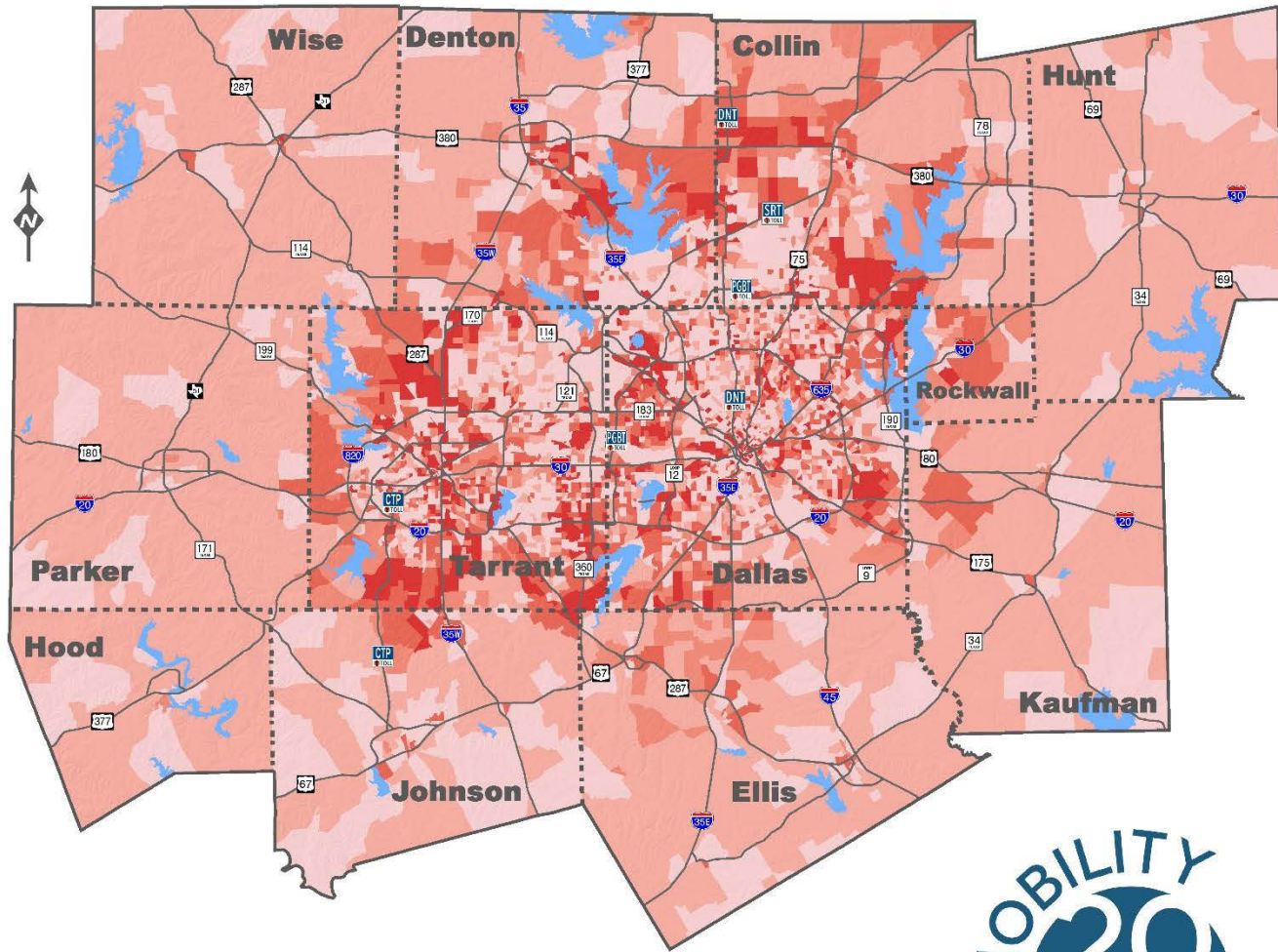
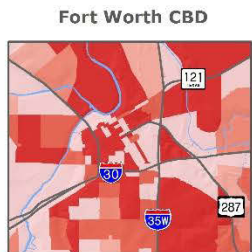
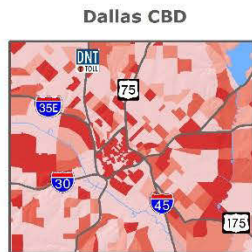
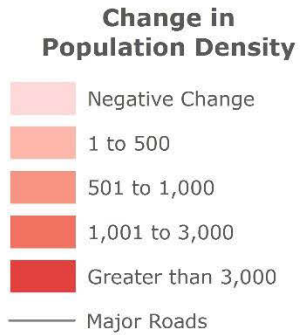
2040



Population density in persons per square mile by Traffic Survey Zone

Source: NCTCOG 2040 Demographic Forecast

Change in Population Density: 2017-2040



Population density in persons per square mile by Traffic Survey Zone

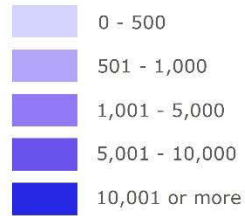
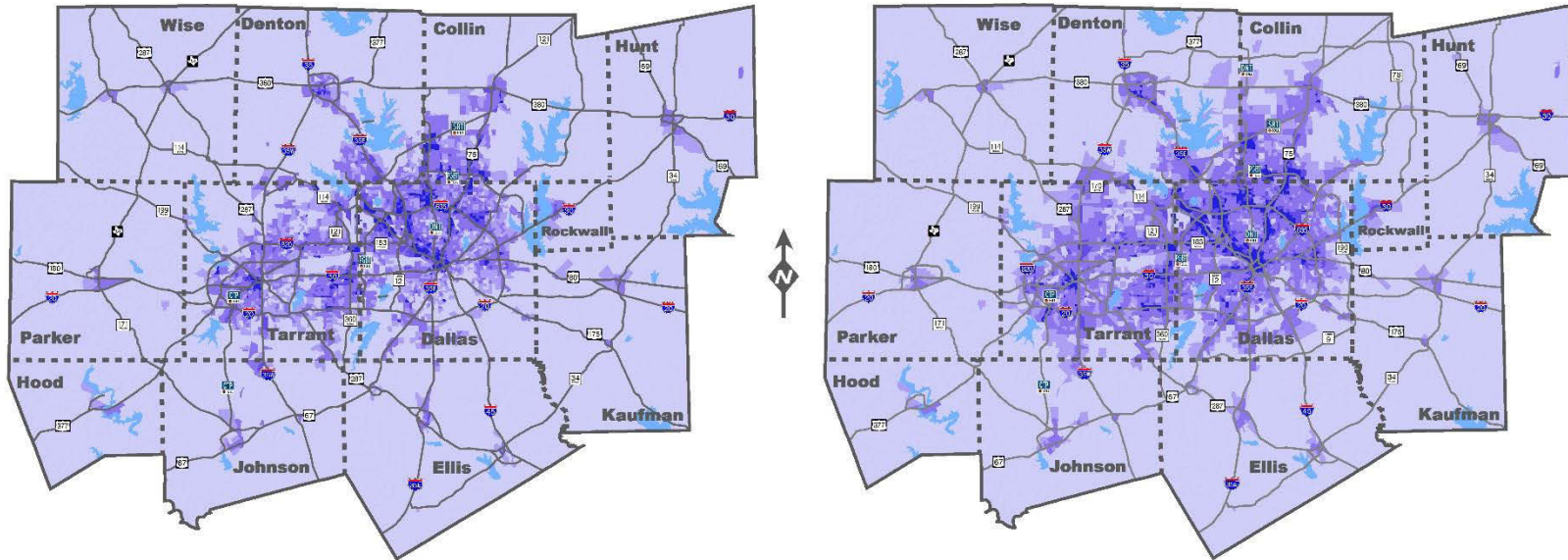
Source: NCTCOG 2040 Demographic Forecast



Employment Density

2017

2040









Employment density in jobs per square mile by Traffic Survey Zone

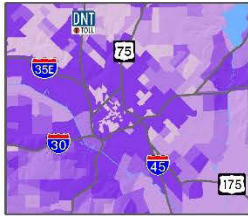
Source: NCTCOG 2040 Demographic Forecast

Change in Employment Density: 2017-2040

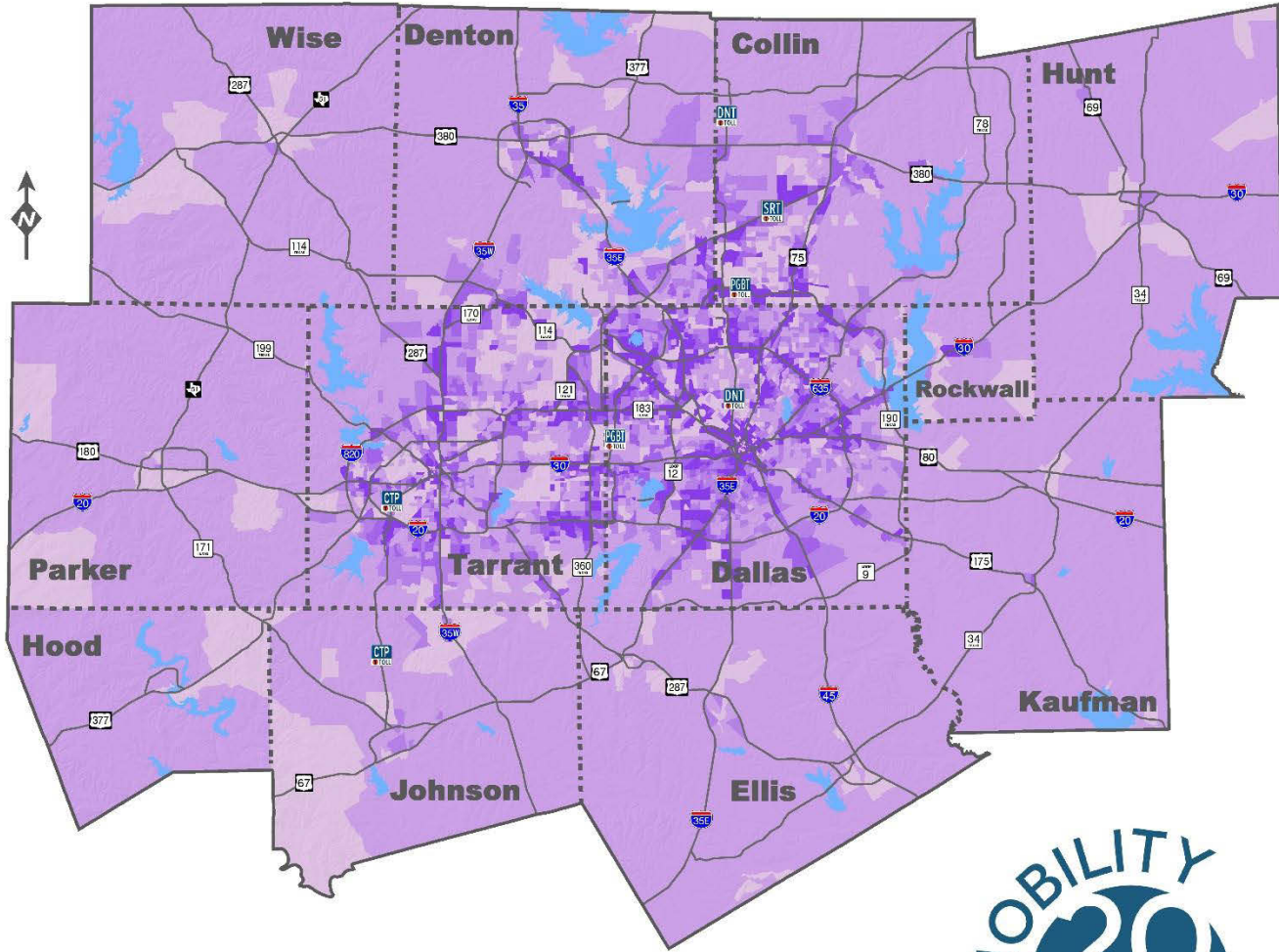
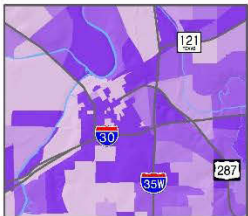
Change in Employment Density

-  Negative Change
-  1 to 500
-  501 to 1,000
-  1,001 to 2,000
-  Greater than 2,000
-  Major Roads

Dallas CBD



Fort Worth CBD



Employment density in jobs per square mile by Traffic Survey Zone

Source: NCTCOG 2040 Demographic Forecast

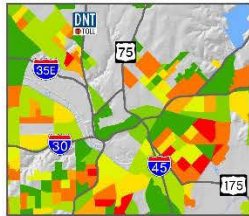


Environmental Justice Index

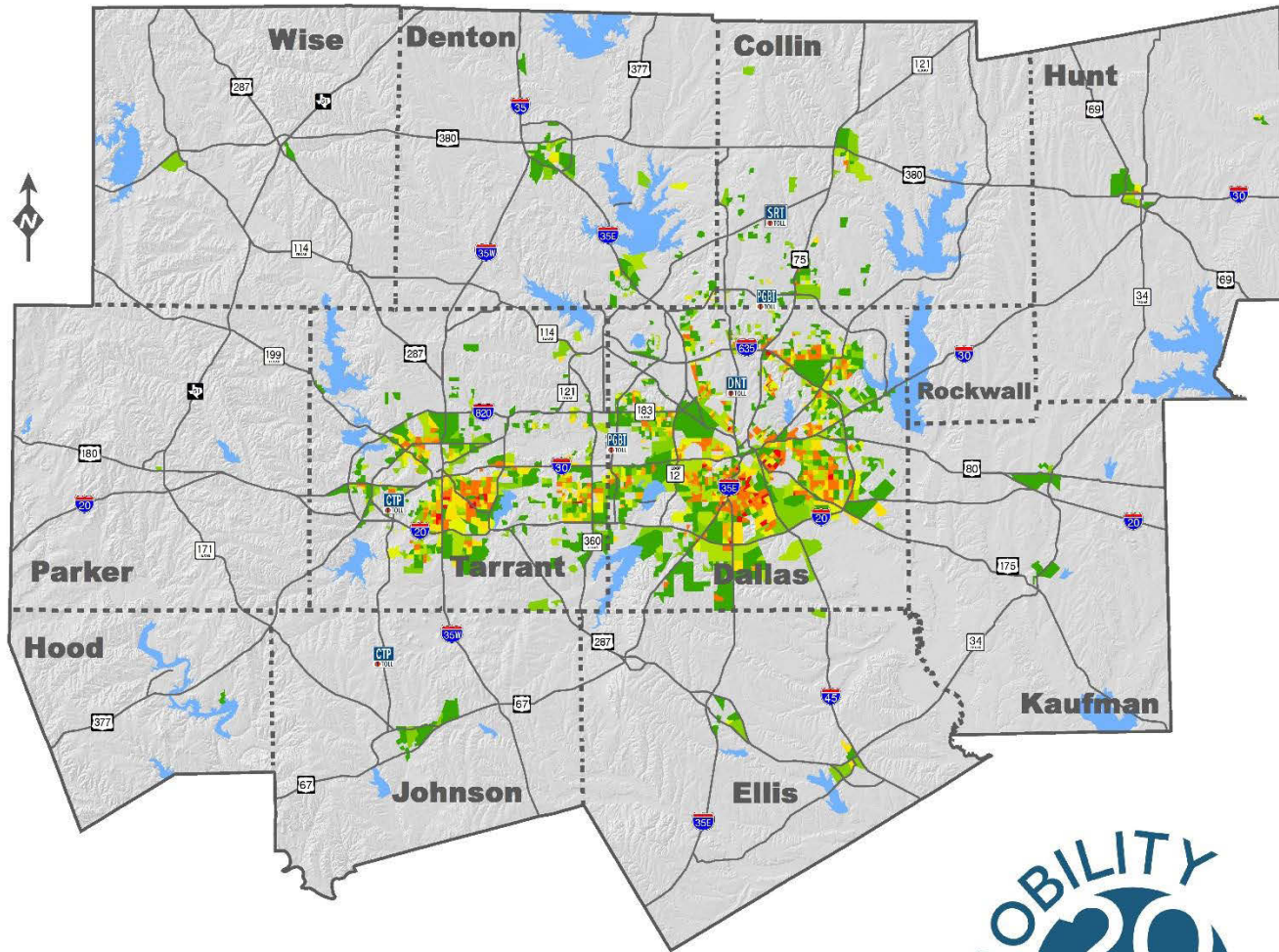
Block Group EJI Score



Dallas CBD



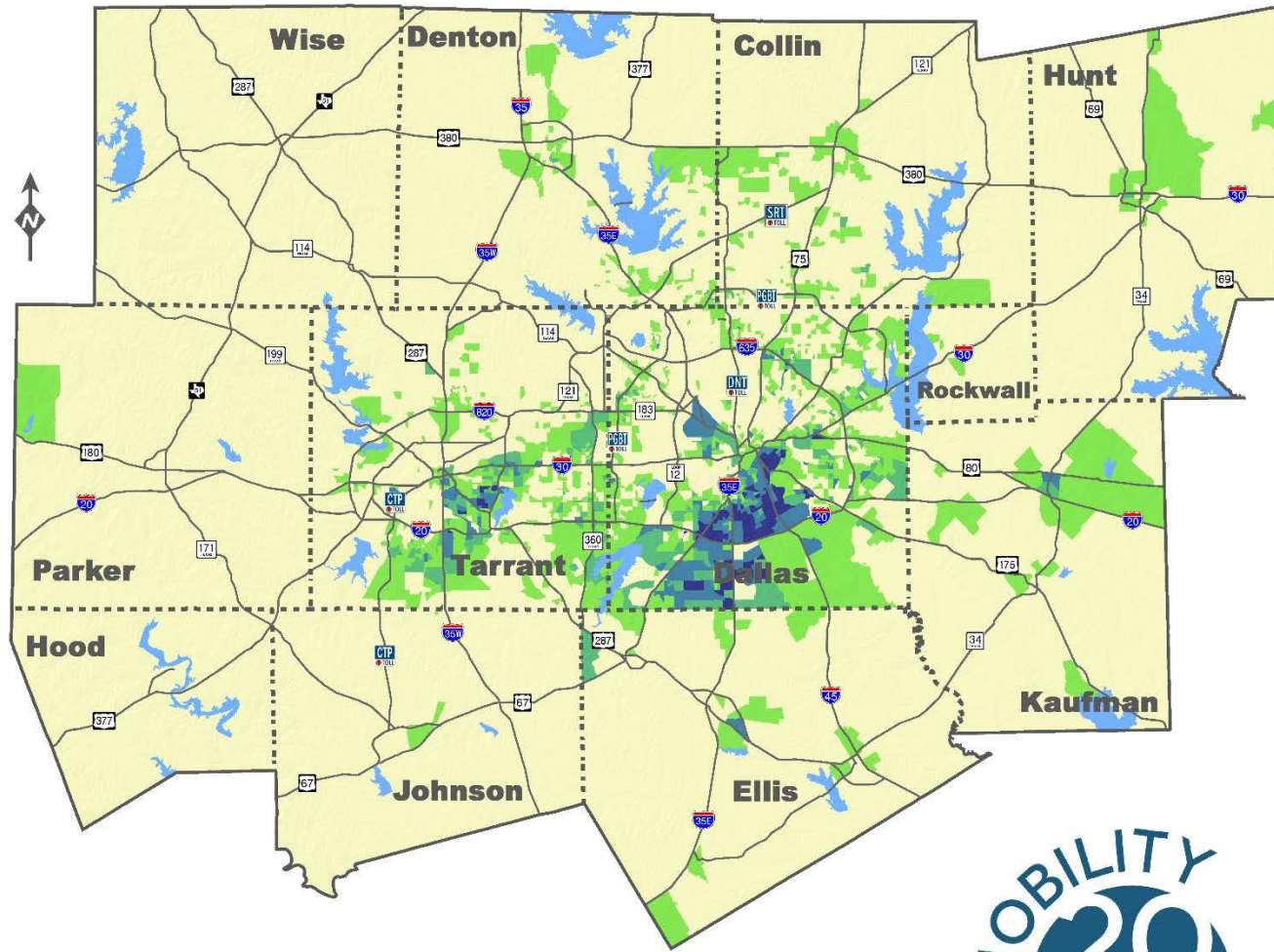
Fort Worth CBD



The Environmental Justice Index (EJI) scores three variables: persons per square mile, percent below poverty, and percent minority. Scores are assigned based on density and a comparison to the regional average; the scores are multiplied to obtain an EJI of 1 to 100. Block groups are displayed based on their EJI score in intervals of 10, from 1 to 100. Data is from the 2009-2013 American Community Survey 5-Year Estimates. The EJI is meant to be a preliminary screening tool to identify areas that may need additional analysis when considering EJ groups in a plan, project, or program.

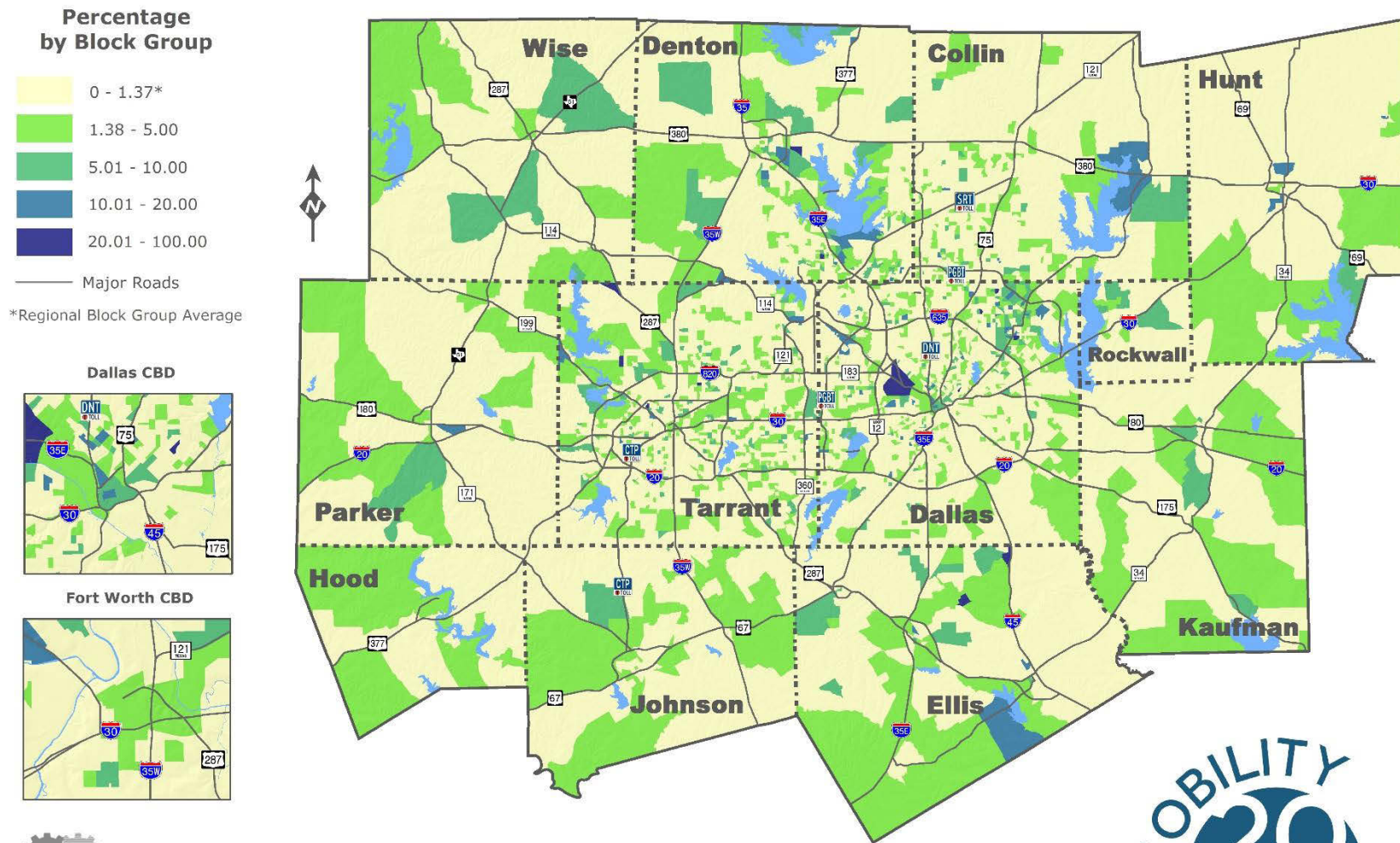


African American Population



Black or African American is a person having origins in any of the black racial groups of Africa. This category also includes individuals who identified their race as Black/African American and their ethnicity as Hispanic. The regional average of Black/African Americans per block group is 15.61 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

American Indian/Alaskan Native Population

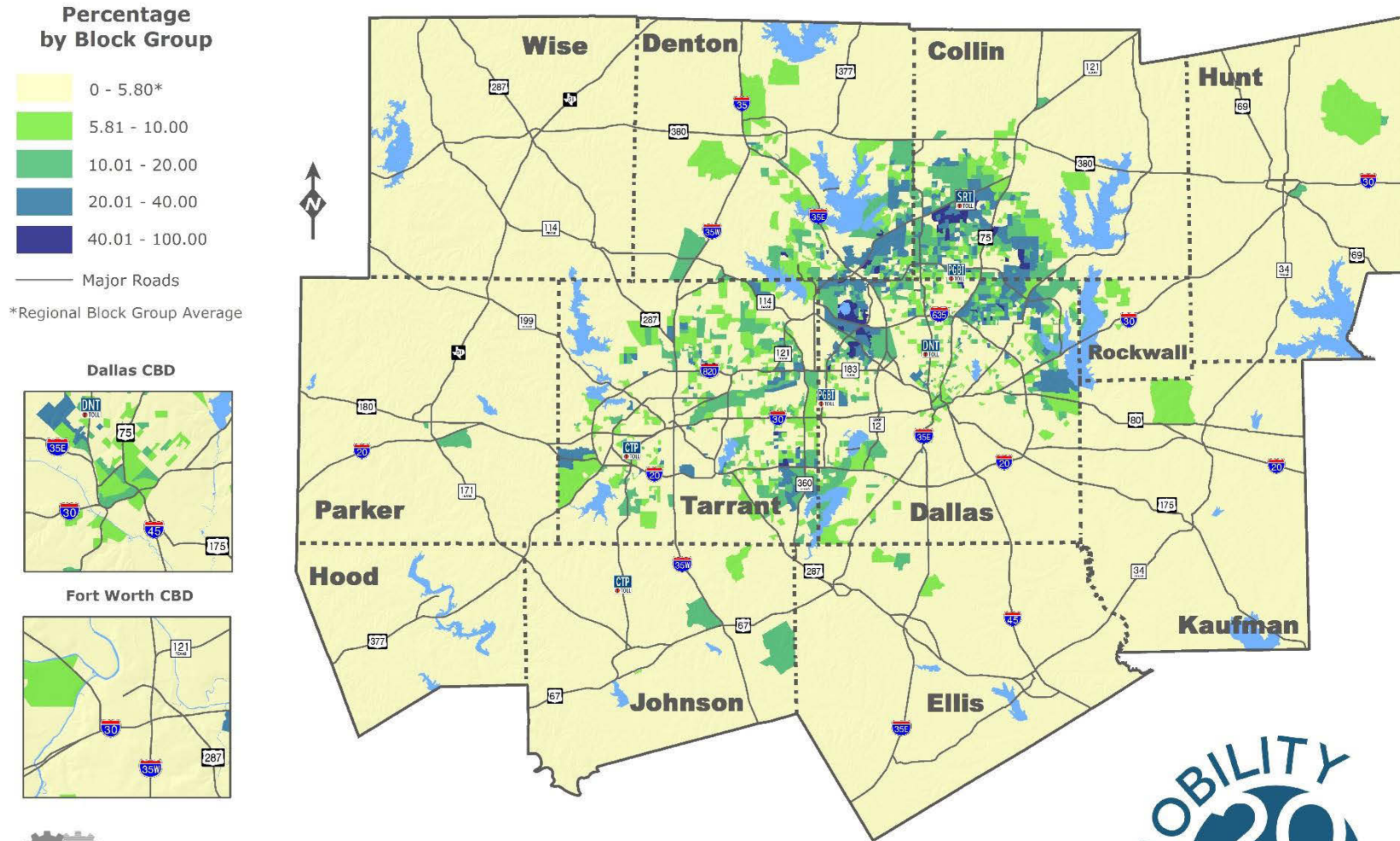


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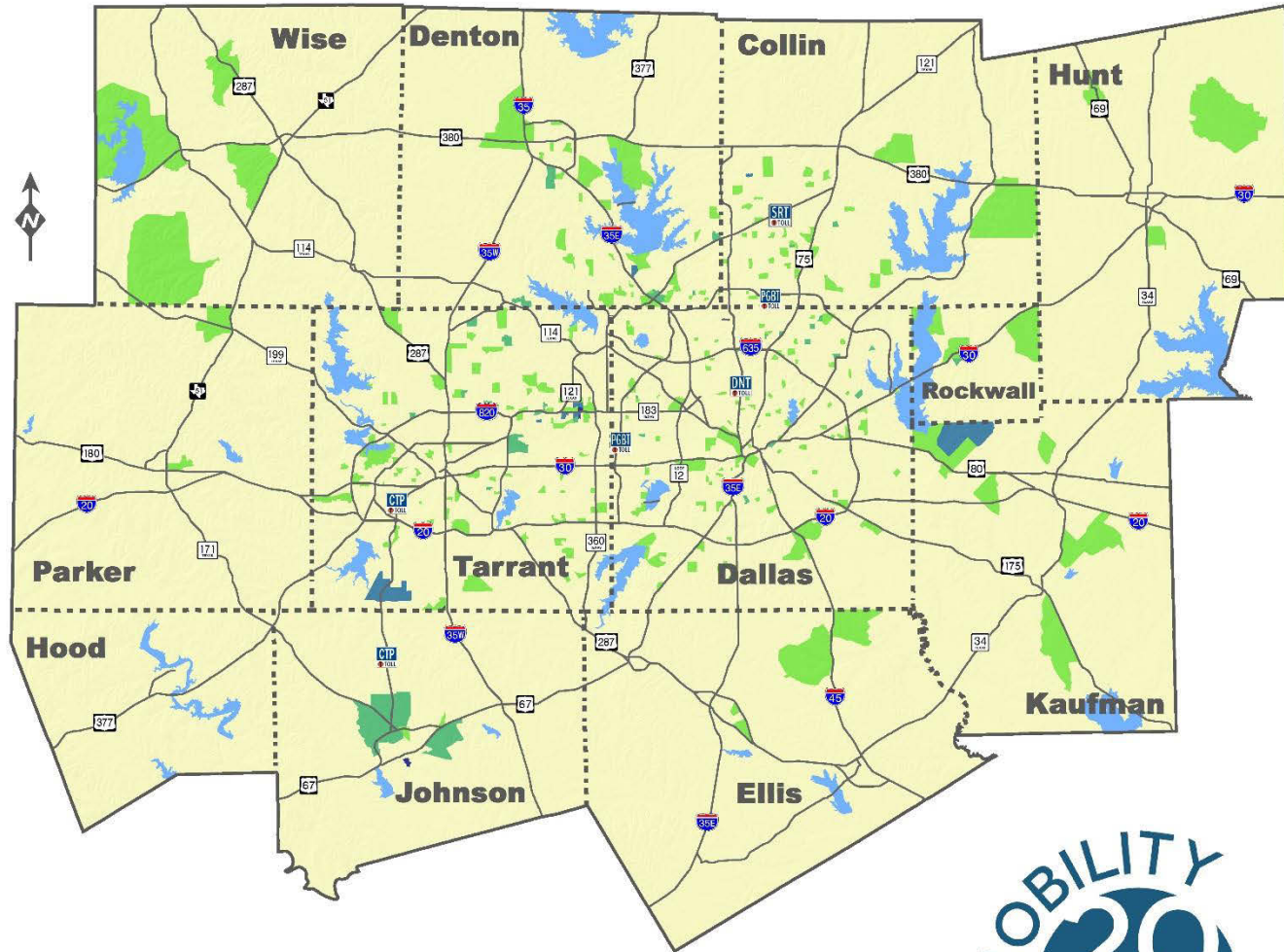
American Indian/Alaskan Native is a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition. This category also includes individuals who identified their race as American Indian/Alaskan Native and their ethnicity as Hispanic. The regional average of American Indian/Alaskan Native per block group is 1.37 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

Asian Population



Asian is classified as a person having origins in any of the original people of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands. This category also includes individuals who identified their race as Asian and their ethnicity as Hispanic. The regional average of Asians per block group is 5.80 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

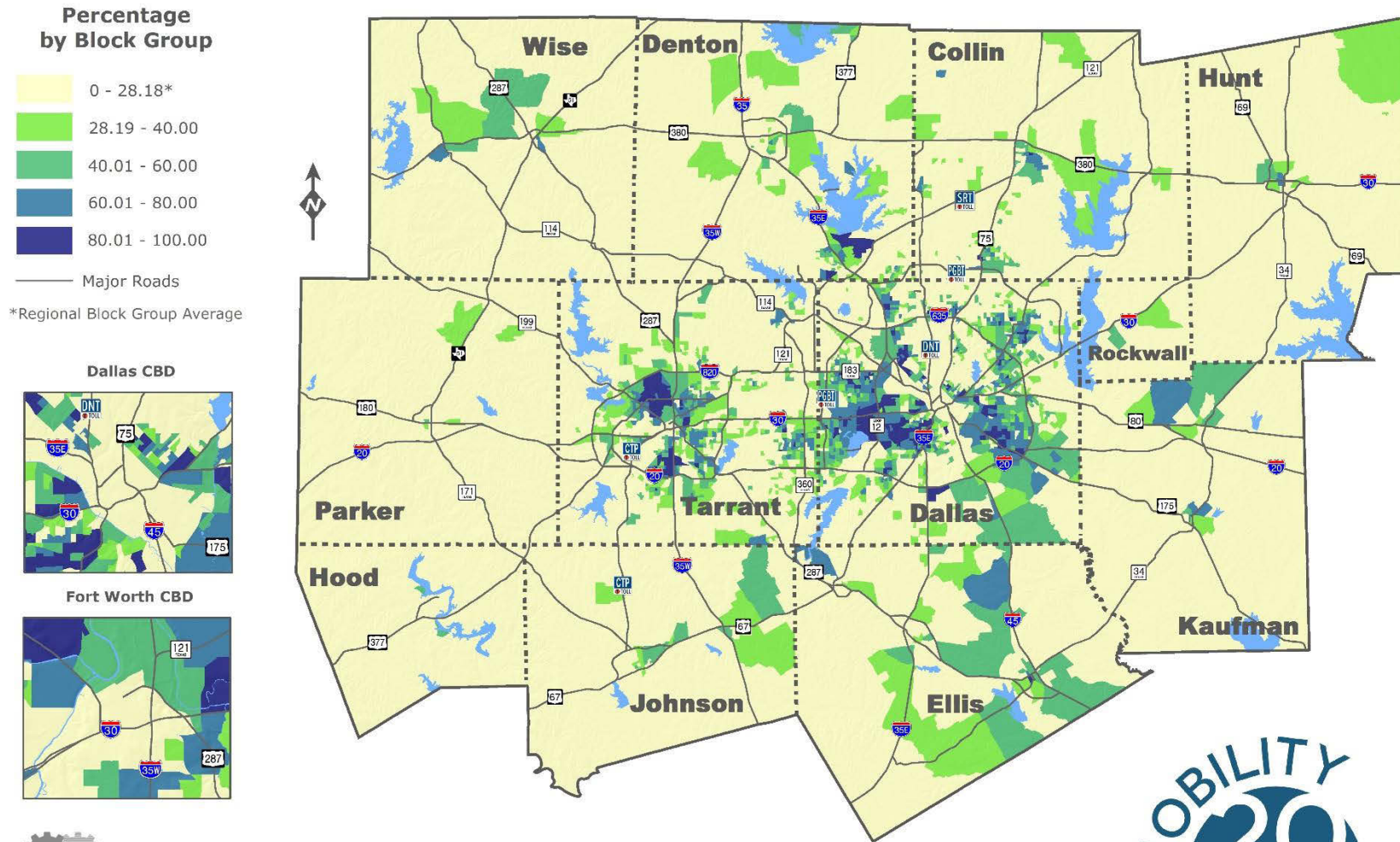
Hawaiian/Pacific Islander Population



Hawaiian/Pacific Islander is a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands. This category also includes individuals who identified their race as Hawaiian/Pacific Islander and their ethnicity as Hispanic. The regional average of Hawaiian/Pacific Islanders per block group is 0.19 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



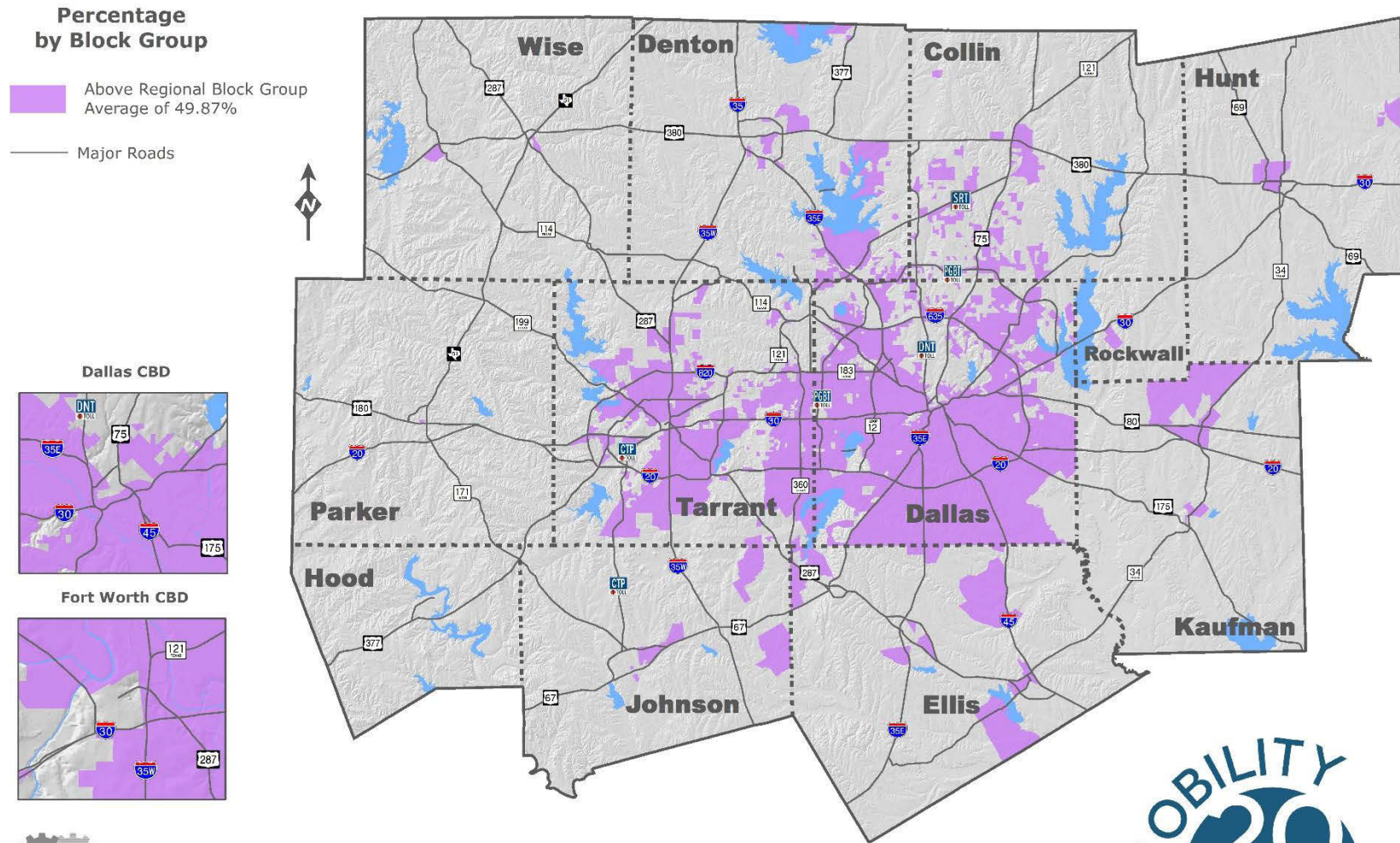
Hispanic Population



Hispanic ethnicity is classified as a person of Mexican, Puerto Rican, Cuban, Central American, or other Spanish culture of origin regardless of race. The regional average of Hispanics per block group is 28.18 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Environmental Justice Population: Total Minority

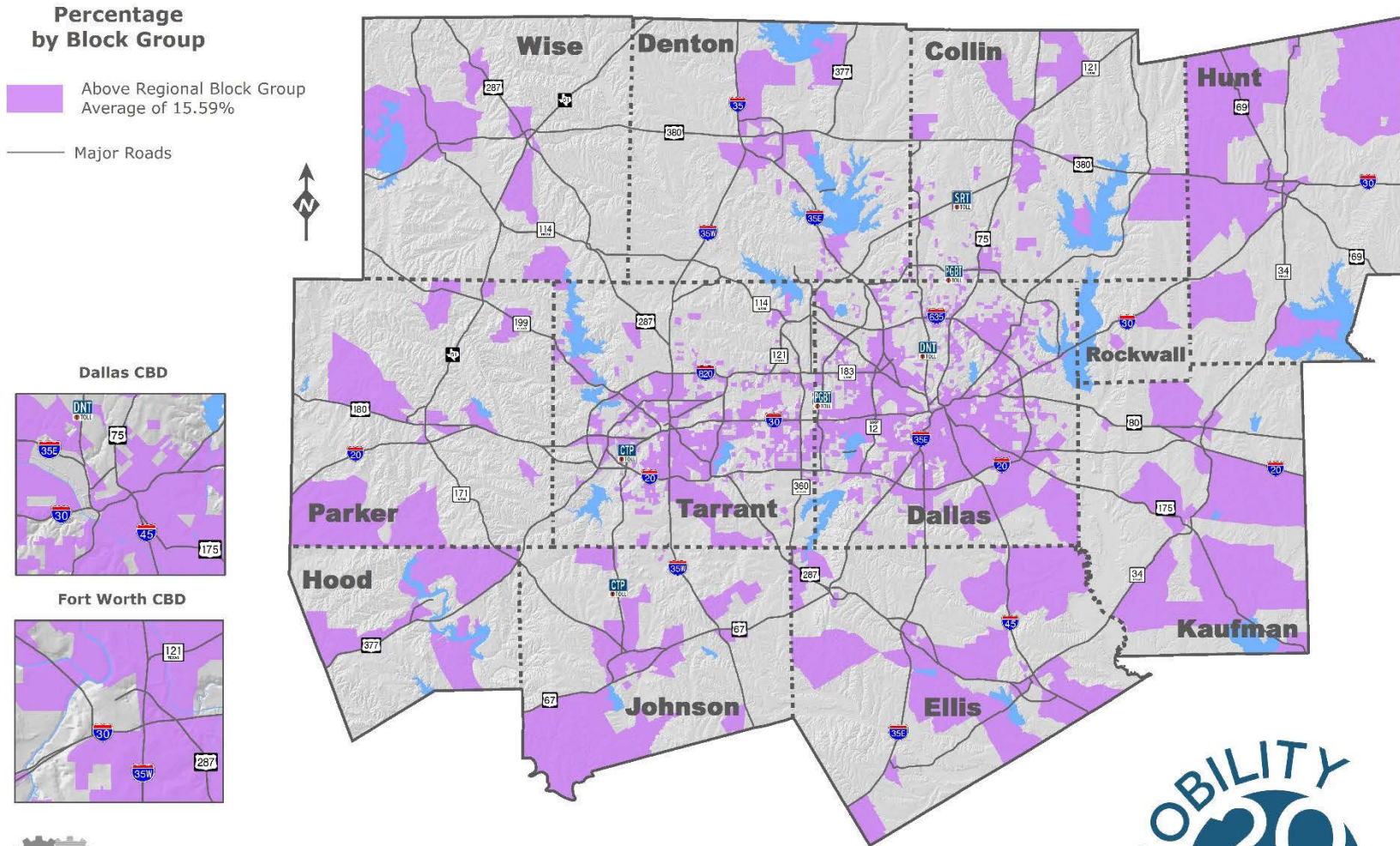


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Total Minority is defined as individuals who identified their race as African American, American Indian/Alaskan Native, Asian, or Hawaiian/Pacific Islander, or who identified their ethnicity as Hispanic. The regional average of minorities per block group is 49.87%. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Environmental Justice Population: Low-Income

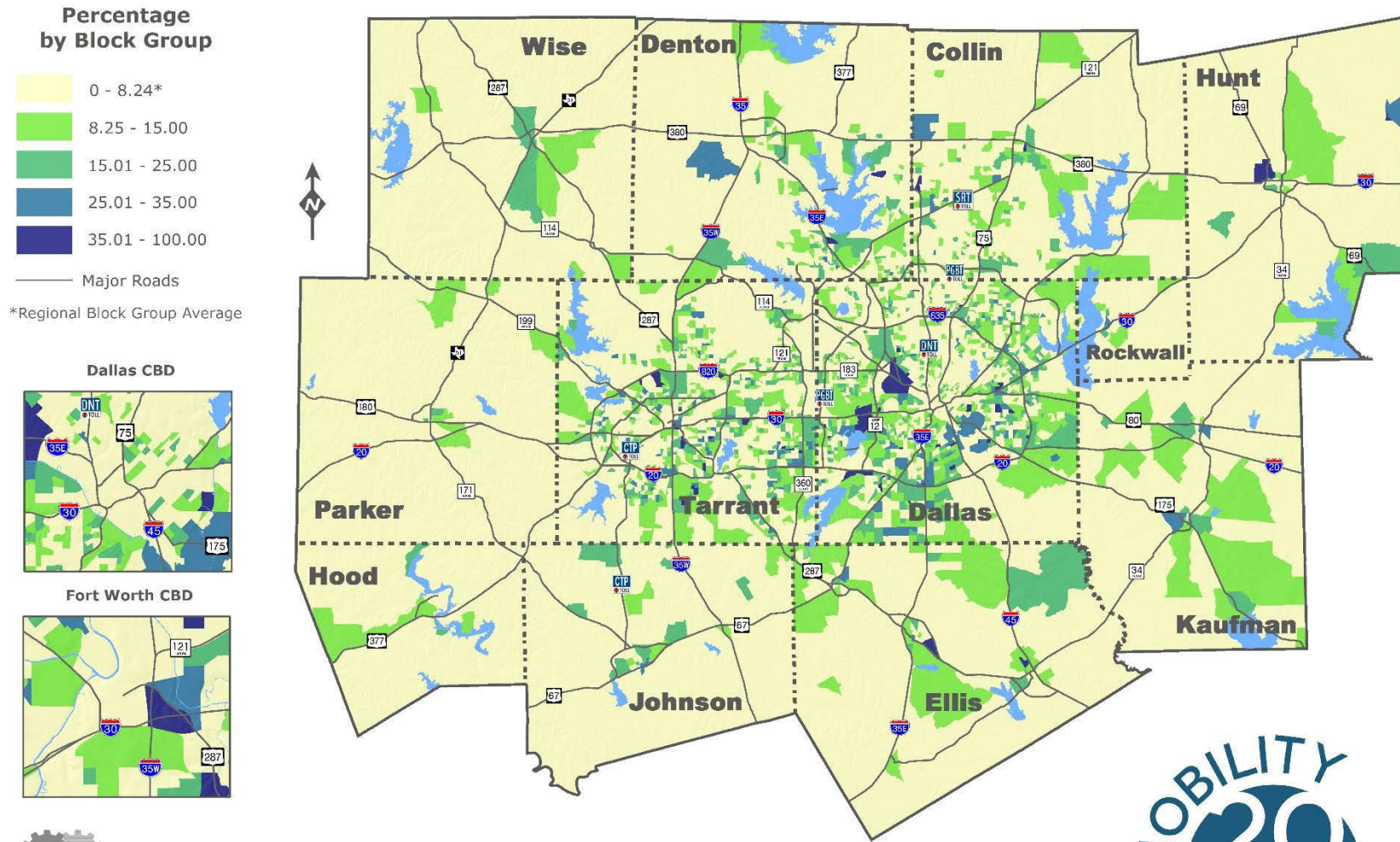


 North Central Texas Council of Governments
March 2016

Low-Income Population is any person whose household income is at or below the Department of Health and Human Services poverty guidelines. Total population for whom poverty status was surveyed was used to determine the regional average of persons below the poverty line. The regional average of Low-Income Population per block group is 15.59 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Female Head of Household Population

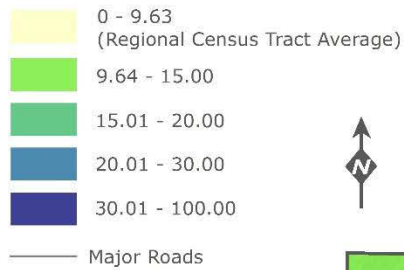


Female Head of Household is any household with children under 18 years old and no husband present. Total number of households was used to determine the regional average. The regional average of Female Head of Household per block group is 8.24 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Persons with Disabilities

Percentage by Census Tract*

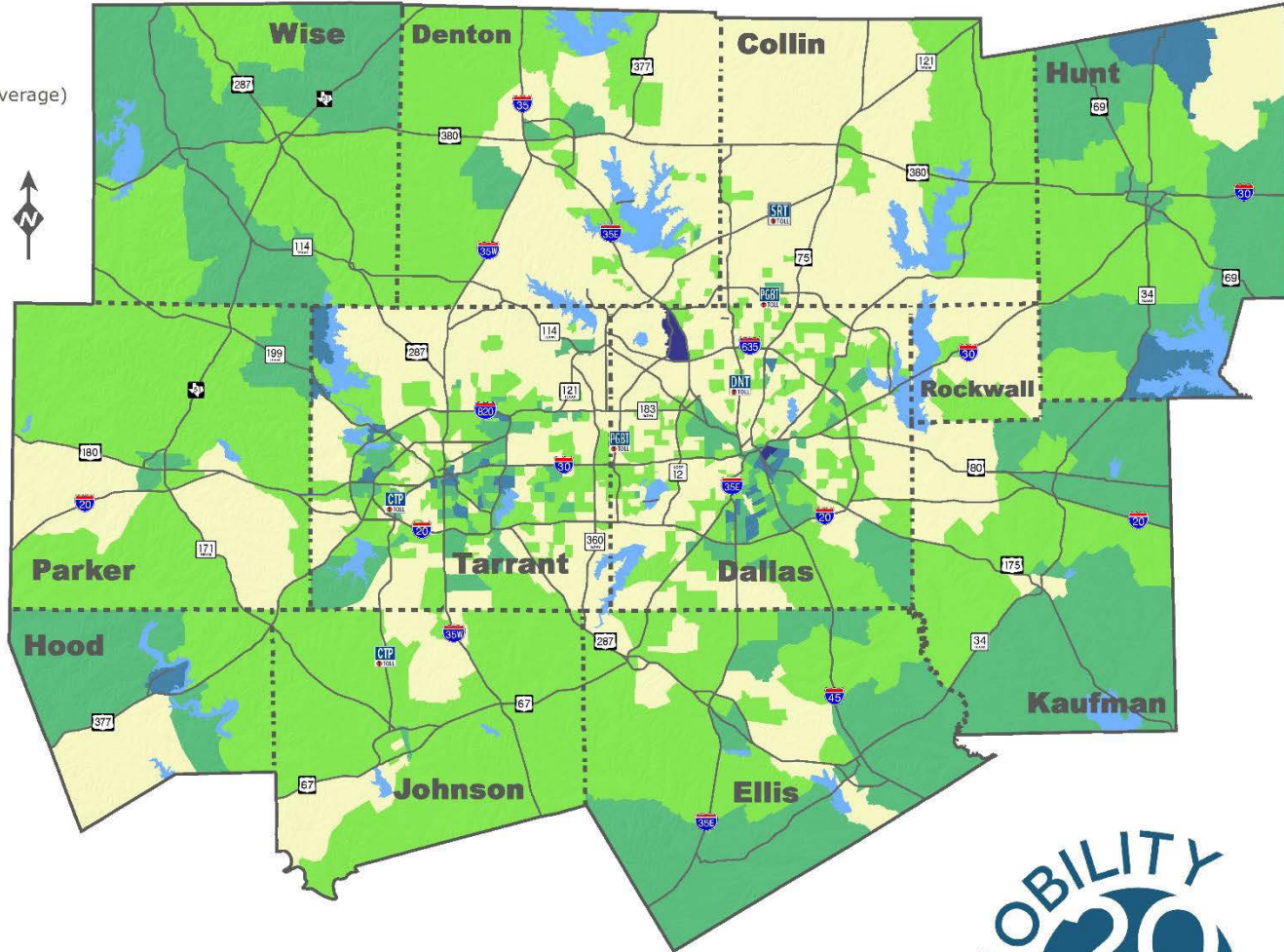


*Disability data by Census block group is not yet available for 2013.

Dallas CBD

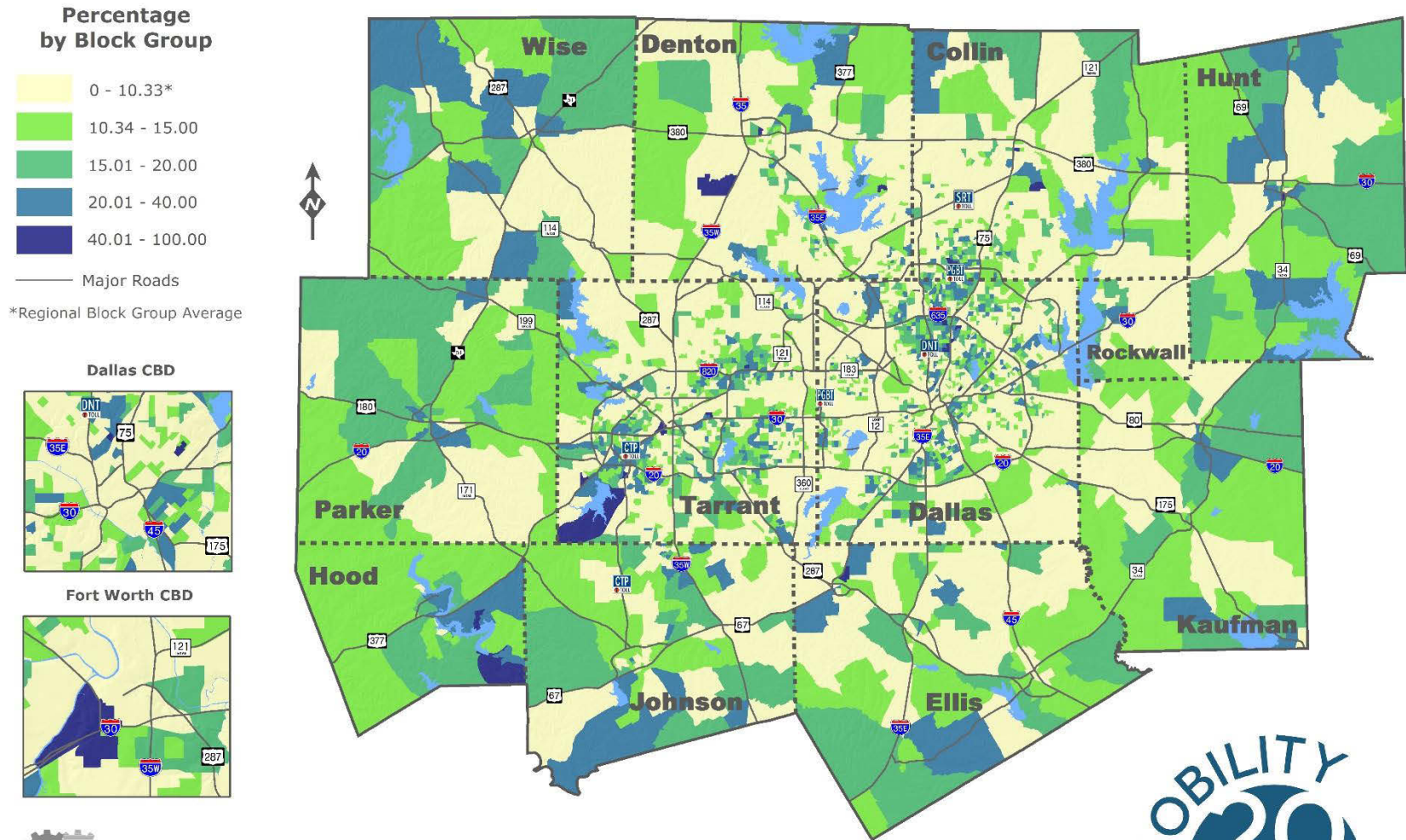


Fort Worth CBD



Persons with Disabilities is any civilian, non-institutionalized individual with at least one disability that may limit the individual's ability to care for himself or herself. The total population of civilian, non-institutionalized individuals of all ages was used to determine the regional average. The regional average of Persons with Disabilities per Census tract is 9.63 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

65 and Over Population

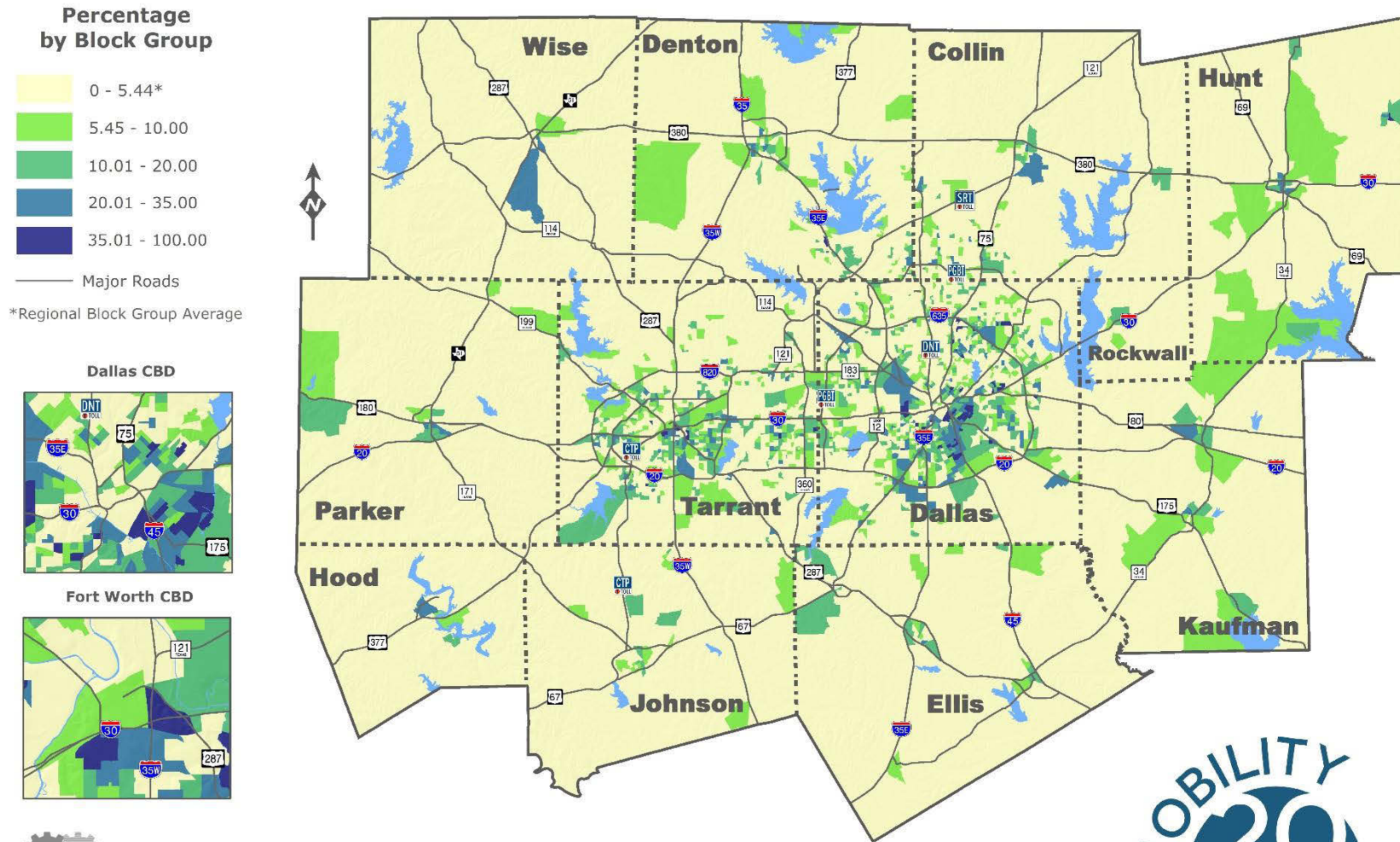


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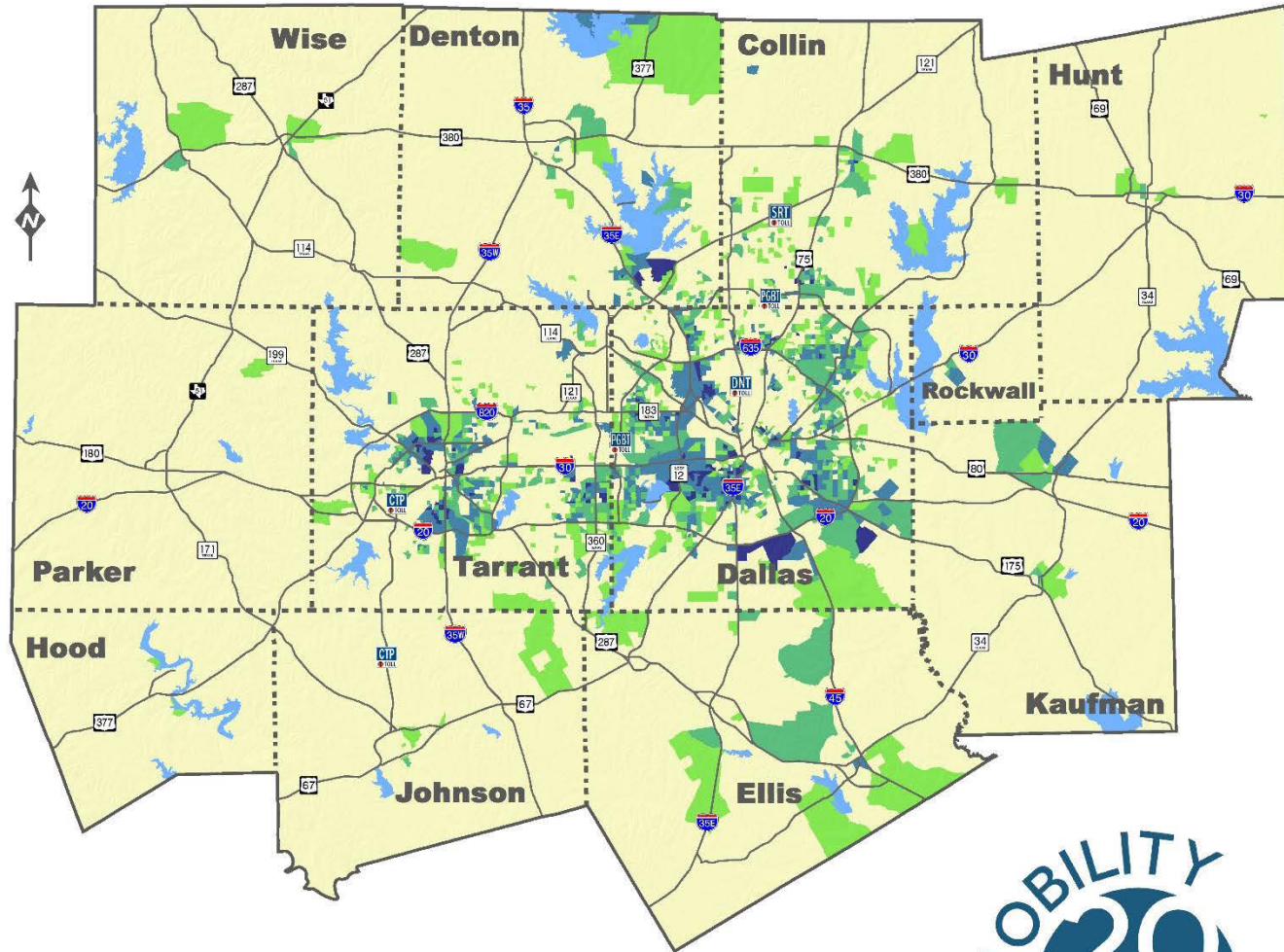
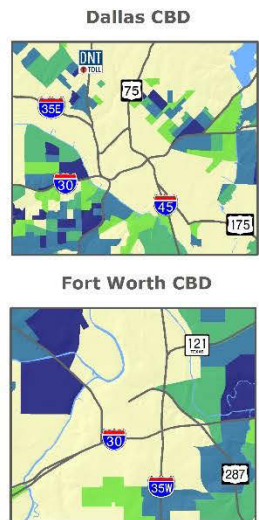
65 and Over Population is any individual aged 65 or older. The regional average of 65 and Over Population per block group is 10.33 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

Zero Car Households



Zero Car Households is the number of housing units that have no vehicle available. The regional average of Zero Car Households per block group is 5.44 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

Limited English Proficiency: All Languages

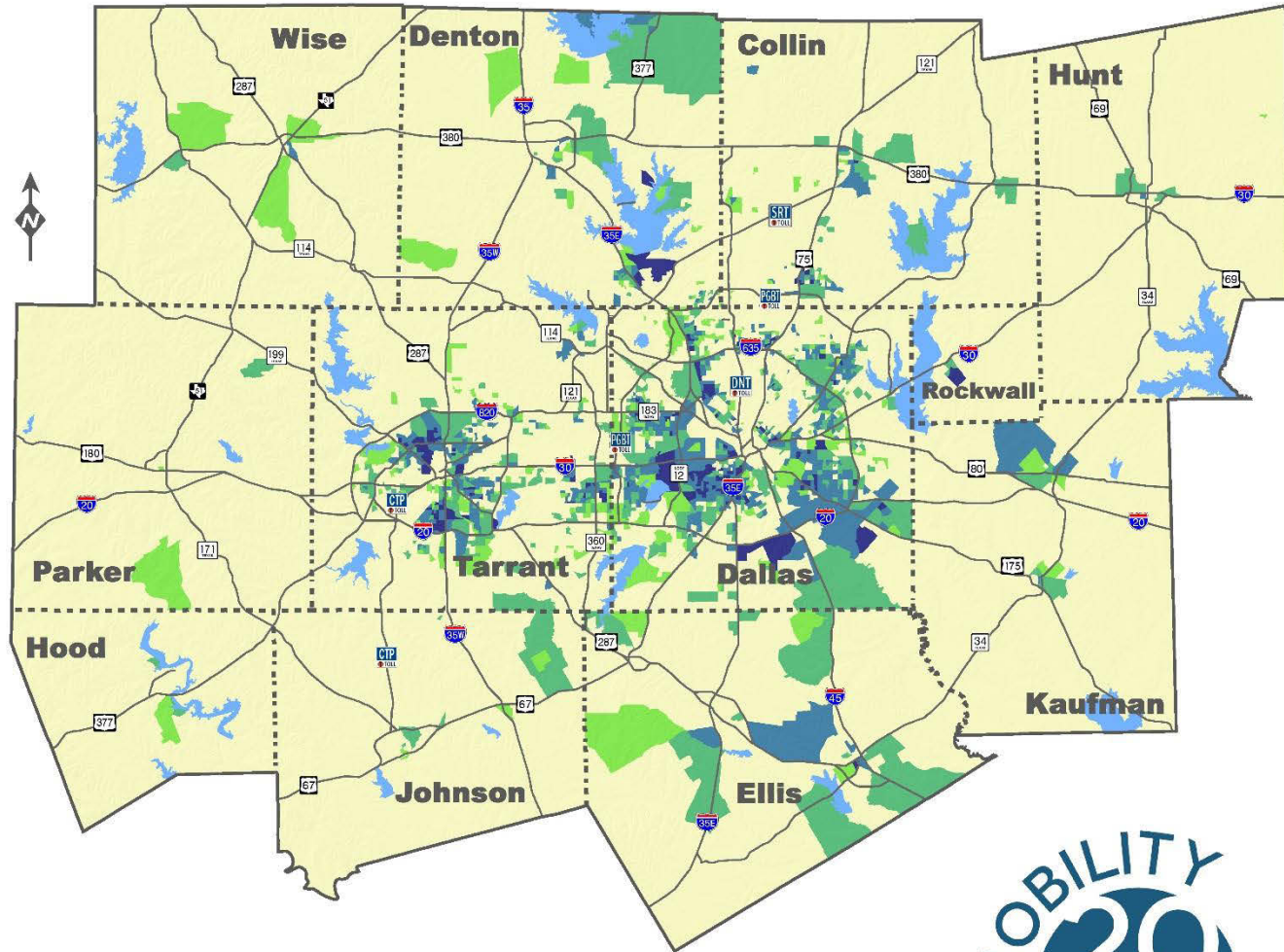
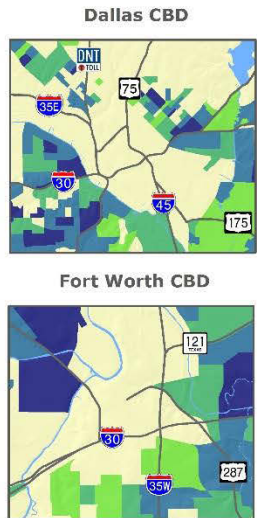
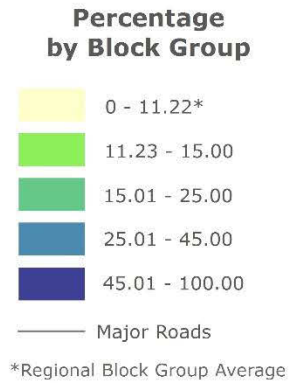


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Limited English Proficient (LEP) individuals do not speak English as their primary language and have a limited ability to read, speak, write, or understand English. NCTCOG defines LEP as individuals that answered on the Census that their ability to read, speak, write, or understand English is less than "very well". The regional average of LEP persons per block group is 13.69 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

Limited English Proficiency: Spanish



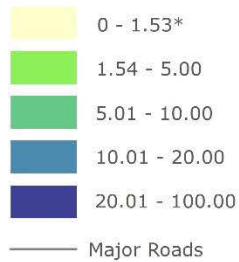
 North Central Texas Council of Governments
March 2016



Spanish Language Limited English Proficient (LEP) are individuals who speak Spanish as their primary language and have a limited ability to read, speak, write, or understand English. NCTCOG defines LEP as individuals that answered on the Census that their ability to read, speak, write, or understand English is less than "very well". The regional average of Spanish Language LEP persons per block group is 11.22 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

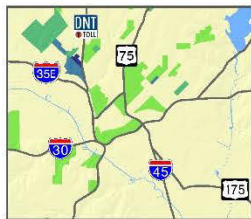
Limited English Proficiency: Asian Languages

Percentage by Block Group

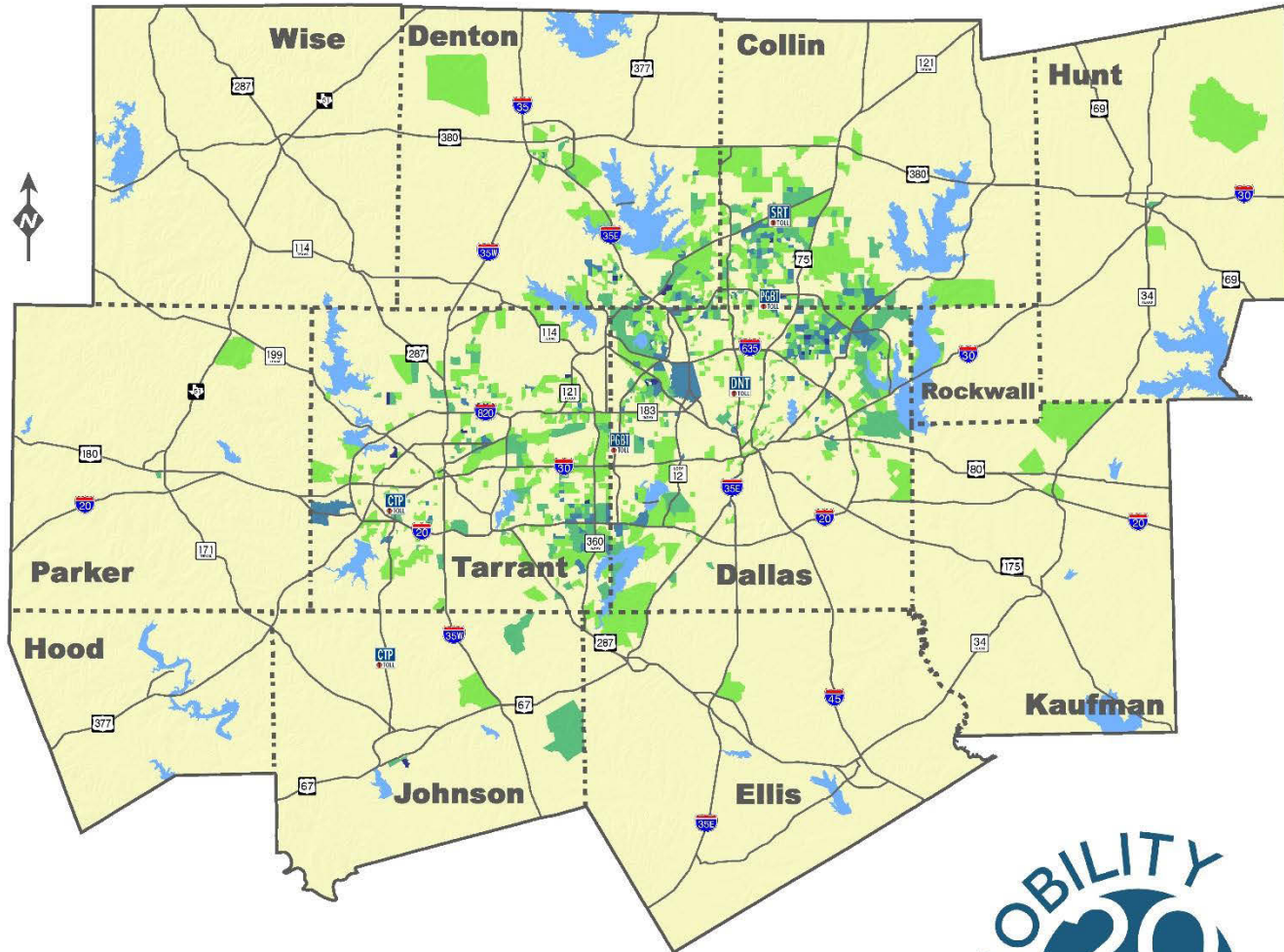


*Regional Block Group Average

Dallas CBD



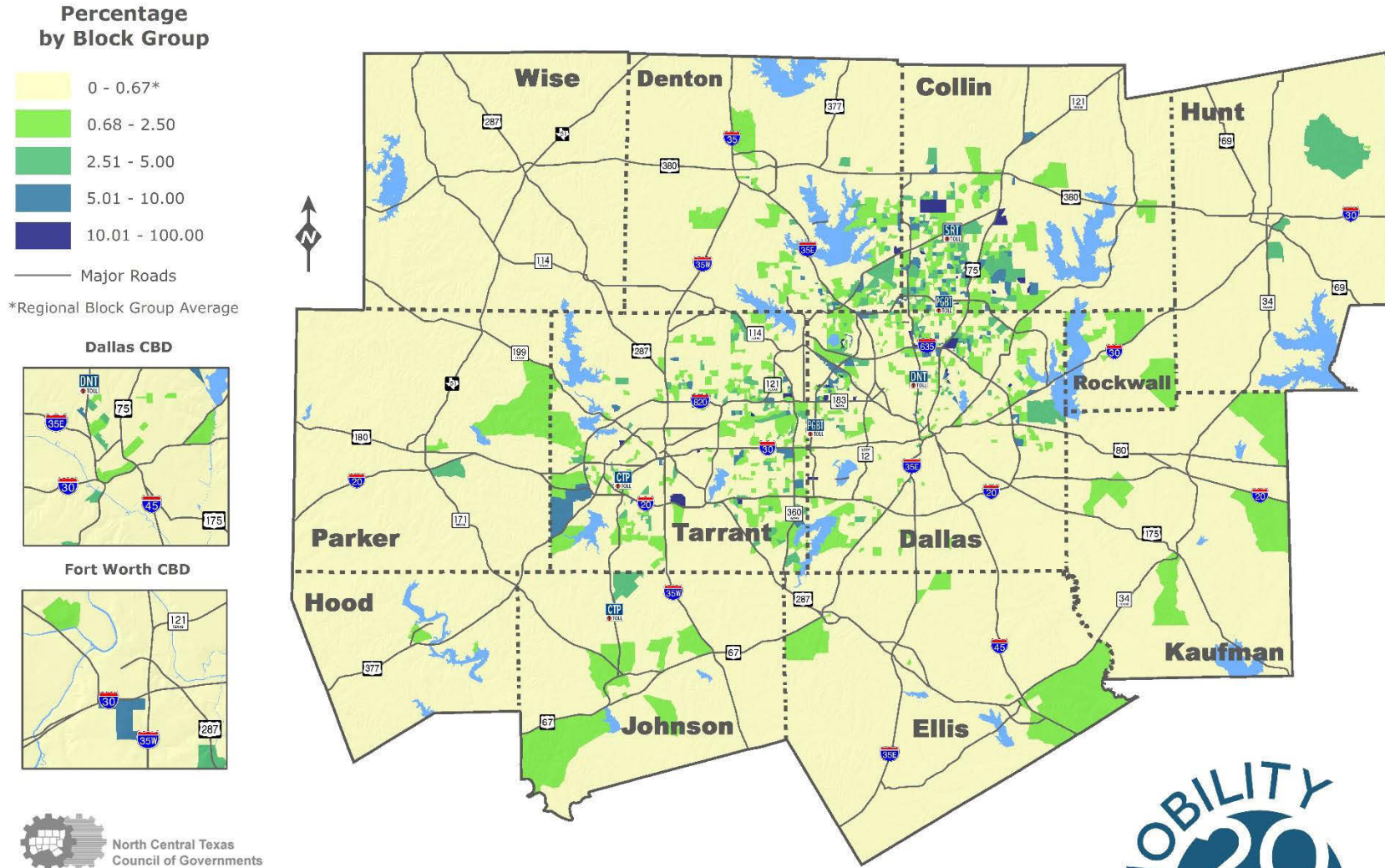
Fort Worth CBD



Asian Languages Limited English Proficient (LEP) are individuals who speak an Asian language as their primary language and have a limited ability to read, speak, write, or understand English. NCTCOG defines LEP as individuals that answered on the Census that their ability to read, speak, write, or understand English is less than "very well". Asian languages include Chinese, Japanese, Korean, Mon-Khmer, Cambodian, Hmong, Thai, Laotian, Vietnamese, Tagalog, and other Pacific Island and Asian languages. The regional average of Asian Languages LEP persons per block group is 1.53 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



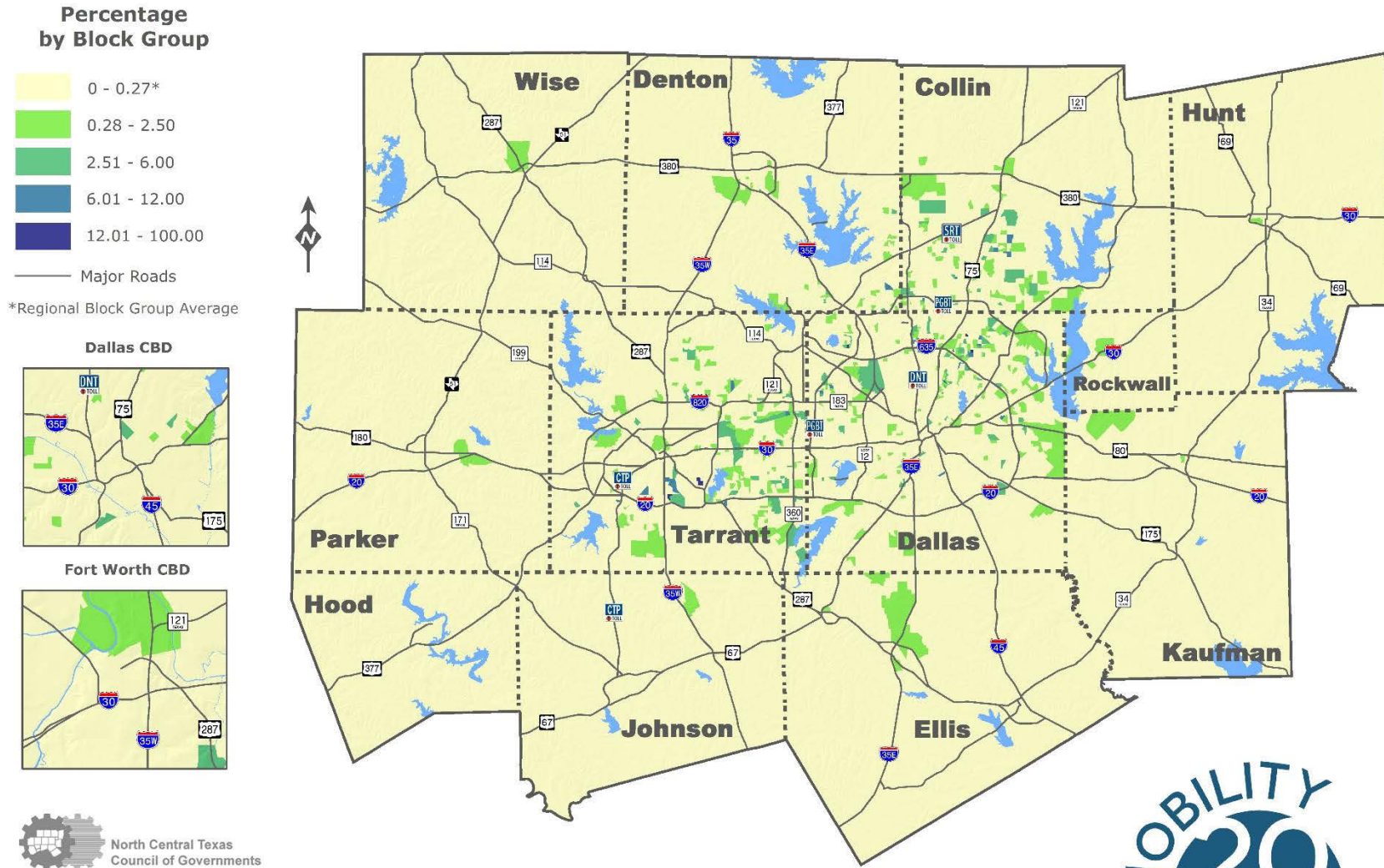
Limited English Proficiency: Indo-European Languages



Indo-European Languages Limited English Proficient (LEP) are individuals who speak an Indo-European language as their primary language and have a limited ability to read, speak, write, or understand English. NCTCOG defines LEP as individuals that answered on the Census that their ability to read, speak, write, or understand English is less than "very well". Indo-European languages include Germanic, Scandinavian, Romance, Slavic, Celtic, Greek, Baltic, and Iranian, and Indic languages. The regional average of Indo-European Languages LEP persons per block group is 0.67 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Limited English Proficiency: Other Languages



Other Languages Limited English Proficient (LEP) are individuals who speak a language other than English, Spanish, Indo-European, or Asian as their primary language and have a limited ability to read, speak, write, or understand English. NCTCOG defines LEP as individuals that answered on the Census that their ability to read, speak, write, or understand English is less than "very well". Other languages include Hungarian, Arabic, Hebrew, languages of Africa, native languages of American Indians and Alaska natives, and indigenous languages of Central and South America. The regional average of Other Languages LEP persons per block group is 0.27 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Changes in Demographic Variables over Time

	2000 Decennial Census			2010 Decennial Census				2006-2010 ACS Estimates				2009-2013 ACS Estimates			
	Totals	MPA Regional Average (BG)	Total Percentage	Totals	MPA Regional Average (BG)	Total Percentage	Percent Change (2000-2010)	Totals	MPA Regional Average (BG)	Total Percentage	Percent Change (2000-2010)	Totals	MPA Regional Average (BG)	Total Percentage	Percent Change (2000-2013)
Total Black*	740,570	15.45%	14.25%	1,015,603	15.58%	15.82%	37.14%	910,633	14.54%	14.69%	22.96%	1,044,102	15.61%	15.90%	40.99%
Total Am. Indian/Alaska Native*	56,865	1.10%	1.09%	84,851	1.32%	1.32%	49.21%	31,026	0.51%	0.50%	-45.44%	88,559	1.37%	1.35%	55.74%
Total Asian*	219,142	3.75%	4.22%	385,636	5.57%	6.01%	75.98%	319,721	4.80%	5.16%	45.90%	407,897	5.80%	6.21%	86.13%
Total Hawaiian/Pacific Islander*	8,253	0.16%	0.16%	13,086	0.21%	0.20%	0.02%	6,363	0.11%	0.10%	-22.90%	12,748	0.19%	0.19%	54.47%
Hispanic	1,120,527	22.28%	21.56%	1,757,112	28.33%	27.38%	56.81%	1,643,252	26.86%	26.51%	46.65%	1,811,883	28.18%	27.59%	61.70%
Total Minority	2,121,346	42.23%	40.82%	3,175,810	49.48%	49.48%	49.71%	2,988,753	48.04%	48.21%	40.89%	3,289,292	49.87%	50.09%	55.06%
Low Income	549,051	11.86%	10.74%	N/A	N/A	N/A	N/A	817,184	14.03%	13.39%	48.84%	949,656	15.59%	14.66%	72.96%
Disabilities	1,437,885	18.91%	30.43%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	607,881	9.63%	9.34%	N/A**
65+	412,718	11.66%	7.94%	570,341	9.80%	8.89%	38.19%	531,410	9.59%	8.57%	28.76%	609,258	10.33%	9.28%	47.62%
Female Head of Household	139,408	4.68%	7.36%	180,959	7.77%	7.81%	29.81%	182,847	8.17%	8.22%	31.16%	192,837	8.24%	8.28%	38.33%
Zero Car	114,775	6.93%	6.06%	N/A	N/A	N/A	N/A	112,842	5.44%	5.07%	-1.68%	117,868	5.44%	5.06%	2.69%
LEP Total	592,713	12.51%	12.39%	N/A	N/A	N/A	N/A	765,371	13.84%	13.43%	29.13%	804,499	13.69%	13.25%	35.73%
LEP Spanish Language	486,521	10.50%	10.17%	N/A	N/A	N/A	N/A	624,880	11.52%	10.97%	28.44%	644,483	11.22%	10.62%	32.47%
LEP Asian Language	67,036	1.28%	1.40%	N/A	N/A	N/A	N/A	89,868	1.48%	1.58%	34.06%	99,898	1.53%	1.65%	49.02%
LEP Indo-European Language	29,705	0.56%	0.62%	N/A	N/A	N/A	N/A	35,731	0.60%	0.63%	20.29%	42,650	0.67%	0.70%	43.58%
LEP Other Language	9,451	0.17%	0.20%	N/A	N/A	N/A	N/A	14,892	0.25%	0.26%	57.57%	17,468	0.27%	0.29%	84.83%
Total Population	5,197,317			6,417,724			23.48%	6,198,833			19.27%	6,567,296			26.36%

*Includes individuals who identified as a particular race and Hispanic ethnic group.

**2013 ACS Disability data is only available at the Census Tract level.

MPA Regional Average (BG): Mean of the percentage per Census block group for each population variable. Used to map locations of population groups in the region.

Total Percentage: Percentage for the total regional total for each population variable. Used to compare a change over time for the whole region.

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 significant percentage of protected class populations versus unprotected class populations (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).

First, the number of jobs accessible was calculated for each of the Travel Survey Zones (TSZ). 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 2040 includes results for the number of jobs accessible by auto within

0 to 15, 16 to 30, and 31 to 45 minutes, and within 0 to 30, 31 to 60, and 61 to 90 minutes by transit.

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 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-Ride² and No Park-and-Ride.³

Next, the number of TSZs located within 0 to 15, 16 to 30, and 30 to 45 minutes for auto, and 0 to 30, 31 to 60, and 61 to 90 minutes for transit were identified for each TSZ. Then, the total number of jobs accessible by auto and by transit were summed and saved as attributes of each TSZ. Finally, the regional average number of jobs accessible to protected zones 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:

i = Index used to represent a travel forecasting zone.

ϕ = 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 ϕ so that it is equal to 1 for those zones that have a performance measure lower than the regional average.

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).

First, the number of jobs accessible was calculated for each of the TSZs. 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.

Next, the number of TSZs located within two miles of each TSZ were identified. Then, the total number of jobs accessible by bicycle/walking was summed and saved as attributes of each TSZ. Finally, the following formula was used to calculate the regional average of the number of jobs accessible to protected zones by bicycle/walking:

$$Jobs\ for\ bicycle\ / walking_{Regional\ average} = \frac{\sum_{i=1}^n Jobs\ within\ 2\ miles_i \times Population_i \times \phi_i}{\sum_{i=1}^n Population_i \times \phi_i}$$

Where:

i = Index used to represent a travel forecasting zone.

ϕ = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

¹ [TerminalPKTIME] of the PK_HOV.mtx file

² Minimum of ([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 ([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.

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 \emptyset so that it is equal to 1 for those zones that have a performance measure lower than the regional average.

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 \emptyset so only travel to protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the \emptyset parameter is inverted accordingly. The formula for Population Accessible to Regional Shopping Mall and University Special Generators is shown below:

$$\text{Population Acc by auto to } SG_{30\text{min}} = \sum_{i=1}^n \beta_i \times \text{Population}_i \times \phi_i$$

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 by a Special Generator and 0 otherwise. Access to special generator types of Hospital, Regional Shopping Mall, and University Special Generators are calculated separately.

\emptyset = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

⁴ Minimum of (([Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Drive Time] + [Egress Walk Time] + [Dwelling Time]) from BOPPR.mtx, BROPNPRnew.mtx, and ROPPR.mtx

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 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-Ride⁴ and No Park-and-Ride.⁵

This calculation incorporates the parameter \emptyset so only travel to protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the \emptyset parameter is inverted accordingly. The formula for Percentage of Zones Accessible by Transit to Hospital Special Generators is shown below:

$$\%Zones \text{ Acc by Transit To Hospita } SG_{60\text{min}} = \frac{\sum_{i=1}^n \beta_i \times \phi_i}{\sum_{i=1}^n \phi_i}$$

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, BROPNPRnew.mtx, ROPPR.mtx, BOPNPR.mtx, BROPNPRnew.mtx, and ROPNPR.mtx

\emptyset = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

⁵ Minimum of (([Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Walk Time] + [Egress Walk Time] + [Dwelling Time]) from BOPNPR.mtx, BROPNPRnew.mtx, and ROPNPR.mtx

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 below:

Congestion Level =

$$\frac{\sum_{i=1}^n (\text{Max}(\text{AMHRVOC}_{AB_i}, \text{PMHRVOC}_{AB_i}) + \text{Max}(\text{AMHRVOC}_{BA_i}, \text{PMHRVOC}_{BA_i})) * \text{MODEL_LENGTH}_i \times \phi_i}{\sum_{i=1}^n (\text{MODEL_LENGTH}_i \times \phi_i \times \beta_i)}$$

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.

ϕ = 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 ϕ 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 ϕ so only travel to protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the ϕ parameter is inverted accordingly. The formula for Average Trip Time is the following:

$$\frac{\sum_{i=1}^n ([HBW]_i * [\text{PKTIME_AB/ PKTIME_BA}]_i \times \phi_i)}{\sum_{i=1}^n ([HBW]_i \times \phi_i)}$$

Where:

i = Index used to represent a travel forecasting zone.

[HBW] = Home-based work trips taken from core [HBW] in matrix PADIST.MTX.

PKTIME_{AB/BA} = Shortest path travel time in AM peak period; core in PK_{HOV}.MTX. This core is used in order to be similar to the values that appear in the Trip Distribution portion of the performance report; Terminal Time is not incorporated.

ϕ = 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 ϕ so only travel to protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the ϕ parameter is inverted accordingly. The formula for Average Trip Length is the following:

$$\frac{\sum_{i=1}^n ([HBW]_i * [\text{MODEL_LENGTH}(\text{Skim})]_i \times \phi_i)}{\sum_{i=1}^n ([HBW]_i \times \phi_i)}$$

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.

\emptyset = 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 2009-2013 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. The following tables represent the key performance indicators (job accessibility and congestion) for all of the protected classes included in the analysis.

Environmental Justice Population Group	Regional Average	Total Population
African American Race	15.61%	1,044,102
American Indian/Alaskan Native Race	1.37%	88,559
Asian Race	5.68%	407,897
Native Hawaiian/Pacific Islander Race	0.19%	12,748
Hispanic Ethnicity	28.18%	1,811,883
Low Income	15.59%	949,656

Definitions

Total: The total population for the region for each demographic scenario.

Protected: The total population of a TSZ with a total minority population above the regional average or a low-income population above the regional average for the aggregate Environmental Justice group, or an individual Environmental Justice population group that is above the regional average. 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 2017 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 2040 impact the community.

2040 Build: This scenario uses 2040 demographic projections and assumes that all of the recommendations in Mobility 2040 are built. This analysis is performed to determine how building the recommendations in Mobility 2040 will impact the community.

2040 No-Build: This scenario uses the 2040 demographic projections and assumes that no recommendations in Mobility 2040 are built. This analysis is performed to determine how not building the recommendations in Mobility 2040 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 Build and No-build scenario, or is the percent change in congestion.

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 average of 15.59%, the entire population of the zone, both low-income and non-low-income individuals, is considered protected.

How to Read the Chart:

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-Build)
	Protected	3,822,220	5,360,224	5,360,224	
	Non-protected	3,413,288	5,316,620	5,316,620	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	72,785	63,805	77,406	21.3%
	Non-protected	57,869	36,585	44,977	22.9%
	Difference	14,916	27,220	34,429	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	605,941	403,678	620,978	53.8%
	Non-protected	439,156	210,583	338,993	61.0%
	Difference	166,785	193,095	281,985	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,159,954	727,543	1,340,361	84.2%
	Non-protected	903,610	343,397	626,833	82.5%
	Difference	256,344	384,147	713,529	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	248,862	222,132	397,362	78.9%
	Non-protected	126,403	81,145	177,332	118.5%
	Difference	122,459	140,987	220,030	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	1,157,364	1,264,362	2,102,184	66.3%
	Non-protected	749,733	525,340	1,574,234	199.7%
	Difference	407,631	739,022	527,949	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	703,231	906,483	966,705	6.6%
	Non-protected	631,687	545,276	943,646	73.1%
	Difference	71,544	361,207	23,059	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	11,187	16,552	16,632	0.5%
	Non-protected	8,249	9,854	9,875	0.2%
	Difference	2,938	6,698	6,758	
Percent of Lane Miles Congested	Protected	45%	74%	64%	-10%
	Non-Protected	43%	74%	60%	-14%
	Difference	2%	0%	4%	

This represents the additional percent of jobs available in the 2040 Build scenario versus the No-Build scenario for both the protected and non-protected populations. Here the protected population has access to 21.3% more jobs in the Build scenario than the No-Build scenario.

This represents the difference in percentage of congestion levels in the Build and No-Build scenarios. A negative number indicates a reduction in congestion. Here the protected population will experience 10% less congestion in the Build scenario than in the No-Build scenario.

Access to Jobs and Congestion

Performance Results for Aggregate Environmental Justice Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-Build)
	Protected	3,822,220	5,360,224	5,360,224	
	Non-protected	3,413,288	5,316,620	5,316,620	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	72,785	63,805	77,406	21.3%
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	Non-protected	749,733	525,340	1,574,234	199.7%
	Difference	407,631	739,022	527,949	
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	Non-protected	8,249	9,854	9,875	0.2%
	Difference	2,938	6,698	6,758	
Percent of Lane Miles Congested	Protected	45%	74%	64%	-10%
	Non-protected	43%	74%	60%	-14%
	Difference	2%	0%	4%	

A negative percent change indicates a reduction in congestion.

Performance Results for Low-Income Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-Build)
	Protected	2,514,884	3,451,786	3,451,786	
	Non-protected	4,720,624	7,225,058	7,225,058	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	75,969	71,042	84,317	18.7%
	Non-protected	60,303	40,317	50,241	24.6%
	Difference	15,665	30,724	34,075	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	617,373	451,071	672,967	49.2%
	Non-protected	479,256	238,946	388,639	62.6%
	Difference	138,117	212,125	284,328	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,134,307	794,345	1,393,727	75.5%
	Non-protected	988,266	412,951	789,810	91.3%
	Difference	146,041	381,394	603,917	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	257,743	251,111	427,234	70.1%
	Non-protected	155,586	104,541	221,179	111.6%
	Difference	102,157	146,570	206,055	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	1,185,791	1,365,080	2,107,069	54.4%
	Non-protected	847,478	672,428	1,711,354	154.5%
	Difference	338,312	692,652	395,716	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	710,300	989,239	934,713	-5.5%
	Non-protected	647,734	601,149	965,021	60.5%
	Difference	62,565	388,090	-30,308	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	12,749	18,937	19,033	0.5%
	Non-protected	8,231	10,483	10,513	0.3%
	Difference	4,518	8,454	8,520	
Percent of Lane Miles Congested	Protected	41%	70%	59%	-11%
	Non-protected	45%	76%	62%	-14%
	Difference	-4%	-6%	-3%	

A negative percent change indicates a reduction in congestion.

Performance Results for African American Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-Build)
	Protected	2,377,943	3,453,166	3,453,166	
	Non-protected	4,857,565	7,223,678	7,223,678	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	68,457	62,510	74,923	19.9%
	Non-protected	64,422	44,390	54,725	23.3%
	Difference	4,034	18,120	20,198	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	550,010	363,534	550,865	51.5%
	Non-protected	516,125	280,750	446,954	59.2%
	Difference	33,885	82,784	103,911	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,133,240	662,949	1,220,222	84.1%
	Non-protected	992,905	475,690	872,635	83.4%
	Difference	140,335	187,259	347,587	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	238,592	201,892	371,088	83.8%
	Non-protected	167,841	128,042	247,980	93.7%
	Difference	70,751	73,850	123,109	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	1,138,131	1,200,501	2,166,580	80.5%
	Non-protected	880,347	750,970	1,682,830	124.1%
	Difference	257,783	449,531	483,750	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	697,679	883,685	1,025,683	16.1%
	Non-protected	655,676	651,533	921,540	41.4%
	Difference	42,003	232,152	104,143	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	10,438	15,973	16,059	0.5%
	Non-protected	9,489	11,899	11,932	0.3%
	Difference	948	4,075	4,127	
Percent of Lane Miles Congested	Protected	49%	81%	69%	-12%
	Non-protected	42%	72%	59%	-13%
	Difference	7%	9%	10%	

A negative percent change indicates a reduction in congestion.

Performance Results for American Indian/Alaskan Native Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-Build)
	Protected	2,128,303	3,219,442	3,219,442	
	Non-protected	5,107,205	7,457,402	7,457,402	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	64,008	47,794	59,008	23.5%
	Non-protected	66,473	51,311	62,229	21.3%
	Difference	-2,465	-3,517	-3,221	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	514,449	296,267	467,137	57.7%
	Non-protected	532,601	312,385	486,357	55.7%
	Difference	-18,152	-16,118	-19,220	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,039,900	521,989	936,008	79.3%
	Non-protected	1,038,662	542,413	1,006,228	85.5%
	Difference	1,238	-20,425	-70,219	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	185,220	148,889	274,435	84.3%
	Non-protected	193,540	153,238	293,564	91.6%
	Difference	-8,320	-4,349	-19,129	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	923,463	890,309	1,706,862	91.7%
	Non-protected	982,405	898,973	1,896,457	111.0%
	Difference	-58,942	-8,664	-189,595	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	653,655	696,573	908,985	30.5%
	Non-protected	676,075	739,587	975,184	31.9%
	Difference	-22,421	-43,014	-66,198	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	10,584	14,296	14,303	0.1%
	Non-protected	9,475	12,750	12,820	0.5%
	Difference	1,109	1,546	1,484	
Percent of Lane Miles Congested	Protected	40%	72%	59%	-13%
	Non-protected	45%	75%	62%	-13%
	Difference	-5%	-3%	-3%	

A negative percent change indicates a reduction in congestion.

Performance Results for Asian Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-Build)
	Protected	2,547,879	3,460,647	3,460,647	
	Non-protected	4,687,629	7,216,197	7,216,197	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	78,874	58,143	72,585	24.8%
	Non-protected	58,614	46,465	55,826	20.1%
	Difference	20,260	11,678	16,759	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	610,233	343,506	537,654	56.5%
	Non-protected	482,164	290,269	453,182	56.1%
	Difference	128,069	53,237	84,473	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,193,538	551,947	1,037,766	88.0%
	Non-protected	955,044	528,729	959,775	81.5%
	Difference	238,495	23,218	77,991	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	201,026	152,698	297,251	94.7%
	Non-protected	185,694	151,557	283,262	86.9%
	Difference	15,332	1,142	13,989	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	990,511	915,350	2,104,161	129.9%
	Non-protected	951,238	887,254	1,712,262	93.0%
	Difference	39,273	28,096	391,899	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	676,091	712,647	1,021,244	43.3%
	Non-protected	665,887	733,317	923,561	25.9%
	Difference	10,204	-20,669	97,683	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	11,846	16,607	16,656	0.3%
	Non-protected	8,690	11,590	11,642	0.4%
	Difference	3,156	5,017	5,014	
Percent of Lane Miles Congested	Protected	59%	84%	76%	-8%
	Non-protected	40%	72%	58%	-14%
	Difference	19%	12%	18%	

A negative percent change indicates a reduction in congestion.

Performance Results for Hawaiian/Pacific Islander Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-build)
	Protected	922,339	1,262,113	1,262,113	
	Non-protected	6,313,169	9,414,731	9,414,731	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	62,555	49,254	59,898	21.6%
	Non-protected	66,215	50,384	61,440	21.9%
	Difference	-3,660	-1,130	-1,542	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	489,943	295,152	470,284	59.3%
	Non-protected	532,714	309,184	481,939	55.9%
	Difference	-42,770	-14,032	-11,656	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,010,214	503,156	965,340	91.9%
	Non-protected	1,043,236	540,692	987,697	82.7%
	Difference	-33,022	-37,536	-22,357	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	161,279	122,284	246,355	101.5%
	Non-protected	195,449	155,901	293,352	88.2%
	Difference	-34,170	-33,617	-46,997	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	916,988	874,300	1,807,977	106.8%
	Non-protected	972,092	899,318	1,843,484	105.0%
	Difference	-55,104	-25,017	-35,507	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	673,476	758,430	1,041,967	37.4%
	Non-protected	668,897	722,352	943,594	30.6%
	Difference	4,579	36,077	98,373	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	7,774	11,253	11,404	1.3%
	Non-protected	10,097	13,480	13,517	0.3%
	Difference	-2,323	-2,226	-2,112	
Percent of Lane Miles Congested	Protected	44%	74%	63%	-11%
	Non-protected	44%	74%	61%	-13%
	Difference	0%	0%	2%	

A negative percent change indicates a reduction in congestion.

Performance Results for Hispanic Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-build)
	Protected	2,478,948	3,273,570	3,273,570	
	Non-protected	4,756,560	7,403,274	7,403,274	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	76,145	70,560	84,761	20.1%
	Non-protected	60,330	41,270	50,865	23.3%
	Difference	15,815	29,290	33,896	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	651,825	460,710	699,859	51.9%
	Non-protected	462,344	239,789	383,593	60.0%
	Difference	189,481	220,921	316,265	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,234,798	830,145	1,497,125	80.3%
	Non-protected	936,997	406,302	758,627	86.7%
	Difference	297,801	423,843	738,497	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	270,931	259,693	455,015	75.2%
	Non-protected	149,485	104,275	213,855	105.1%
	Difference	121,446	155,419	241,160	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	1,215,401	1,422,629	2,201,587	54.8%
	Non-protected	834,603	663,656	1,679,086	153.0%
	Difference	380,798	758,973	522,501	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	724,046	1,007,572	981,980	-2.5%
	Non-protected	641,043	602,385	943,391	56.6%
	Difference	83,003	405,187	38,588	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	11,954	17,710	17,779	0.4%
	Non-protected	8,679	11,230	11,272	0.4%
	Difference	3,274	6,480	6,507	
Percent of Lane Miles Congested	Protected	46%	76%	65%	-11%
	Non-protected	43%	74%	60%	-14%
	Difference	3%	2%	5%	

A negative percent change indicates a reduction in congestion.

Public Participation Requirements

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

Notices of public input opportunities, including public meetings, will 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 courthouses, and chambers of commerce (including minority chambers). 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, 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 NCTCOG Website. Public comments may also be submitted on the NCTCOG Transportation Department Website and via email. Interested parties may subscribe to receive topic-specific email correspondence. Additional Web-related communication tools are evaluated continually 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 (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 via reference to Transportation Conformity documentation.

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 be provided.

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.

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 citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, 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 participation plan shall be developed by the MPO 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 but not limited to 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 which 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), 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, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed 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 nonprofit 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. 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.

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 2040 Infographic

MY COMMUNITY NEEDS BETTER...

- A. Places to walk or bike
- B. Train service
- C. Bus service
- D. Roads
- E. Options for living near work

TELL US at nctcog.org/survey2040.

TAKE our 6-question survey for a chance to win prizes!



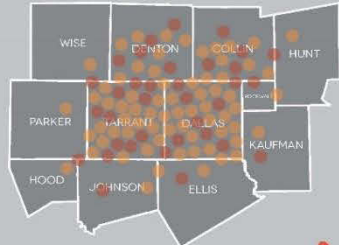
The North Central Texas Council of Governments coordinates with cities, counties, and partner agencies to plan transportation improvements for the 12-county Dallas-Fort Worth area. NCTCOG is seeking public input for the new long-term transportation plan for North Texas.



MOBILITY 2040 TRANSPORTATION CHOICES FOR OUR FUTURE

A GROWING Region

Regional Growth, 2014 - 2040



North Texas adds about 1 million people every decade. By 2040, 10.6 million people will call the region home.

More people means more jobs. North Texas will create an additional 1.9 million jobs by 2040.

All projections are preliminary and subject to further review and analysis.

MEETING THE Challenge

As new people have moved here, we've built more roads and passenger rail. But, more people keep coming. We haven't been able to keep up.

Regional Rail & Highway Miles, 1990 - 2035

Year	Rail Miles	Highway Miles
1990	0	638
2014	146	910
2035	497	1050

Roadway Congestion Levels

Year	Freeflowing	Slower Speeds/Difficulty Changing Lanes	Gridlock
2014	49%	30%	22%
2040	22%	22%	56%

Even assuming 2035 plans are completed, trips on North Texas roads will take roughly 70 percent longer in 2040.

FUNDING ROAD Improvements

The gas tax is the biggest source of transportation funding. It's stayed the same since the early 1990s, even though inflation and the price of gas have increased.

Tolls can help fund new roads. Without the tolls, many roads could not have been built. But, toll roads alone can't keep up with growth.



FINDING A WAY Forward

There's no way around traffic in the future, but we have choices. Our transportation system works to serve different travel needs.

How would these solutions affect your family's daily life?

Maintain & improve existing roads	Leave for work before or after rush hour
Carpools & vanpools	Ride buses
Work at home	Ride trains
Car sharing	Bike & walk
Better connected neighborhoods	Improve traffic operations

Residential options for living a short walk or bike ride away from schools, stores and entertainment
Improvements in technology, signage and emergency response to keep traffic flowing



Mobility 2040 Survey Results

The first Mobility 2040 survey was posted online; promoted by email and social media; and distributed at public meetings, outreach events, and gatherings of community and industry groups during the spring and summer 2015. (Due to rounding, results for each question may not equal 100 percent.)

1. My community needs better _____. (2,501 respondents)
 - A. Places to walk or bike 37% (920)
 - B. Train service 19% (472)
 - C. Bus service 12% (307)
 - D. Roads 27% (664)
 - E. Options for living near work 6% (138)

2. The number one problem making traffic worse on North Texas road is _____. (2,455 respondents)
 - A. Potholes 28% (685)
 - B. Confusing signs 9% (231)
 - C. Truck traffic 21% (516)
 - D. Lots of accidents 23% (555)
 - E. Dangerous intersections 19% (468)

3. If traffic congestion becomes much worse, I would consider _____ to get to work. (2,500 respondents)
 - A. Carpooling 7% (186)
 - B. Taking a train 23% (582)
 - C. Taking a bus 8% (191)
 - D. Leaving before or after rush hour 27% (686)
 - E. Moving closer to work 13% (336)
 - F. I would not change anything about the way I get to work 21% (519)

4. With the population growing and money for new roads limited, how should North Texas invest transportation funds in the future? (2,504 respondents)
 - A. Maintain existing roads 22% (549)
 - B. Make biking and walking easier 17% (434)
 - C. Make taking the train easier 24% (612)
 - D. Make taking the bus easier 9% (219)
 - E. Promote different driving habits 6% (153)
 - F. Use technology to improve traffic flow 21% (537)

5. Would you consider options besides driving alone if they were convenient? (2,450 respondents)
 - A. Strongly agree 46% (1,132)
 - B. Agree 26% (635)
 - C. Slightly agree 9% (211)
 - D. Neutral 8% (195)
 - E. Slightly disagree 2% (48)
 - F. Disagree 4% (110)
 - G. Strongly disagree 5% (119)

6. Do you think roadway congestion is a top challenge facing North Texas? (2,448 respondents)
 - A. Strongly agree 54% (1,315)
 - B. Agree 27% (651)
 - C. Slightly agree 8% (189)
 - D. Neutral 5% (120)
 - E. Slightly disagree 2% (46)
 - F. Disagree 2% (59)
 - G. Strongly disagree 3% (68)

The second Mobility 2040 survey was posted online, promoted through email and social media, and distributed at public meetings and gatherings of community and industry groups during fall 2015. (Due to rounding, results for each question may not equal 100 percent.)

1. Which of the following would most benefit you as you travel on the region's roadways?

- | | |
|---|-----------|
| A. A handful of large-scale improvements to the region's most congested roadways. | 52% (622) |
| B. Many small-scale improvement to roadways throughout the 12-county region. | 48% (575) |

2. Would you like your home municipality to add or improve access to public transportation, such as rail and/or bus?

- | | |
|---|-----------|
| A. Yes, I would like to add or improve access to both rail and bus. | 42% (508) |
| B. Yes, I would like to add or improve access to rail. | 22% (265) |
| C. Yes, I would like to add or improve access to bus. | 4% (49) |
| D. My home municipality already has access to rail and/or bus and does not need to add or improve access. | 7% (80) |
| E. No, I would not like to add or improve access to rail and/or bus. | 26% (310) |

3. For what aspect of the transportation planning process would you most like to provide input?

- | | |
|--|-----------|
| A. Creating a vision for the future of transportation in the Dallas-Fort Worth region. | 35% (418) |
| B. Identifying specific areas or travel corridors that need improvement. | 45% (539) |
| C. How transportation planners communicate with the public. | 12% (140) |
| D. How the transportation system affects air quality and natural lands. | 8% (92) |

4. If you drive alone to work, what factor would most likely lead you to find a different means to commute?

- | | |
|---|-----------|
| A. Higher cost of gasoline | 3% (41) |
| B. More direct access by rail and/or bus | 39% (463) |
| C. More direct access by bicycling and/or walking | 7% (86) |
| D. Higher levels of congestion on roadways | 10% (116) |
| E. Tools to make forming a carpool easier | 2% (25) |
| F. An opportunity coordinated by my employer, such as an employee vanpool | 3% (40) |
| G. Nothing | 24% (283) |
| H. Other (please specify)* | 12% (137) |

5. Has transportation, or a lack of transportation, ever influenced a major life decision, such as where to live or work?

- | | |
|--------|-----------|
| A. Yes | 58% (704) |
| B. No | 42% (503) |

*The open-ended responses to Question 4 can be found at www.nctcog.org/trans/mtp/2040.

Mobility 2040 Outreach Events

Date	Event	Type
March 27, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
March 28, 2015	Fort Worth Earth Party	Community Event, Mobility 2040 Survey 1 Distribution
April 1, 2015	Fort Worth Breakfast Club	Presentation
April 2, 2015	Brookhaven College Earth Day Fest, Farmers Branch	Community Event, Mobility 2040 Survey 1 Distribution
April 9, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 1 Distribution
April 11, 2015	EcoCoppell Earthfest	Community Event, Mobility 2040 Survey 1 Distribution
April 11, 2015	Kemp Wild Flower Festival	Community Event, Mobility 2040 Survey 1 Distribution
April 12, 2015	Oak Cliff Earth Day, Dallas	Community Event, Mobility 2040 Survey 1 Distribution
April 16, 2015	University of Texas Southwestern Medical Center, Dallas	Community Event, Mobility 2040 Survey 1 Distribution
April 18, 2015	EPIC Earth Day Experience, Grapevine	Community Event, Mobility 2040 Survey 1 Distribution
April 22, 2015	Celebrating People and Planet, University of Texas at Arlington	Community Event, Mobility 2040 Survey 1 Distribution
April 23, 2015	University of North Texas Health Science Center Earth Day Celebration, Fort Worth	Community Event, Mobility 2040 Survey 1 Distribution
April 24, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Mobility 2040 Survey 1 Distribution
April 24-25, 2015	Earth Day Texas, Dallas	Community Event, Mobility 2040 Survey 1 Distribution
April 30, 2015	Southeast Area Transportation Alliance, Balch Springs	Community Event, Mobility 2040 Survey 1 Distribution
May 14, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 1 Distribution
May 20, 2015	Bicycle and Pedestrian Advisory Committee, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 1 Distribution
May 27, 2015	Dallas-Fort Worth Area Tourism Council, Farmersville	Mobility 2040 Survey 1 Distribution
June 8, 2015	Public Meeting, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 1 Distribution
June 9, 2015	Regional Freight Advisory Council, NCTCOG Office, Arlington	Discussion
June 11, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 1 Distribution
June 18, 2015	National Defense Transportation Association, Fort Worth	Presentation, Mobility 2040 Survey 1 Distribution
June 19, 2015	Air Transportation Technical Advisory Committee, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 1 Distribution
June 26, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
July 9, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Workshop, Presentation
July 11, 2015	Parker County Peach Festival, Weatherford	Community Event, Mobility 2040 Survey 1 Distribution
July 13, 2015	Naval Air Station Fort Worth, Joint Reserve Base Regional Coordination Committee	Presentation, Mobility 2040 Survey 1 Distribution
July 20, 2015	Garland City Council	Presentation
July 21, 2015	Women in the Environment, NCTCOG Office, Arlington	Presentation
July 24, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
August 11, 2015	Regional Freight Advisory Council, NCTCOG Office, Arlington	Discussion
August 13, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Presentation, RTC Policy Survey
August 24, 2015	City of Dallas Transportation & Trinity Council Committee	Presentation

Date	Event	Type
August 28, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
September 8, 2015	Public Meeting, Downtown Denton Transit Center	Presentation, Mobility 2040 Survey 2 Distribution
September 9, 2015	Public Meeting, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 2 Distribution
September 11, 2015	Women's Transportation Seminar, Grapevine	Presentation
September 14, 2015	Public Meeting, Irving City Hall	Presentation, Mobility 2040 Survey 2 Distribution
September 25, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
October 6, 2015	Institute for Supply Management – Fort Worth, Inc.	Presentation, Mobility 2040 Survey 2 Distribution
October 8, 2015	Texas Truckers Association, Fort Worth	Presentation, Mobility 2040 Survey 2 Distribution
October 8, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Presentation
October 12, 2015	Public Meeting, Hampton-Illinois Branch Library	Presentation, Mobility 2040 Survey 2 Distribution
October 14, 2015	Public Meeting, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 2 Distribution
October 15, 2015	Fort Worth Intermodal Transportation Center	Presentation, Mobility 2040 Survey 2 Distribution
October 22, 2015	Texas Society of Professional Engineers – Mid-Cities Chapter, Arlington	Presentation, Mobility 2040 Survey 2 Distribution
November 12, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Workshop, Presentation
December 4, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
December 10, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Presentation
December 14, 2015	Public Meeting, Denton North Branch Library	Presentation
December 15, 2015	Public Meeting, Richardson Civic Center	Presentation
December 16, 2015	Public Meeting, Ella Mae Shamblee Branch Library	Presentation
January 7, 2016	Public Meeting, Dallas Center for Community Cooperation	Presentation, Draft Document for Review
January 12, 2016	Public Meeting, Lewisville City Hall	Presentation, Draft Document for Review
January 13, 2016	Public Meeting, NCTCOG Office, Arlington	Presentation, Draft Document for Review
January 14, 2016	Regional Transportation Council, NCTCOG Office, Arlington	Presentation
January 22, 2016	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
January 22, 2016	7 th Annual North Texas Realty Symposium, Addition	Presentation
February 9, 2016	Public Meeting, Richardson Civic Center	Presentation
February 10, 2016	Public Meeting, NCTCOG Office, Arlington	Presentation
February 11, 2016	Regional Transportation Council, NCTCOG Office, Arlington	Presentation
February 15, 2016	Public Meeting, Mary Lib Saleh Euless Public Library	Presentation
February 26, 2016	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
March 10, 2016	Regional Transportation Council, NCTCOG Office, Arlington	Presentation

Mobility 2040 Public Comments

The following comments represent those received outside of an official NCTCOG Public Meeting, Regional Transportation Council, or Surface Transportation Technical Committee meeting. Additional written and oral comments received at NCTCOG Public Meetings and Committee Meetings can be viewed online at: <http://www.nctcog.org/trans/mtp/2040/>.

Comment	NCTCOG Response
Cotton Belt Corridor	
<p>We are in full support of the “quiet rail” as opposed to a bus only solution [for Cotton Belt]. My neighbors and I want to ride a train as opposed to a bus anytime. It is a more attractive prospect in many ways -fast, quiet, less pollution, more of a big city feel. I would not likely use a bus solution. I would feel proud to have that quiet rail as part of my community and city. I like the image it provides. Please make note that our vote and overall support is with the “quiet rail.”</p>	<p>Mobility 2040 recommends regional rail in the Cotton Belt corridor from Dallas/Fort Worth International Airport to Plano. The MTP recommends a “one-seat ride” with connectivity to the TEX Rail project in the west. Mobility 2040 will include the “RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)” which outlines efforts to advance rail in the corridor.</p>
<p>My husband and I have been Richardson residents for over 30 years. We as well as our neighbors are excited about a “quiet rail” to the airport. We feel this would be a great addition to the Dallas rail system and one that would be used instead of a bus. We believe that if a bus (even a dedicated bus) is the only solution, most people will opt to just drive their cars instead. A bus would be hampered with weather, traffic, accidents, etc. Please take into consideration our vote and full support of the “quiet rail.”</p>	
<p>I am writing to you regarding the recent public meeting at Richardson City hall where the 2040 Mobility plan was discussed. As it pertains to the Cotton Belt project, I am not in favor of any type of bus solution. <u>This should be a rail solution.</u> Rail projects a strong image for our community that buses simply do not provide. As a business traveler, I frequent the mass transit systems in many cities around the United States and abroad, all of which have both bus and train. I would never consider riding a bus for business travel, but have often used train travel in places like Chicago, London, San Francisco, Boston, New York, Washington D.C. and Paris. Most often this travels involves connections to the airports. I think you would agree that these cities all have a reputation for having progressive mass transit systems that are internationally friendly. And though Dallas may be many decades behind these cities in its development of mass transit, I believe that DART’s progress since the early 80’s has really improved our city’s international reputation especially in the development of the rail system. We are catching up very fast! Please don’t let the first opportunity to provide an East-West rail connector line to be compromised into a bus corridor. I’ve told my school age kids that we will one day be able to walk to a train station from our house in Richardson near UTD and go to the airport, which is quite exciting to them and to me. Thank you for the opportunity to provide input.</p>	

Comment	NCTCOG Response
<p>I am writing to you regarding the recent public meeting at Richardson City hall where the 2040 Mobility plan was discussed. I am the Director of Public Relations for the Canyon Creek HOA. Our voluntary HOA represents 2800 households roughly between Renner and Campbell between UTD and Central Expressway. I have also been a member of the Cotton Belt environmental impact study group. Our HOA has previously and continues to express full support for a rail based service on the Cotton Belt running from 190 station to DFW. We recognize the importance of this key transit corridor, and the opportunity rail provides to meaningfully impact mobility in the region. Of course we are not unconcerned about noise, and have worked with The City of Richardson to help get “Horn free” quiet crossings at all the rail crossings in Richardson. We also encourage the use of “quiet engines like the ones being tested on the Denton rail system. We are not in favor of a bus based solution for this corridor. It would generate more pollution. It does not project a strong image for our community. Busses do not attract the same ridership as rail, and while the Comet Busses have been quite successful supporting student traffic for UTD, the vision for Comet Town is based on rail access to draw from a wider region, and support ridership for travelers coming into DFW, and professionals using the hotel and conference center.</p>	
<p>Richardson strongly supports expediting the development of the Cotton Belt corridor as a passenger <u>rail</u> route.</p>	
<p>Rail should not be delayed by transferring focus to Bus Rapid Transit.</p>	
<p>Richardson is not opposed to evaluating Bus Rapid Transit or High Intensity Bus service on other select corridors in the region such as up to McKinney and northern Collin County along US 75 or along DART’s existing rail corridor.</p>	
<p>Rail is a better catalyst for development and attracting users than BRT and we should not defer to an option that might further delay rail on the Cotton Belt.</p>	

Comment	NCTCOG Response
<p>I am writing you in regards to the Regional Transportation Council’s (RTC) request for public input on the Cotton Belt corridor. During the December 10, 2015 meeting, the RTC requested that NCTCOG staff solicit public input regarding bus or rail options on the Cotton Belt corridor east of Dallas/Fort Worth International Airport. On behalf of the City of North Richland Hills, I wish to express our support to keep light rail as the permanent mode of transportation in the Cotton Belt Corridor east of the DFW International Airport. It should be noted that the City of North Richland Hills is not opposed to a bus option (e.g. Bus Rapid Transit or High Intensity Bus Service) at the onset to make a complete route. However, any bus option must only be for a temporary period of time. As mentioned in the December 10th RTC meeting, DART has not only approved funding for rail on the Cotton Belt Corridor in their 2035 surface plan, they are currently working on expediting the time table to bring rail to the Cotton Belt Corridor east of the DFW International Airport sooner than originally planned.</p> <p>As you know, the RTC has adopted the policy of regional connectivity and seamless connections (e.g. one-seat ride). In addition, it is also my understanding that the three largest transportation organizations (Dallas Area Rapid Transit, Denton County Transportation Authority- and the Fort Worth Transportation Authority) in the area also have a one-seat ride policy with regards to light rail implementation. Allowing any mode of permanent transportation, other than rail, on the Cotton Belt Corridor long term, would not only go against the current policy of the RTC (and the aforementioned transportation organizations), it would also have a negative effect on overall ridership of rail.</p> <p>As mentioned in the December 10th RTC meeting, and in the December 16th Fort Worth public meeting, past NCTCOG studies indicated around 50% of the riders of TEX-Rail want to continue on the rail past the DFW International Airport. Rail on both sides of the Cotton Belt Corridor makes travel for work, school, and entertainment and shopping in the DFW Metroplex faster and easier by offering the riders the convenience of direct services to their destination without the need to transfer. Allowing another permanent mode of transportation option east of DFW International Airport would force the rider to transfer. It is my understanding, that there is an inverse relationship between transfers and ridership We at the City of North Richland Hills believe forcing a transfer in order to continue east of the DFW Airport would negatively affect ridership. Thus, use of any mode of permanent transportation other than light rail on the Cotton Belt Corridor in the east would hurt the viability of the system.</p>	

Comment	NCTCOG Response
<p>IH 635 Corridor</p>	
<p>I am president of Oak Tree Village Homeowners Association in Lake Highlands. We are located one mile south along Skillman south of 635. We are at the southern edge of where the Skillman Gateway Project starts. I cannot attend the January 7 meeting, but I want to go on record in support of expediting the Skillman Gateway Project and Signature Bridge, Sound Walls along 635, and the LBJ East Expansion Project with continuous frontage roads from US-75 to I-30. We accept that there will be traffic issues during the construction period, but expedited start and completion of these projects is extremely important to our neighborhoods in northeast Dallas. Thank you for listening.</p>	<p>Improvements to IH 635 or LBJ East remain one of the RTC’s highest priorities. Mobility 2040 recommendations include adding capacity from US 75 to IH 30. From US 75 to Royal Lane/Miller Road the facility will be widened to 10 general purpose lanes. Additionally, 4 concurrent tolled managed lanes (2 in each direction) will be included in this segment to provide a transition and continuity to the LBJ Express project west of US 75. From Royal Lane/Miller Road to IH 30, the facility will be widened to 10 general purpose lanes, and will include 4 concurrent express lanes (2 in each direction). The express lanes in this segment will not be tolled. Additional improvements to frontage roads and interchanges will be included throughout the corridor. In addition to these capacity expansions, early implementation of noise walls and improvements near Skillman/Audelia will be advanced.</p>
<p>I live on Kenwhite dr. in Merriman Park estates of Lake Highlands. 1. I support expediting the Skillman Gateway project a. To increase safety and straighten out the Skillman /LBJ /Audelia crossing b. I support the signature bridge to provide a real gateway into our community and CONNECT north of 635 with south of 635 c. We need the economic development this project will bring and the additional opportunities for development 2. I support expediting the Sound Walls along all residential areas protecting our neighborhoods from the public nuisance of 635 a. Quality of life, property values, and individual peace of mind must be improved with the sound walls that have been promised for years b. With increased congestion and traffic the issues have increased exponentially, and the proper height and length of the sound walls are essential 3. I support the LBJ East Expansion project with additional free use (tax funded) lanes even if it included optional tolled express lanes from 75 to Miller Road. a. I understand that without the partial tolling of the optional express lanes, the project could be delayed indefinitely, and this project is essential to our quality of life and mobility b. I support the 5:2:2:5 lane allocation with 5 free use lanes going each way and 2 tolled lanes going each way (the tolled lanes are only from 75 to Miller road exit and become free east of Miller Road) c. We need continuous frontage roads to help with access and provide opportunity for economic development to meet restaurant and retail needs Secondary Issues: 1. I support expediting Skillman Gateway project and the sound walls separate from LBJ East expansion and begin ASAP! 2. LBJ East Expansion project should be the highest transportation project in the region 3. I support additional options including a pedestrian cap (similar to Klyde Warren Park) over 635 to provide green space and park opportunity for an area of the city in desperate need of recreational amenities</p>	

Comment	NCTCOG Response
<p>There’s a survey circulating from Senator Don Huffines that has a question asking if the 635 project from 75 to I30 should be completed with tolls, or postponed. In other words, the State can’t afford it without the four toll lanes, and won’t be able to until they figure out how to raise taxes or fees. First, he uses a scare tactic by alluding that 635 is a “Toll Road”. Not true. The debate is about toll LANES. As it stands currently, there would be five “free” lanes in each direction, and two toll lanes in each direction. What we’re actually talking about is four out of fourteen lanes. Don’t let his use of “toll road” confuse you.</p> <p>Without toll lanes, Texas has to raise fees and/or taxes to pay for road improvements. This is not solely an East Dallas area problem, it’s state wide. We could even be looking at a State income tax. Texas growth is outstripping its resources. New automobile technology will increase the costs of highway construction and maintenance. Let’s face it, the current lane monitoring devices available from every automobile manufacturer don’t work if lanes aren’t clearly marked or disappear in strong sunlight or rain. Waiting five years to improve 635 could (will) cost hundreds of millions more. It’s a high price to pay simply to avoid four toll lanes.</p> <p>Fuel taxes don’t cut it anymore. Cars are becoming more fuel efficient, electric cars are booming, and alternate fuels are on the horizon. Let me ask, how do states like Texas pay for the new, high tech roads necessary to support all these changes? It boils down to higher taxes and fees, or drivers paying for higher speed lanes on a voluntary basis. I personally oppose “toll roads” where all lanes are charged. Toll Lanes are purely voluntary. It’s a freedom of choice, so I refer to the express lanes as “Texas Freedom Lanes”.</p> <p>With Freedom Lanes, drivers have the freedom of using the free lanes, or pay-for-mile Freedom Lanes. Who uses Freedom lanes? The Senator, and others, wants us to believe that Freedom Lanes are only for the “rich”. Actually, they’re used by everyday people that need to get from one part of Dallas to another quickly. Using the guaranteed speed of Freedom Lanes allows repair and service people like electricians, plumbers, air conditioning, appliance repair, and many others to avoid gridlock and rapidly move from job to job. Freedom Lanes can make the difference between two calls a day, or three, Freedom Lanes can mean tens of thousands of dollars a year in additional incomes, and millions to the Dallas economy. Salespeople, limo services, Uber drivers, and so many more people benefit from Freedom Lanes. Tolls become a cost of doing business, and included in their fees. The “only for the rich” argument just doesn’t hold water. And you have the choice of free lanes or Freedom Lanes.</p>	

Comment	NCTCOG Response
<p>Freedom lanes aside, the primary benefit for Lake Highlands, East Dallas, and Garland will be the redevelopment that the 635 road improvements and access roads will bring. I haven't figured out why the area east of 75 is discriminated against, but it was skipped over about ten years ago, and the 635 improvements went to North Dallas. All the massive redevelopment along 635 at Hillcrest, Preston, Dallas North Tollway (that toll road worked), and all the way around to the airport got the redevelopment that Lake Highlands, East Dallas, and Garland so badly need. Now, the State appears to want to delay again simply because someone doesn't want four out of fourteen lanes from Miller Road to 75 to be tolled until they figure out how to tax us in other ways. Let the people that use the lanes help pay for the highway. Give us the opportunity to revitalize and grow our home area. Help us with the 635 gridlocks. Improve our safety. Stop treating us like second class citizens. Give us Texas Freedom Lanes so that we can gain higher home values, thriving communities, and an improved quality of life. It's so much more than an East-West traffic issue. It's about people.</p> <p>Vote to allow the Freedom Lanes now, and stop Texas from figuring out a way to increase taxes and fees on everyone for road improvements later. Return the survey, write, email, or call Senator Huffines's office (info below) with a resounding confirmation that we're tired of being discriminated against, we're tired of road improvements going elsewhere, that we want the vitality and redevelopment that 635 can bring to Lake Highlands, East Dallas and Garland, and we absolutely don't want increased taxes or fees. Do it now, and avoid higher taxes later.</p>	

Comment	NCTCOG Response
Miscellaneous	
<p>I attended a public meeting at the Hampton Illinois Library last month about the 2040 Mobility plan. At the beginning of the meeting, "Congestion" was named the #1 problem in North Texas. However, after your presentation on how this region plans to spend almost \$100 billion, congestion in this region will actually get worse.</p> <p>Can you explain to me why the North Texas Council of Government is not rethinking their strategy for moving people and goods. If this plan is not going to make the situation better, why is this plan going to be adopted? It makes no sense to spend this amount of money and not accomplish your goal of reducing congestion. I would think you need to start from scratch and figure out solutions that actually reduce congestion.</p>	<p>Growing metropolitan regions across the country are facing a similar problem – regions can't build their way out of congestion. The amount of transportation funding that is available in our region can't keep up with the growing demand as an additional 3.7 million people are expected to move here between now and 2040. Therefore, one of the goals of Mobility 2040 is to <i>manage</i> congestion instead of completely solving it.</p> <p>The congestion maps that were shown at the public meeting represent current levels of congestion and expected congestion in the year 2040 if all the transportation improvements were built. However, there is an additional map showing what congestion in the region would look like if none of the Mobility 2040 improvements are made; the levels of congestion in this map are even worse.</p> <p>While roadway funding does comprise a significant portion of the cost of the plan, funds for other types of improvements that can help reduce congestion are included as well.</p>
<p>I posted this map to my Facebook timeline saying it would be nice if these two points were connected by some kind of bikeable path. At present there isn't a way to get to a TRE station from anywhere south of Trinity Blvd without actually riding ON Trinity Blvd - which is incredibly dangerous. My friend Zach Ford told me there are infrastructure planning hearings underway for the 2040 plan and suggested I attend and make this specific suggestion / comment or, send it to one or both of you guys. (since I probably can't make it to an actual hearing). To elaborate, I find the TRE is a nice way to shave miles off of the ride to and from Dallas or Fort Worth (I've done both), and it's nice to have a chance to rest coming back. The problem, however, is that there simply isn't a safe cycling route between central Arlington, where I live, and either of the two closest TRE stations - Bell or Centreport. The attached map shows the Northeastern end of the River Legacy cycling trail and its proximity to Centreport station. If this final connection could be made the River Legacy bike / pedestrian paths could be transformed from mere recreational facilities to actual, useful transportation infrastructure. To use my personal route as an example again, if I want to go to the TRE station in Hurst I have to ride about 11 miles of city streets including Trinity Blvd. If there were a connection at the two points on my map the distance wouldn't change, but I could ride nearly half of it non-stop through the River Legacy park, where I would not have to worry about, or impede, automobile traffic. Aside from the additional rights of way and the physical installation of such a connection the existing trails would likely require lighting improvements for safety after dark.</p>	<p>Last September the RTC approved funding to construct a 12-foot wide path from CentrePort Station to the River Legacy Trail, as well as a northward extension along SH 360 to Trinity Blvd. where the new American Airlines Corporate Campus will be located. Funding for the extension of the River Legacy Trail was approved by the RTC in 2014 and the city of Arlington is currently working on the design.</p> <p>A more detailed map of existing, funded, and planned trails and on-street bikeways in Tarrant County can be viewed by clicking on the following link: Tarrant County Bikeway Network.</p>

Comment	NCTCOG Response
<p>1) Can seemingly-undue regulatory burdens be eased for bike/ped-only projects? These seem to hamper reasonable cost objectives and slow implementation considerably.</p> <p>2) Can there be potential for expediting well-coordinated projects with significant over-matches from both private commitments and city CIP funds?</p> <p>3) Is there potential for mechanisms that expedite ROW preservation thru owner-agency commitments where local jurisdictions provide high-level indications of interest?</p> <p>4) Similarly, what additional programs other than SD might qualify large-scale active transportation projects with high degrees of 'Last-Mile' objectives, and significant mitigation levels of both environmental justice, and environmental/scenic enhancement?</p>	
<p>Denton County Transportation Authority Projects of Interest for inclusion in Mobility 2040:</p> <p><u>Commuter Rail</u></p> <ol style="list-style-type: none"> 1. A-train Extension – North to SH 380 2. A-train Extension – South to Belt Line/Future Cotton Belt Rail Line 3. 35W – Add from Alliance to Denton; possible right-of-way only 4. 35W – Sustain from Fort Worth CBD to Alliance 5. BNSF to Downtown Frisco – Sustain from Carrollton to Frisco <p><u>Regional Bus</u></p> <ol style="list-style-type: none"> 6. 35W Corridor – Denton to Fort Worth 7. SH 380/ FM 423/ DNT – Denton to SRT (SH 121) 8. DFW Airport Connection 9. 35E/35W Connector (FM 3040 or FM 1171) 10. Clear understanding of passenger travel guarantee concept <p><u>Highway</u></p> <ol style="list-style-type: none"> 11. 35W – Roadway construction from Alliance to Denton 12. 35W Bus Lane – Ultimate design and Interim during construction 13. SH 380 – Widening and grade separations 14. Sam Rayburn Tollway (SRT) – Capacity improvements <p><u>Hike/Bike/Veloweb</u></p> <ol style="list-style-type: none"> 15. Trail Connection from Hebron Station to Carrollton Trail System 	<p><u>Commuter Rail</u></p> <ol style="list-style-type: none"> 1. This is not included in Mobility 2040 because it is not anticipated to be operational by the year 2040. 2. This recommendation is included in Mobility 2040. 3. This is not included in Mobility 2040 because it is not anticipated to be operational by the year 2040. 4. This is not included in Mobility 2040. A High-Intensity Bus line is recommended in place of a rail line in this corridor. 5. This recommendation is included in Mobility 2040. <p><u>Regional Bus</u></p> <ol style="list-style-type: none"> 6. Included as “Candidate High-Intensity Bus Corridor”. Southern portion is included as a Major Transit Corridor Project. 7. Included as “Candidate High-Intensity Bus Corridor”. 8. Included as “Candidate High-Intensity Bus Corridor”. 9. Included as “Candidate High-Intensity Bus Corridor”. 10. This concept is discussed in the Transit section of the Mobility Options chapter. <p><u>Highway</u></p> <ol style="list-style-type: none"> 11. Recommendations for IH 35W include a widening to 6 freeway mainlanes plus 2 tolled managed lanes in each direction by 2040. 12. Recommendations include tolled managed lanes which could be used for transit vehicles, but not specifically bus lanes. 13. The recommendations for this road include widenings to between 4 and 6 lanes with select intersection and interchange improvements. 14. Capacity improvement recommendations on SH 121/Sam Rayburn Tollway remain the same as previous MTPs with a widening to 8 lanes between 2018 and 2027. <p><u>Hike/Bike/Veloweb</u></p> <ol style="list-style-type: none"> 15. This trail connection was included in previous MTPs and is also recommended in Mobility 2040.

Comment	NCTCOG Response
<p>On behalf of the Southeast Tarrant Transportation Partnership and our partners, we write in support of the Southeast Corridor project (I-820, I-20, and US 287) in Tarrant County.</p> <p>The southeast corridor project is essential to the mobility and connectivity of the growing population in southeast Tarrant County to several major employment and economic centers. The current facility does not have the capacity to handle the current demand safely and efficiently – let alone the demand to come as Tarrant County and the region grows exponentially.</p> <p>Please accept this letter as our formal support of the improvements outlined in <i>Mobility 2040</i> for the Southeast Corridor Project. For our organization, accelerating the development is our top priority and would hope to see any improvements to this project expedited.</p>	
<p>The City of Aubrey wants to acknowledge that the Collin/Denton County Loop that we are referring to as the Greenbelt Parkway through Aubrey is on our present Master Thoroughfare Plan as approved by the City Council in 2015. The project would be a new staged freeway connecting the Dallas North Tollway in Celina with Loop 288 or I35 in Denton. We are pleased that the roadway is also in the RTC’s plans for the future and we would encourage your continued support.</p> <p>The roadway will be crucial to the transportation needs of Aubrey and the region as this area continues its dynamic growth. Please express our appreciation to the Regional Transportation Council for their leadership in this area and their continuing dedication to this complicated task.</p>	
<p>The Aubrey Independent School District wants to express its support for the concept of an outer loop through Aubrey. We have reviewed the City of Aubrey’s Master Thoroughfare Plan and understand the importance of a roadway to this region.</p> <p>The roadway could greatly enhance the property values in our school district and have a positive impact on the growth of our student population.</p> <p>We are pleased that the concept of a roadway in this area in the Regional Transportation Council’s 2040 Plan and ask for your continued support.</p>	
<p>It is our understanding that the Regional Transportation Council is in the process of updating the 2040 Mobility Plan. As the RTC deliberates on the various components of the plan, the City hopes consideration will be given to providing focus to urban and suburban revitalization efforts to implement the sustainable land uses and context sensitive designs that are vital to reducing urban sprawl, improving air quality and quality of life in general. Because these efforts are relatively expensive, they are difficult for small communities like Bedford do implement unilaterally.</p>	<p>Mobility 2040 includes programs and policies related to sustainable development, context-sensitive design, and safety.</p>

Comment	NCTCOG Response
TEX Rail	
	Please see the Regional Transportation Council handout on the following pages for a summary of the comments and NCTCOG response.

Regional Transportation Council Handout

Additional Public Comments Related to Mobility 2040

At 3:50 pm, Wednesday, March 9, 2016, the North Central Texas Council of Governments received a packet of more than 715 letters opposing the inclusion of TEX Rail in Mobility 2040.

The majority of the letters reference a Tarrant County city in the signature area.

The content of each letter is identical; therefore, staff has summarized the cities represented and number of letters from each city. Also included for your review and consideration, is a copy of the packet cover letter and the letter template used by each individual.

Finally, for your reference staff prepared a summary of TEX Rail funding amounts and sources.

Attachments:

- Cover letter
- Sample of the 717 letters with different typed signature lines
- Summary of zip code locations
- City of Colleyville resolution of support for rail quiet zone in Colleyville
- RTC Consideration

Wednesday March, 9th, 2016

Honorable Members of the
North Central Texas Council of Governments
Regional Transportation Council
616 Six Flags Drive
Arlington, TX 76005

RTC Chair Mark Riley, Vice Chair Ron Jensen, and RTC Members:

In response to your repeated requests for public input, please find attached more than six hundred and eighty (680) letters from Tarrant County constituents regarding the \$1 billion TexRail proposed line, a project contained within the former 2035 and current 2040 transportation plans under your direct jurisdiction.

If you or your staff has any questions, please do not hesitate to contact me.

Respectfully,



Ross Kecseg
Director, Metroplex Bureau
Texans for Fiscal Responsibility

469.224.7727
ross@empowertexans.com

RECEIVED

MAR 09 2016

TRANSPORTATION

3:50 pm /al

Honorable Members of the
North Central Texas Council of Governments
Regional Transportation Council
616 Six Flags Drive
Arlington, TX 76005

TexRail plans to divert \$1 billion (and rising) federal, state, county, and local tax dollars away from new road projects. Even worse, the government's own data says the diesel trains will not reduce air pollution or traffic congestion. In fact, increased rail usage will make traffic worse at busy intersections. Due to its poor outlook, several cities have already opted out of TexRail, while affected communities with fiscal, safety, and congestion concerns have been largely ignored.

Not only should county and city officials stop TexRail, but transportation officials at the Regional Transportation Council (RTC) should remove it from their 2040 Transportation Plan.

Respectfully,

Vince Brancato
Arlington, Texas 76016

Cc: The Honorable Glen Whitley
and the Tarrant County Commissioners Court
100 E. Weatherford
Fort Worth, Texas 76196

Summary of All Letters by City

City	State	Number of Letters
Aledo	TX	1
Arlington	TX	44
Bedford	TX	23
Benbrook	TX	2
Burleson	TX	2
Carlsbad	TX	1
Cleveland	TX	1
Colleyville	TX	396
Coppell	TX	3
Copper Canyon	TX	1
Crowley	TX	4
Dallas	TX	3
Earlier (sic)	TX	1
Eastland	TX	1
Eules	TX	21
Fairland	TX	1
Flower Mound	TX	1
Fort Worth	TX	67
Frisco	TX	1
Gainesville	TX	1
Garden Ridge	TX	1
Garland	TX	1
Grand Prairie	TX	2
Grapevine	TX	29
Haltom City	TX	7
Haslet	TX	2
Helotes	TX	5
Honey Grove	TX	2
Hurst	TX	20
Irving	TX	1
Keller	TX	2
Lucas	TX	1
Magnolia	TX	3
Mansfield	TX	5
McQueeney	TX	1
No Address	TX	4
North Richland Hills	TX	28
Rio Vista	TX	1
Roanoke	TX	1
Rowlett	TX	1
Sedro-Woolley	WA	1
Southlake	TX	13
Trophy Club	TX	1
Valley View	TX	1
Watuaga	TX	6
White Settlement	TX	1
Wills Point	TX	1
Wylie	TX	1
Total		717

RESOLUTION R-12-3519

**A RESOLUTION APPROVING CITY COUNCIL ACTION
UNDER CONSENT ITEMS AT THE REGULAR
CITY COUNCIL MEETING OF AUGUST 7, 2012**

WHEREAS, City Council has taken action on certain items on the agenda under Consent Items.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEYVILLE, TEXAS:

- Sec. 1. THAT the agenda decisions approved by City Council action under Consent Items as follows are hereby adopted:
- a. Approval of the minutes of the regular City Council meeting of July 17, 2012
 - b. Approval and adoption of the 2012 certified tax roll
 - c. Approval of a contract with Pattillo, Brown and Hill, L.L.P., for audit services for fiscal year ended September 30, 2012, in the amount of \$43,725
 - d. Approval of an interlocal agreement between the City of Grapevine and the City of Colleyville for the operation and maintenance of the southbound Heritage Avenue school zone flasher, south of Hall-Johnson Road
 - e. Approval of an interlocal agreement between the City of Keller, City of Southlake, and the City of Colleyville for the regionalization of the administration and operation of animal control services
 - f. Approval of an interlocal agreement between the City of Colleyville and the Fort Worth Transportation Authority (FWTA) for the design and construction of quad gates at three locations on the Cotton Belt Rail Corridor in Colleyville

AND IT IS SO RESOLVED.

APPROVED BY A VOTE OF 7 AYES, 0 NAYS AND 0 ABSTENTIONS ON THIS THE 7TH DAY OF AUGUST 2012.

Resolution R-12-3519
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ATTEST:



Cynthia Singleton, TRMC, CMC
City Secretary

CITY OF COLLEYVILLE



David Kelly
Mayor

RTC Consideration

- 1) Not a diversion away from roadways
Revenue sources are not eligible for roadways:
 - FTA 5309 New Start grant -- \$498 million
 - The T sales tax -- \$214 million
 - Grapevine -- \$113 million
- 2) Project is already under construction creating potential legal risk (\$400 million to date)
- 3) Significant previous RTC support and funds to advance project
- 4) Significant public support from others to build project
- 5) Significant portion of the region does not have a driver's license or a vehicle available