

## **AGENDA**

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**Friday, August 22, 2025**

**North Central Texas Council of Governments**

**1:30 pm Full STTC Business Agenda (Meeting Will be Held as a Videoconference)**

**1:30 – 1:35**

**1. Approval of July 25, 2025, Meeting Summary**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 5

Presenter: Brian Shewski, STTC Chair

Item Summary: Approval of the July 25, 2025, meeting summary contained in [Electronic Item 1](#) will be requested.

Background: N/A

**1:35 – 1:40**

**2. Consent Agenda**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 5

**2.1. Transportation Paid Education Campaigns for Fiscal Year 2026**

Presenter: Whitney Vandiver, NCTCOG

Item Summary: Staff will seek the Committee's support for the Regional Transportation Council's (RTC) recommendation to the North Central Texas Council of Governments (NCTCOG) Executive Board for the approval of funding up to \$1,849,500 for Transportation Paid Campaigns that will initiate in Fiscal Year (FY) 2026.

Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. The education campaigns are for Public Involvement for multiple projects; safety campaigns of Drive Aware North Texas, Bicycle/Pedestrian Safety (Look Out Texans), Unmanned Aircraft Safety; the Congestion Management Program (Try Parking It and 2026 Fédération Internationale de Football Association [FIFA] World Cup Partnership); and air quality campaigns of Car Care Awareness and Ozone Season Emissions Reduction (Air North Texas). Flexible Funding for Public Involvement/Notifications is for possible unanticipated costs that may arise, such as a specialized public meeting series that may need notifications posted. Efforts will be funded with a combination of Surface Transportation Block Grant Program (STBG), Transportation Planning Funds (TPFs), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Environmental Protection Agency (EPA), Regional Toll Revenue (RTR), RTC Local,

private, and Federal Highway Administration (FHWA) funds, and RTC Transportation Development Credits (TDCs) in lieu of cash match. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, social media, digital, and audio platforms. [Electronic Item 2.1](#) provides more detail.

Performance Measure(s) Addressed: Administrative, Safety

**1:40 – 1:50**

**3. New Regional Transit Safety Performance Measure Targets**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Ezra Pratt, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval will be requested for updated federally required Public Transit Agency Safety Plan (PTASP) regional performance measure targets for Fiscal Year (FY) 2026-2029.

Background: In 2021, the RTC adopted targets to cover FY 2022-2025 for the federally required performance measures under PTASP. PTASP includes measures related to transit safety for passengers, transit workers, and those who share the road with transit vehicles. The North Central Texas Council of Governments now has an opportunity to adjust or reaffirm the previously adopted targets, and adopt several new targets required by the Federal Transit Administration. More information is provided in [Electronic Item 3](#).

Performance Measure(s) Addressed: Safety, Transit

**1:50 – 2:00**

**4. 2025 Public Participation Plan Update**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Carli Baylor, NCTCOG

Item Summary: Staff will present an overview of the Public Participation Plan and outline proposed revisions, which are necessary to reflect federal policies and Infrastructure Investment and Jobs Act (IIJA) requirements.

Background: The current Public Participation Plan in [Electronic Item 4.1](#) was approved by the Regional Transportation Council in November 2018 and amendments were made in November 2022. In accordance with federal law, the Public Participation Plan defines public involvement procedures and comment periods, outlines strategies to inform the public and describes measures to include the many different voices in the transportation and air quality planning process. Other updates will address IIJA stakeholder requirements and the increasing role of technology in public input opportunities. A 45-day

comment period on an updated Public Participation Plan began with public meetings in July. The updated draft Public Participation Plan is provided in [Electronic Item 4.2](#). A presentation containing additional information on the proposed revisions is included as [Electronic Item 4.3](#).

Performance Measure(s) Addressed: Administrative

**2:00 – 2:10**

**5. Fiscal Year 2025 Public Transportation Funding: Programs of Projects**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Shawn Dintino, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) action on the Fiscal Year 2025 Public Transportation Funding Programs of Projects will be requested.

Background: As the designated recipient for Federal Transit Administration funds in the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas, the North Central Texas Council of Governments (NCTCOG) has developed Programs of Projects to suballocate approximately \$211.4 million in Sections 5307, 5310, 5337, and 5339 federal funding to public transit providers in the region. Approximately \$15.2 million in funding remains to be programmed in the future. [Electronic Item 5.1](#) includes additional information. [Electronic Item 5.2](#) contains the proposed Programs of Projects.

Performance Measure(s) Addressed: Safety, Transit

**2:10 – 2:20**

**6. Rail Crossing Improvement Program**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Savannah Briscoe, NCTCOG

Item Summary: Staff will brief the Surface Transportation Technical Committee on the Rail Crossing Improvement Program and request recommendation for Regional Transportation Council (RTC) approval for funding of the program. The Rail Crossing Improvement Program is to improve crossing safety near at-grade rail crossings.

Background: As part of the RTC's 2024 Strategic Transportation Funding Program, approved in February 2024, \$12.5 million (\$10 million Regional Toll Revenue funds plus \$2.5 million in local match) was approved for railroad crossing safety program projects. Using data collected from railroad crossing site visits and other available information provided by cities, railroads, and Texas Department of Transportation, two corridors are recommended – one in southeast Fort Worth and one in west Dallas. These corridors were identified by reviewing annual average daily traffic (AADT), crossing incidents, number of

trains per day, and site-specific safety equipment (gates, lights, pavement markings, etc.). The Fort Worth project coincides with a city-led project for a quiet zone from Kellis Street to Jessamine Street. The completion of this project will improve safety and quality of life by upgrading the corridor and installing a quiet zone. The second project, located in West Dallas, will provide safety and quality of life improvements at Manila Road and East Jefferson Street and will eliminate an at-grade crossing at Vilbig Street. In addition, staff will request approval to administratively amend the North Central Texas Council of Governments and State Transportation Improvement Programs, as well as other planning and administrative documents. [Electronic Item 6](#) includes more information, as well as the proposed action requested.

Performance Measure(s) Addressed: Goods Movement, Safety

**2:20 – 2:30**

**7. Director of Transportation Report on Selected Items**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items will be provided.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

1. Regional Transportation Council (RTC) Member Orientation in October and RTC Subcommittee Meeting in September
2. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 7.1](#))
3. Dallas-Fort Worth High-Speed Rail Update and Proposed Fiscal Year 2026 House Appropriation Bill ([Electronic Item 7.2](#)) ([Electronic Item 7.3](#))
4. The Importance of Getting Your Projects to Construction

Performance Measure(s) Addressed: Administrative

**2:30 – 2:40**

**8. 2025 Texas Department of Transportation Travel Surveys in the Dallas-Fort Worth Metropolitan Planning Area**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Arash Mirzaei, NCTCOG

Item Summary: Staff will provide information on the Texas Department of Transportation (TxDOT) travel surveys being conducted in the Dallas-Fort Worth Metropolitan Planning Area beginning in August 2025.



Background: For over three decades, the North Central Texas Council of Governments (NCTCOG) has conducted periodic travel surveys to monitor changing travel patterns in the Dallas-Fort Worth region. In partnership with TxDOT, NCTCOG will conduct Household, Workplace, and Commercial Vehicle surveys across the 12-county metropolitan planning area beginning in August 2025. The two-year data collection will support updates to the regional travel model and help guide transportation planning.

Performance Measure(s) Addressed: Goods Movement, Roadway

2:40 – 2:50

9. **Fast Facts**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Item Summary: Brief staff presentations will be provided. Please reference the material provided for each of the following topics.

1. *Brian Dell* – West/East Equity Update ([Electronic Item 9.1](#)) ([Electronic Item 9.2](#))
2. *Sydney Mangini* – Coordinated Land Use and Transportation Planning Task Force – September 24, 2025, Meeting Announcement ([Electronic Item 9.3](#)) ([www.nctcog.org/luttf](http://www.nctcog.org/luttf))
3. *Trey Pope* – Local Clean Air Spotlight ([Electronic Item 9.4](#))
4. *Daniela Tower* – 2025 Ozone Season Update ([Electronic Item 9.5](#))
5. *Carolyn Burns* – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
6. *Carolyn Burns* – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
7. Written Progress Reports:
  - Partner Progress Reports ([Electronic Item 9.6](#))
  - July Public Meeting Minutes ([Electronic Item 9.7](#))
  - June–July Public Comments Report ([Electronic Item 9.8](#))
10. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on September 26, 2025**.

**MEETING SUMMARY****SURFACE TRANSPORTATION TECHNICAL COMMITTEE****Friday, July 25, 2025**

The Surface Transportation Technical Committee (STTC) met on Friday, July 25, 2025, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Rifat Alam, Joe Atwood, James Bell, David Boski, Shon Brooks, Tim Palermo (representing Tanya Brooks), Daniel Burnham, Jeff Bush, Farhan Butt, Brenda Callaway, John Cordary, Jr., Tara Crawford, Clarence Daugherty, Chad Davis, Taylor Derden, Pritam Deshmukh, Becky Diviney, Phil Dupler, Eric Fladager, Austin Frith, Gary Graham, Tom Hammons, Namoo Han, Craig Hancock, Barry Heard, Matthew Hotelling, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Gus Khankarli, Eron Linn, Clay Lipscomb, Stanford Lynch, Chad Marbut, Alberto Mares, Brian Moen, Mark Nelson, Nathan Benditz (representing Jim O'Connor), Cintia Ortiz, John Polster, Minesha Reese, Elizabeth Reynolds, Pradnya More (representing Greg Royster), Marah Aqqad (representing Joe Schweitzer), Brian Shewski, Ray Silva-Reyes, Chelsea St. Louis, Aaron Tainter, Errick Thompson, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Therese Bergeon, Natalie Bettger, Joslyn Billings, Chris Bosco, Jason Brown, Jesse Brown, Daniel Cabry, Lori Clark, Korey Coburn, Dina Colarossi, Shawn Conrad, Brian Dell, Brian Flood, Christie Gotti, Eric Greenman, Stephanie Guin, Allen Harts, Reggie Herman, Chris Hocate, Kyle Hoener, Chris Hoff, Parisa Hosseini, John Hudspeth, Dan Kessler, Chris Klaus, Rob Matwick, Malcolm Mayhew, Jeremy McGalhan, Joaquin Moreno, Michael Morris, Dylan Niles, Jackie Nolasco, Chris Northup, Andrew Pagano, Donald Parker, Christopher Poe, Vercie Pruitt-Jenkins, Maggie Quinn, Jacob Reinig, Jackson Rose, Samuel Simmons, Brandon Sparkman, Daniela Tower, Shane Tully, Jill Van Hoewyk, Brendon Wheeler, Amanda Wilson, and Hannah Witcher.

1. **Approval of the June 27, 2025, Minutes:** Approval of June 27, 2025, meeting minutes contained in Electronic Item 1 was requested.

The Minutes of the June 27, 2025, meeting were approved as submitted in Electronic Item 1. Clarence Daugherty (M); John Polster (S).

2. **Consent Agenda:**

- 2.1. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** A recommendation for Regional Transportation Council approval of funding recommendations for the Dallas Fort Worth International Airport and Delta Air Lines, through the North Texas Diesel Emissions Reduction Project 2024 Call for Projects utilizing Environmental Protection Agency funds was requested.
- 2.2. **Federal Functional Classification System Amendments:** A recommendation for Regional Transportation Council approval of 14 amendments to the currently approved Federal Functional Classification System was requested.
- 2.3. **Funding for McKinney Amphitheater Transportation Improvements:** A recommendation for Regional Transportation Council approval of \$2 million in Regional Toll Revenue funding for improvements in proximity to a future amphitheater/event venue in the City of McKinney was requested.

The Committee approved staff's recommendations in Items 2.1, 2.2, and 2.3 on the Consent Agenda. Mark Nelson (M); Jeff Bush (S).


3. **Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Goal Update:** Ken Kirkpatrick provided an overview of the proposed Disadvantaged Business Enterprise (DBE) Participation Goal for Fiscal Year (FY) 2026-FY2028 for United States Department of Transportation contracting opportunities and requested a recommendation for Regional Transportation Council approval.

The Committee approved staff's recommendation as illustrated below. John Polster (M); Tom Hammons (S).

## REQUESTED ACTION – 2026-2028 DBE Goal Update

- STTC approval of:
  - Staff requests a recommendation for Regional Transportation Council approval of the 8.6% Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2026 -2028 for US Department of Transportation contracting opportunities.
  - Administratively amending any administrative and/or planning documents as needed to incorporate this recommendation.

STTC Action Item – July 25, 2025


DBE Program – Fiscal Year 2026-2028 Goal Update
9

4. **2026 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell briefed the Committee on Category 12 funds proposed for approval by the Texas Transportation Commission (TTC) and requested a recommendation for Regional Transportation Council action on the proposed changes for the Regional 10-Year Plan Update.


The Committee approved staff's recommendation as illustrated below. Daniel Burnham (M); Chad Marbut (S).

## REQUESTED ACTION – 2026 UTP/ REGIONAL 10-YEAR PLAN UPDATE

Recommend RTC approval of:

- The Regional 10 -Year Plan project listings, including the proposed changes on the “Let and Completed Projects” listing.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes.

STTC Action Item – July 25, 2025


NCTCOG Presentation
11

5. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items:
  1. Regional Transportation Council Did Not Approve: Transit 2.0 Next Steps, Policy 25-01, and Proposed Funding
  2. Transit 2.0 Next Steps: Receipt of Transit 2.0 Report: Creation of Regional Transportation Council Subcommittee and Focus on Transit Vision
  3. Metropolitan Planning Organization Planning Agreement Extension
  4. Proposed Fiscal Year 2026 House Appropriation Bill – High-Speed Rail Funding

He also announced there would be a Regional Transportation Council (RTC) Member Orientation prior to the October RTC meeting.
6. **Updates Regarding Metropolitan Planning Organization-Selected Funding and Texas Department of Transportation Cost Overrun Funds:** Christie Gotti briefed the Committee on the latest updates about Metropolitan Planning Organization-selected funding categories and Texas Department of Transportation Change Order and Cost Overrun funds received for regional projects.
7. **Electric Vehicle Charging Grant – Communication to Relevant Departments Within Cities, Counties, School Districts, Universities, and Other Government Agencies:** Joslyn Billings provided information on the North Texas Electric Vehicle Infrastructure Call for Projects maximizing project submittals.
8. **Fast Facts:** Staff provided a brief presentation on each item below:
  1. Kyle Hoener – Transportation and Stormwater Infrastructure County Government Workshop
  2. Camille Fountain – Summer 2025 Traffic Incident Management Executive Level Course Announcement – August 12, 2025
  3. Jesse Brown – High Occupancy Vehicle Quarterly Report
  4. Analisa Garcia – Update: Air Quality Handbook
  5. Chris Klaus – North Central Texas Council of Governments Comments to Texas Commission of Environmental Quality Section 185 Failures to Attain Fee Proposal
  6. Daniela Tower – 2025 Ozone Season Update
  7. Juliana Vandeborn – Air Quality Funding Opportunities
  8. Juliana Vandeborn – Dallas-Fort Worth Clean Cities Events
  9. Written Progress Reports:
    - Partner Progress Reports
    - June Public Meeting Minutes
    - May–June Public Comments Report
    - August Public Meeting Notice
9. **Other Business (Old or New):** No items were provided.
10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on August 22, 2025.***

Meeting adjourned at 3:05 p.m.



# Transportation Paid Education Campaigns for Fiscal Year 2026

WHITNEY VANDIVER | SURFACE TRANSPORTATION  
TECHNICAL COMMITTEE | 8.22.2025

# THE THREE E'S FOR EDUCATION CAMPAIGNS

Engineer – Develop initiative

Educate – Inform the audience on the initiative

Enforce – Make sure initiative is being implemented

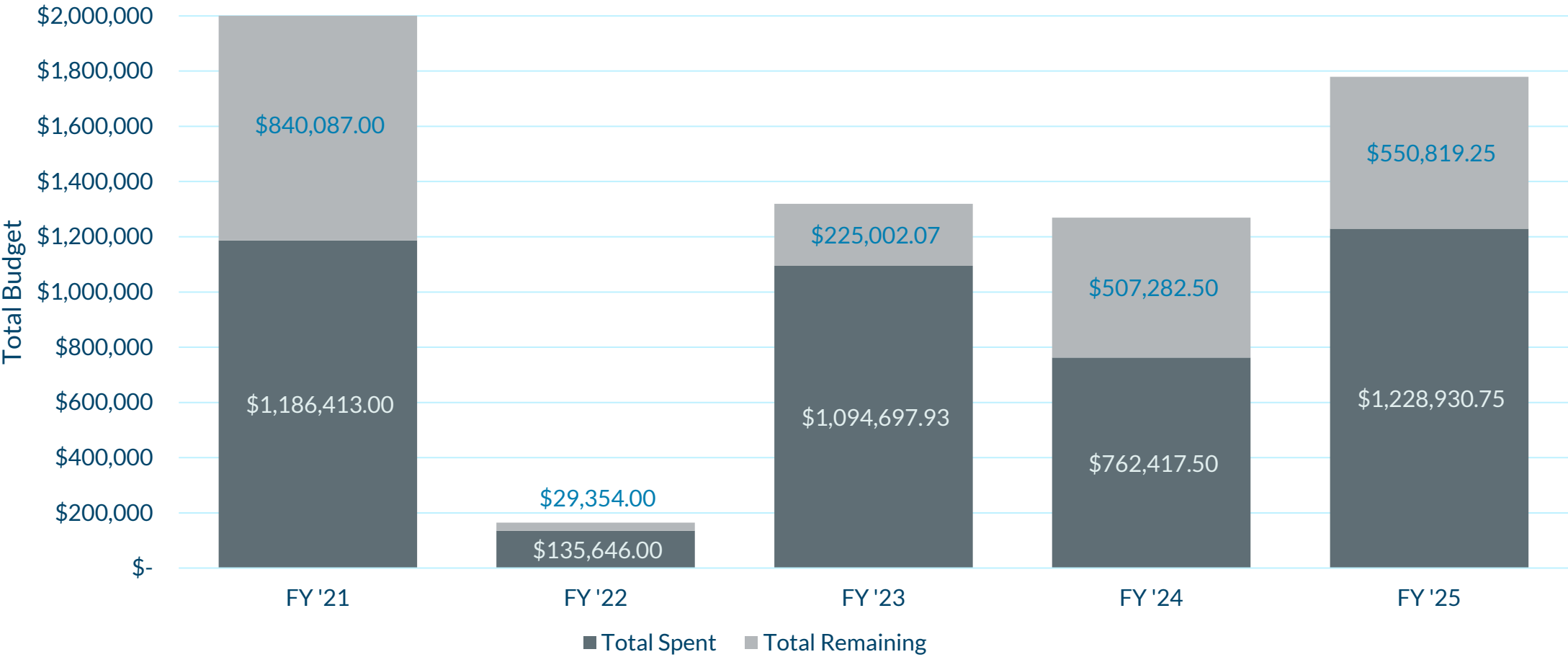
# EDUCATION CAMPAIGNS OVERVIEW

Education campaigns for Transportation Initiatives allows for:

- Lower media buy rates
- Increased and targeted audience reach
- Increased website traffic and engagement
- Greater public participation
- Cross communication for campaigns
- Improved efficiencies with media outlets



# 2021 – 2025 EDUCATION CAMPAIGN BUDGET OVERVIEW



FY '25 current through July 25, 2025. Additional dollars are planned for FY '25 campaigns.

# EXAMPLE EDUCATION CAMPAIGN PERFORMANCE MEASURES SUMMARY

**Program:** Drive Aware North Texas

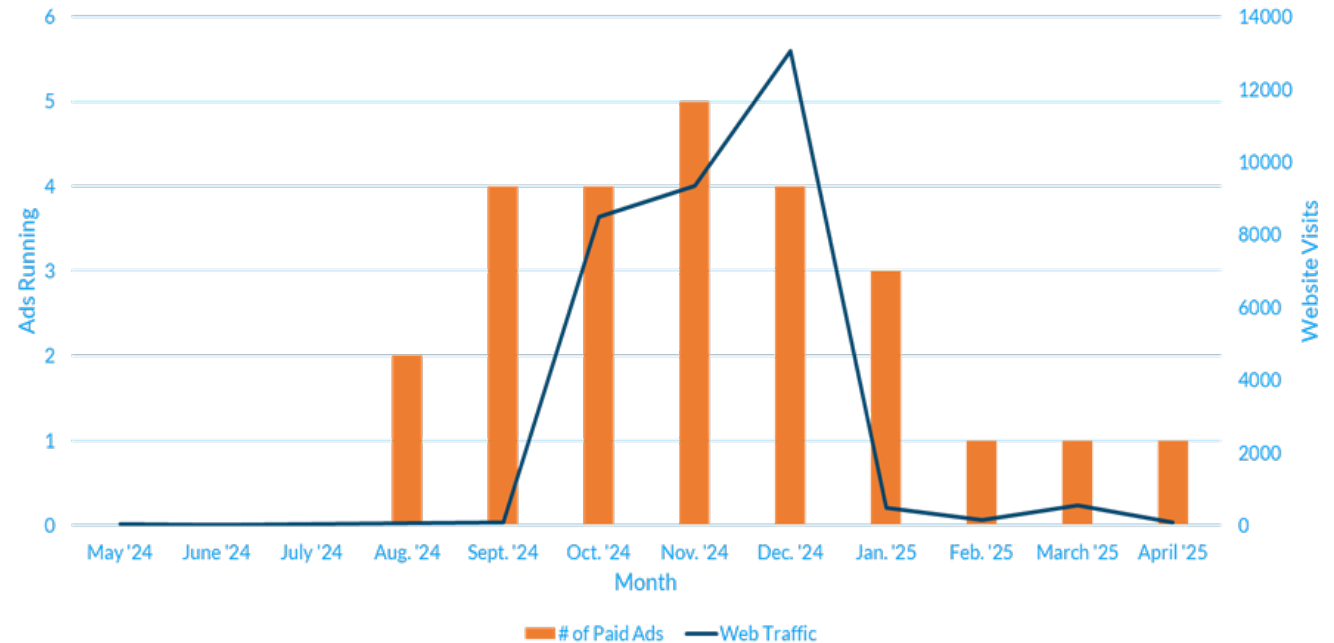
**FY24 Budget:** \$300,000

**Goal:** Increase awareness and understanding of the dangers of distracted driving and/or speeding in correlation with fatal and serious injuries. Provide tips to improve negative driver behavior and actions. Reduce fatal and serious injury crashes.

**Target Audience:** North Texas drivers, with an emphasis on male drivers ages 18-24

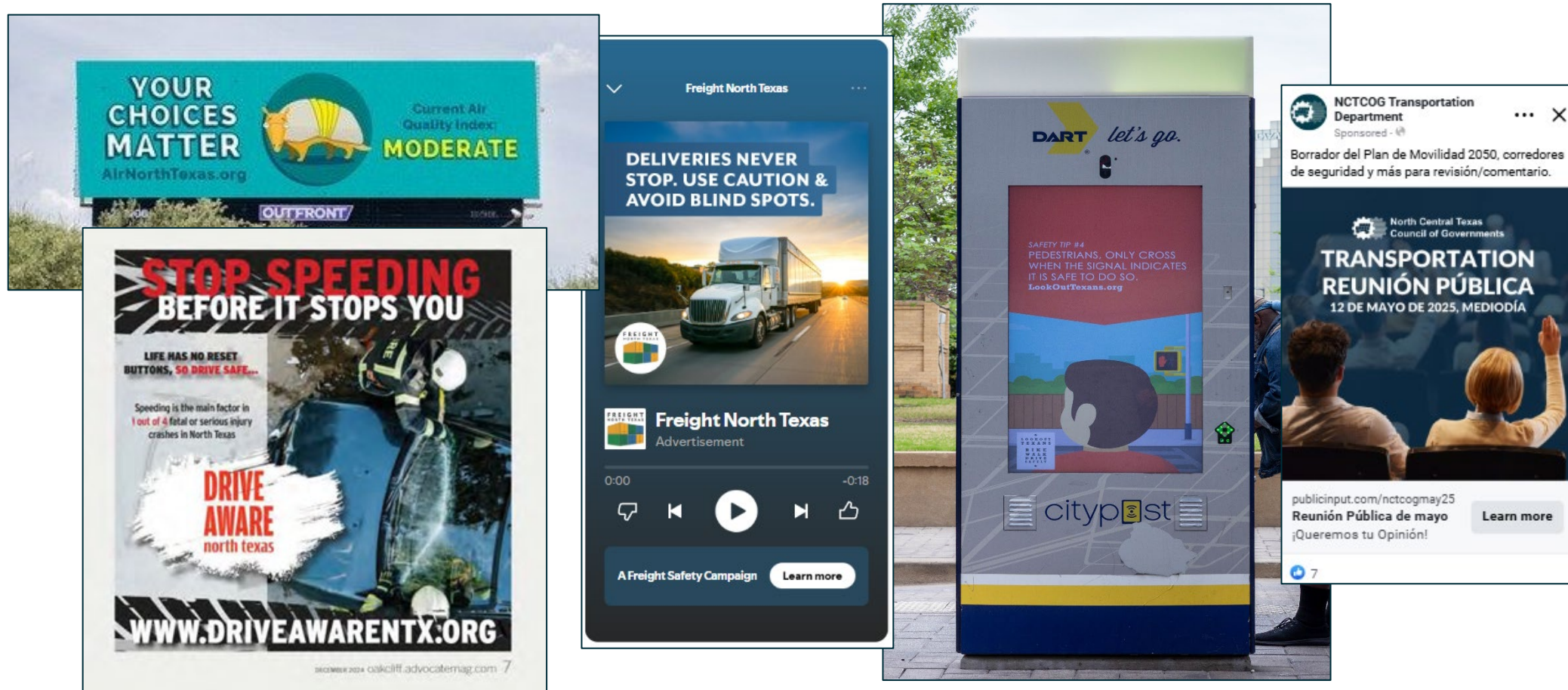
## Future Recommendations:

- Increase investment in YouTube, especially targeting Spanish-speaking drivers.
- Double-down on young male drivers (18-24) – e.g., via college-specific content and creators.
- Geo-target messaging by area to make it more relevant and visible.
- Launch interactive campaigns like driving behavior quizzes, polls, or user challenges.



# EDUCATION CAMPAIGN STRATEGY AND EXAMPLES

Media procurements and placements are monitored and adjusted based on the current market environment and a campaign's key message(s) and target audience.



# TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW

Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2026					
Program Name	Funding Source	Funding Amount	Match Source	Match Total	Total
Public Involvement	TPF/STBG/CMAQ/ EPA/RTR/RTC Local/FHWA/ Private	\$ 160,300	TDCs/Local/ Private	26,500	\$ 160,500
Drive Aware North Texas (SAFETY)	STBG	\$ 300,000	TDCs	60,000	\$ 300,000
Bicycle/Pedestrian Safety (Look Out Texans) (SAFETY)	STBG	\$ 495,000	TDCs	99,000	\$ 495,000
Unmanned Aircraft Safety (SAFETY)	RTC Local	\$ 4,000	N/A	-	\$ 4,000
Congestion Management Program (CONGESTION RELIEF)	STBG	\$ 325,000	TDCs	65,000	\$ 325,000
2026 FIFA World Cup Partnership (CONGESTION RELIEF)	RTC Local	\$ 280,000	N/A	-	\$ 280,000
Car Care Awareness (AIR QUALITY)	STBG	\$ 40,000	TDCs	8,000	\$ 40,000
Ozone Season Emissions Reduction Campaign (Air North Texas) (AIR QUALITY)	CMAQ & STBG	\$ 205,000	TDCs	41,000	\$ 205,000
Flexible Funding*	STBG/CMAQ/ TPF/FTA/RTR/ LOCAL/RTC LOCAL/ FHWA	\$ 40,000	TDCs/TBD	8,000	\$ 40,000
<b>OVERALL TOTAL</b>		\$ 1,849,300		307,500	\$ 1,849,500

Total up to \$1,849,500 to cover paid education campaign expenses for approval.

Campaigns in the table are included in the FY2026 and FY2027 Unified Planning Work Program, which was approved by the RTC and Executive Board.

\*Specific funding source, including match source, will be determined by the project(s) using the Flexible Category, and could also include RTC Local.

# FY2026 PURCHASE AND PLACEMENT OF EDUCATION CAMPAIGNS FOR TRANSPORTATION INITIATIVES

Purpose	Share
Public Involvement	9%
Congestion Relief	33%
Safety	43%
Air Quality	13%
Contingency	2%

Larger paid advertising request for FY2026 is due to additional funding requests in safety and congestion relief campaigns and additional public involvement projects.

# REQUESTED ACTION – FY26 Transportation Paid Education Campaigns

- Recommendation for RTC approval of:
  - Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to \$1,849,500 for Education Campaigns for Transportation Initiatives that will initiate in FY2026, such as:
    - Public Involvement, Drive Aware North Texas, Look Out Texans, Unmanned Aircraft Safety, 2026 FIFA World Cup Partnership, Try Parking It, Ozone Season Emissions Reduction Campaign (Air North Texas), and Car Care Awareness.
  - Match Sources include TPF, STBG, CMAQ, EPA, RTR, RTC Local, FHWA, and Private.

# CONTACT US



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# **New Regional Transit Safety Performance Measure Targets**

Ezra Pratt, AICP

Surface Transportation Technical Committee| 8.22.2025

# Federal Performance Measure Schedule

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	2025 (Pending Data Availability)	2025 (Pending Data Availability)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	February 2025 ✓	March 2025 ✓	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 2024 ✓	September 2024 ✓	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	February 2025 ✓	March 2025 ✓	Biennial
PM3 - Greenhouse Gas Emissions	N/A (Implementation suspended)		
Transit Safety (PTASP)	August 2025	September 2025	Every 4 Years
Transit Asset Management	Late 2026	Late 2026	Every 4 Years



# Public Transportation Agency Safety Plan (Transit Safety) Overview

**Public Transit Agency Safety Plans** (PTASPs) are a means for transit providers and MPOs to monitor and improve the safety of transit systems under their jurisdiction.

Provider targets are established annually, while regional safety targets are established every four years.

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The five required groups of performance measures are listed below:

- **Safety Events**
- **Fatalities**
- **Injuries**
- **Assaults on Transit Workers** [New Measure added in April 2024]
- **System Reliability**

## Policy Direction

- Several new measures were added with updated Federal Transit Administration (FTA) regulations in April 2024
- Goal of the targets is to achieve a **10%** improvement from the regional baseline average performance by 2029
- Fatality targets are set to **zero**, in line with the regional safety position that, “Even one death in the transportation system is unacceptable”



# PTASP Measures & Targets – Current Performance

NCTCOG Regional PTASP Safety Performance Targets	Desired Trend Indicating Improvement	FY 2023** Performance	Current Target
Total Major Events	➡	303	490
Major Events Rate*	➡	0.400	0.770
Total Fatalities	➡	5	0
Fatalities Rate*	➡	0.007	0.000
Total Injuries	➡	396	143
Injuries Rate*	➡	0.523	0.220
System Reliability (Average Miles between Major Mechanical Failures)	➡	26,544	19,841

\* Rate per 100,000 Vehicle Revenue Miles

\*\* Most recent data from the National Transit Database



# PTASP Measures & Targets - Draft Updated Targets

NCTCOG Regional PTASP Safety Performance Targets	Desired Trend Indicating Improvement	FY2020-FY2023 Baseline Average	New Draft Target
Total Major Events	➡	241	217
Major Events rate*	➡	0.355	0.320
Collisions rate*	➡	0.188	0.169
Pedestrian Collisions rate*	➡	0.098	0.088
Vehicular Collisions rate*	➡	0.067	0.061
Total Fatalities	➡	10	0
Fatalities rate*	➡	0.015	0.000
Transit Worker Fatalities rate*	➡	0.008	0.000
Total Injuries	➡	271	244
Injuries rate*	➡	0.397	0.357
Transit Worker Injuries rate*	➡	0.037	0.033
Total Assaults on Transit Workers	➡	5	0
Assaults on Transit Workers rate*	➡	0.007	0.000
System Reliability (Average Miles between Major Mechanical Failures)	➡	20,751	22,826

\* Rate per 100,000 Vehicle Revenue Miles

\*\* Most recent data from the National Transit Database



# Addressing Transit Safety Measures

All Transit Safety performance measures stand to be improved by policies, programs, and projects that are recommended by **Mobility 2050**

**Policy TR3-007:** Implement safety, management and operational efficiency, and multimodal system integration projects and programs as appropriate.

**BUILD and other discretionary grant awards** with transit infrastructure components

**Numerous projects** being implemented by transit providers

- DART removal of mid-platform pedestrian crossings at all rail stations
- Investments in multimodal enhancements at and near major transit centers, such as those resulting from NCTCOG's Routes to Rail Stations studies



# Transit Performance Measures & PTASP Regional Target Update Schedule

Action	Date
<del>Coordination with Regional Transit Providers on Draft PTASP Targets</del>	<del>Early March 2025</del>
<del>STTC Information on TAM/PTASP Performance and Draft Updated PTASP (Transit Safety) Targets</del>	<del>March 28, 2025</del>
<del>NCTCOG Hybrid Public Meeting on TAM/PTASP Performance and Draft Updated Transit Safety Targets</del>	<del>April 7, 2025</del>
<del>RTC Information on Draft Updated Transit Safety Targets</del>	<del>August 7, 2025</del>
STTC Action to Recommend Adoption of New Regional Transit Safety Targets	August 22, 2025
RTC Action to Adopt New Regional Transit Safety Targets	September 11, 2025
NCTCOG Committee Action to Adopt New Transit Asset Management Targets	Late 2026





# REQUESTED ACTION – Regional Transit Safety (PTASP) Performance Measures

Recommendation for RTC approval of:

- New Regional Transit Safety Performance Measure Targets for FY2026-FY2029.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the new transit safety targets.

STTC Action Item – August 22, 2025



# Contacts

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# Public Participation Plan for the Dallas- Fort Worth Metropolitan Area

*November 2022 Update*



North Central Texas  
Council of Governments



Regional Transportation Council

# Table of Contents

<b>1</b>	About the Metropolitan Planning Organization	<b>3</b>
<b>2</b>	Guiding Principles for Public Participation	<b>4</b>
<b>3</b>	Public Participation Goals	<b>9</b>
<b>4</b>	Procedures for Public Comments and Specific Plans and Programs	<b>11</b>
<b>5</b>	Public Participation Strategies	<b>23</b>
<b>6</b>	Evaluation of Public Participation	<b>31</b>

## Appendices

Appendix A:	Laws and Legislation Relevant to Public Participation	<b>35</b>
Appendix B:	Language Assistance Plan	<b>41</b>
Appendix C:	Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery	<b>49</b>
Appendix D:	Title VI Complaint Procedures	<b>54</b>
	El Procedimiento de Quejas Título VI	<b>65</b>
Appendix E:	Regional Transportation Council Rules for Public Comment	<b>76</b>
	Regional Transportation Council Normas para el Comentario Público	<b>78</b>

# 1. About the Metropolitan Planning Organization

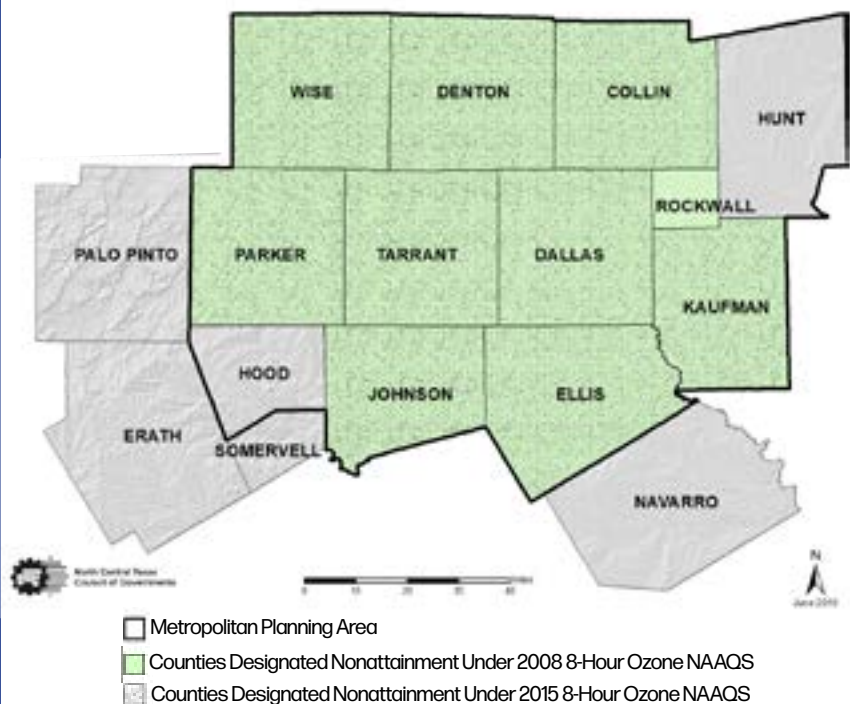
## *North Central Texas Council of Governments Transportation Department and Regional Transportation Council*

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

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

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

### *NCTCOG 16-County Region*



## 2. Guiding Principles for Public Participation

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

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

### ***Consistent and Comprehensive Communication***

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

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







### ***Commitment to Diversity and Inclusiveness***

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

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

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



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

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

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

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

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

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



### ***Consultation with Committees***

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

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

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

### ***Collaboration with Audiences and Stakeholders***

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

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

### Required for General Public Participation

Individuals	Transit benefit program
Affected public agencies	Parking cash-out program
Representatives of public transportation employees	Shuttle program
Public ports	Telework program
Freight shippers	Representatives of users of public transportation
Providers of freight transportation services	Representatives of users of pedestrian walkways and bicycle transportation facilities
Private providers of transportation	Representatives of the disabled
Intercity bus operators	Other interested parties
Employer-based commuting programs	Those traditionally underserved by existing transportation systems:
Carpool program	<ul style="list-style-type: none"> <li>• Low-income households</li> <li>• Minority Households</li> </ul>
Vanpool program	

### Required for Metropolitan Transportation Plan and TIP

Indian Tribal governments
Federal land management agencies, when the MPA includes Federal public lands
Agencies and officials responsible for other planning activities within the MPA that are affected by transportation:
<ul style="list-style-type: none"> <li>• State and local planned growth</li> <li>• Economic development</li> <li>• Tourism</li> <li>• Natural disaster risk reduction</li> </ul>
<ul style="list-style-type: none"> <li>• Environmental protection</li> <li>• Airport operations</li> <li>• Freight movements</li> </ul>

### Required for Metropolitan Transportation Plan

State and local agencies responsible for:
<ul style="list-style-type: none"> <li>• Land use management</li> <li>• Natural resources</li> <li>• Environmental protection</li> </ul>
<ul style="list-style-type: none"> <li>• Conservation</li> <li>• Historic preservation</li> </ul>

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

Employers	Organizations that provide job access reverse commute projects or job-related services to low-income individuals
Private and nonprofit providers of public transportation	
Transportation management organization	

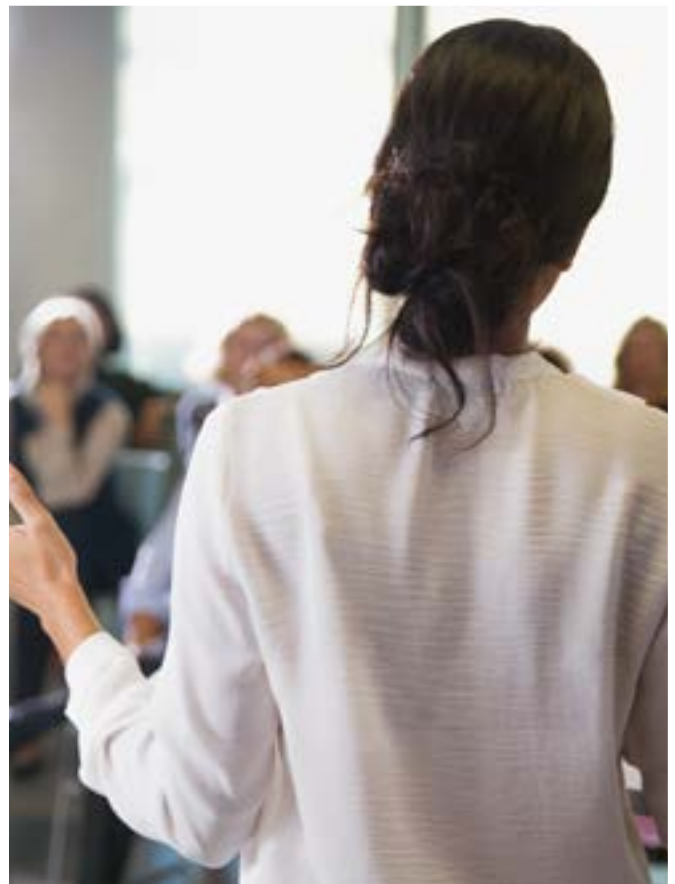
# 3. Public Participation Goals

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

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

## ***Goal 1: Inform and Educate***

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







## ***Goal 2: Engage Diverse Audiences and Encourage Continued Participation***

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

## ***Goal 3: Evaluate Public Participation Strategies and Efforts***

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



# 4. Procedures for Public Comments and Specific Plans and Programs

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

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

## ***Public Comment Compilation, Consideration and Response***

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



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

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

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

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

### ***Additional Comment Opportunities for Changes to Final Plans***

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

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





### ***Inclement Weather and Public Comment Periods***

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

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



### ***Public Participation Plan Development and Updates***

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

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



### ***Unified Planning Work Program (UPWP)***

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

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





### ***Metropolitan Transportation Plan (MTP)***

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

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

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

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

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

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

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

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

## ***Transportation Improvement Program (TIP)***

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

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

## ***Transportation Conformity***

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

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





## ***Federal Transit Administration Funding***

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

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



### ***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](http://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 <a href="http://www.nctcog.org/annual">www.nctcog.org/annual</a> .	Not applicable	Information sent to public involvement contact list NCTCOG publication article Social media

### ***Congestion Management Process***

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

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

## ***Environmental Studies***

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

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





# 5. Public Participation Strategies

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

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

## ***NCTCOG Transportation Department Website***

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

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

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



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

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

### ***Social Media***

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

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





## ***Video***

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings, including livestreams, are posted online at [www.nctcog.org/video](http://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](http://www.youtube.com/NCTCOGtrans) and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at [www.nctcog.org/input](http://www.nctcog.org/input). Depending on the length of the video, not only will it be online at [www.nctcog.org/input](http://www.nctcog.org/input), but it will also be available at [www.nctcog.org/video](http://www.nctcog.org/video) or [www.youtube.com/NCTCOGtrans](http://www.youtube.com/NCTCOGtrans).

## ***Print and Digital Publications***

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

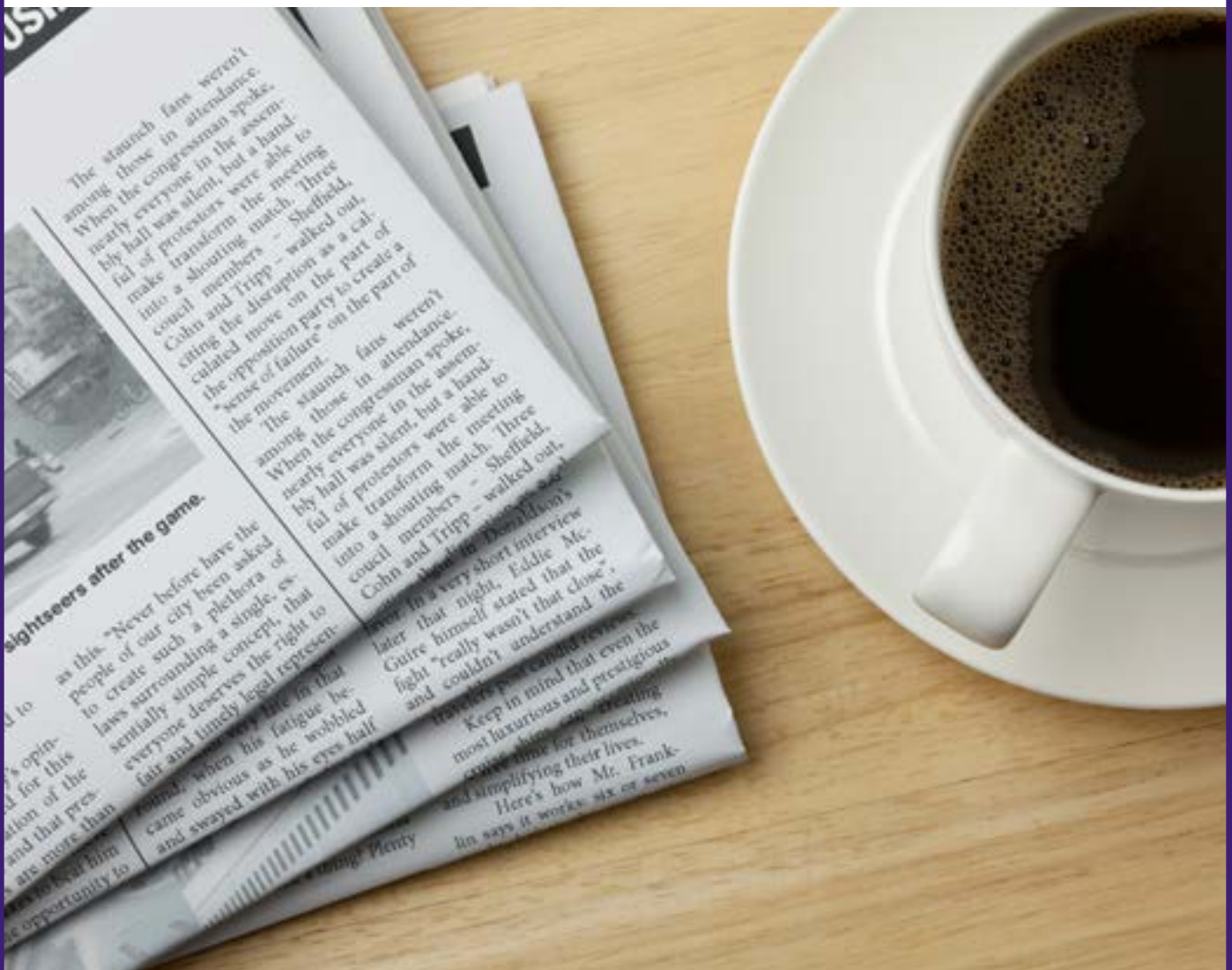
- *Citizen's Guide to Transportation Planning and Programming in the Dallas Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific Fact Sheets and the annual state-of-the-region report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan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

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

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

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

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





## ***Public Meetings, Workshops, Roundtables, Forums and Other Events***

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

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

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

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

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



## ***Community Events***

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

## ***Mail and Email***

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

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

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

## ***Advertising***

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

## ***Shareable Content***

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

## ***Speaking Opportunities***

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

## ***Media Relations***

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

## ***Visualization***

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

## ***Surveys and Keypad Polling***

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

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



## ***Stakeholder Interviews***

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

## ***Telephone Town Halls***

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

## ***Community Networks***

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

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





# 6. Evaluation of Public Participation

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

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

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

## *Evaluation of Project-Specific Outreach*

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





## *Evaluation Matrix for Public Participation Strategies*

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
<b>NCTCOG Transportation Department Website</b>	<p>Total number of visits</p> <p>Number of unique visitors</p> <p>Webpages with most visits</p> <p>Average time spent on significant webpages</p> <p>Top referring websites/sources of web traffic</p> <p>Most common search terms</p>	<p>Identification of trends and changes for website usage</p> <p>Prioritization of and increased accessibility of information and public input opportunities</p> <p>Refined use of metadata to drive traffic</p>
<b>Social Media and Video</b>	<p>Facebook</p> <ul style="list-style-type: none"> <li>• Number of total page likes</li> <li>• Total reach</li> <li>• Average engagement rate per post</li> </ul> <p>Twitter</p> <ul style="list-style-type: none"> <li>• Number of followers</li> <li>• Total number of impressions</li> <li>• Total number of engagements</li> <li>• Average engagement rate per post</li> </ul> <p>YouTube</p> <ul style="list-style-type: none"> <li>• Number of subscribers</li> <li>• Number of views</li> <li>• Estimated minutes watched</li> </ul>	<p>Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions</p> <p>Increased feedback and public input</p> <p>Development of an engaged online base of followers that helps disseminate information and public input opportunities</p>
<b>Print and Digital Publications</b>	<p>Available publication formats</p> <p>Number of print copies of each publication distributed</p> <p>Number of unique views for each publication</p>	<p>Information in multiple formats accessible to all communities in the region</p> <p>Informed understanding of planning process</p> <p>Sustained awareness of public input opportunities</p>

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Meetings and Community Events	<p>Public meetings</p> <ul style="list-style-type: none"> <li>• Number of public meetings</li> <li>• Number of online public input opportunities</li> <li>• Median attendance per meeting</li> <li>• Median online viewers per meeting and online public input opportunity</li> <li>• Accessible locations for individuals with disabilities</li> <li>• Regional accessibility of information</li> <li>• Notification of how to request language translation or special accommodations</li> </ul> <p>Public contacts</p> <ul style="list-style-type: none"> <li>• Number of contacts receiving public meeting notifications</li> <li>• Net change in number of contacts for the year</li> </ul> <p>Public meeting advertising</p> <ul style="list-style-type: none"> <li>• Ad placements</li> <li>• Median reach for each Facebook ad</li> <li>• Median engagement for each Facebook ad</li> </ul> <p>Community events</p> <ul style="list-style-type: none"> <li>• Number of events attended by staff</li> <li>• Number of events distributing NCTCOG Transportation Department information</li> <li>• Total estimated attendance for all events</li> <li>• Geographic representation in event locations</li> </ul>	<p>Information about policies, programs and projects accessible in multiple formats to all communities throughout the region</p> <p>Greater awareness of policies, programs and projects</p> <p>Timely notification through multiple strategies about opportunities to provide input and engage with staff</p> <p>Increased feedback and public input</p> <p>Planned opportunities for the public to interact directly with staff</p> <p>Increased accessibility of staff to communities and partners</p> <p>Transparency in public involvement efforts and the planning process</p>
Public Comments	<p>Total number of comments received</p> <p>Number of comments from meetings and events</p> <p>Number of comments from email</p> <p>Number of comments from social media</p> <p>Number of comments received via other modes</p> <p>Most common comment topics</p>	<p>Transparency in public involvement efforts and the planning process</p> <p>Identification of trends and changes in public attention and concerns</p>



Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Speaking Opportunities	Number of presentation requests Number of presentations Number of people reached Types of audiences/groups reached Types of presentation topics	Increased awareness of the planning process and specific plans, programs and projects  Increased accessibility of staff to communities and partners  Greater participation by communities and organizations in the planning process
Shareable Content	Number of partners that shared content Type of partners that shared content Type of content shared by partners New audiences reached through partners	Strong relationships with partner organizations willing to help disseminate information to the public through multiple channels  Extended reach of messaging about transportation, air quality and public input opportunities  Increased connections with communities not actively involved in the planning process
Media Relations	Number of news releases Number of media requests Number of media mentions Media Contacts List <ul style="list-style-type: none"> <li>• Types of news sources</li> <li>• Number of news outlets</li> <li>• Number of minority news outlets</li> <li>• Number of news outlets in each county</li> <li>• Number of reporters</li> </ul>	Transparency in public involvement efforts and the planning process  Proactive media relations to communicate public input opportunities, policies and programs  Diverse list of media contacts to keep the public broadly informed  Understanding of local, regional, statewide and national media coverage of transportation and air quality issues  Understanding of the NCTCOG Transportation Department's public image



# Appendix A: Laws and Legislation Relevant to Public Participation

## FEDERAL LEGISLATION AND EXECUTIVE ORDERS

### *Fixing America's Surface Transportation (FAST) Act*

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

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

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

- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email and social media. Interested parties may subscribe to receive topic specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meetings are recorded and archived on the NCTCOG website; when multiple public meetings are held on the same topic(s), at least one meeting in the series is recorded and archived on the NCTCOG website. In addition, public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP) and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).
- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

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

- a. The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
  1. The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
    - i. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
    - ii. Providing timely notice and reasonable access to information about transportation issues and processes;
    - iii. Employing visualization techniques to describe metropolitan transportation plans and TIPs;
    - iv. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
    - v. Holding any public meetings at convenient and accessible locations and times;
    - vi. Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
    - vii. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
    - viii. Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
    - ix. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
    - x. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

2. When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
  3. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- b. In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
1. Recipients of assistance under title 49 U.S.C. Chapter 53;
  2. Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
  3. Recipients of assistance under 23 U.S.C. 201-204.
- c. When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- d. When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- e. MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

The four-factor analysis considers:

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

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

# Appendix B: Language Assistance Plan

UPDATED MAY 2022

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 are sought from populations that have been traditionally underserved by existing transportation systems, including, but not limited to, low-income and minority households and individuals with limited English proficiency. These groups' needs are considered during planning. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall, on the ground of race, color, or national origin, be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. Related civil rights statutes protect persons based on age, sex, disability, and religion. Title VI prohibits discrimination in three forms:

- Disparate treatment, where persons are intentionally treated differently because of their race, color, or national origin.
- Disparate impact, where a facially neutral policy or practice disproportionately affects members of a group identified by race, color, or national origin.
- Retaliation against persons who have claimed discrimination.

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 activities can be made by persons who are not employees of NCTCOG.

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

### ***Executive Order 13166***

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

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

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

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

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

Spanish-speaking LEP individuals can voice their concerns about the transportation system via the Spanish-language version of Map Your Experience, NCTCOG's online, interactive mapping tool.

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***

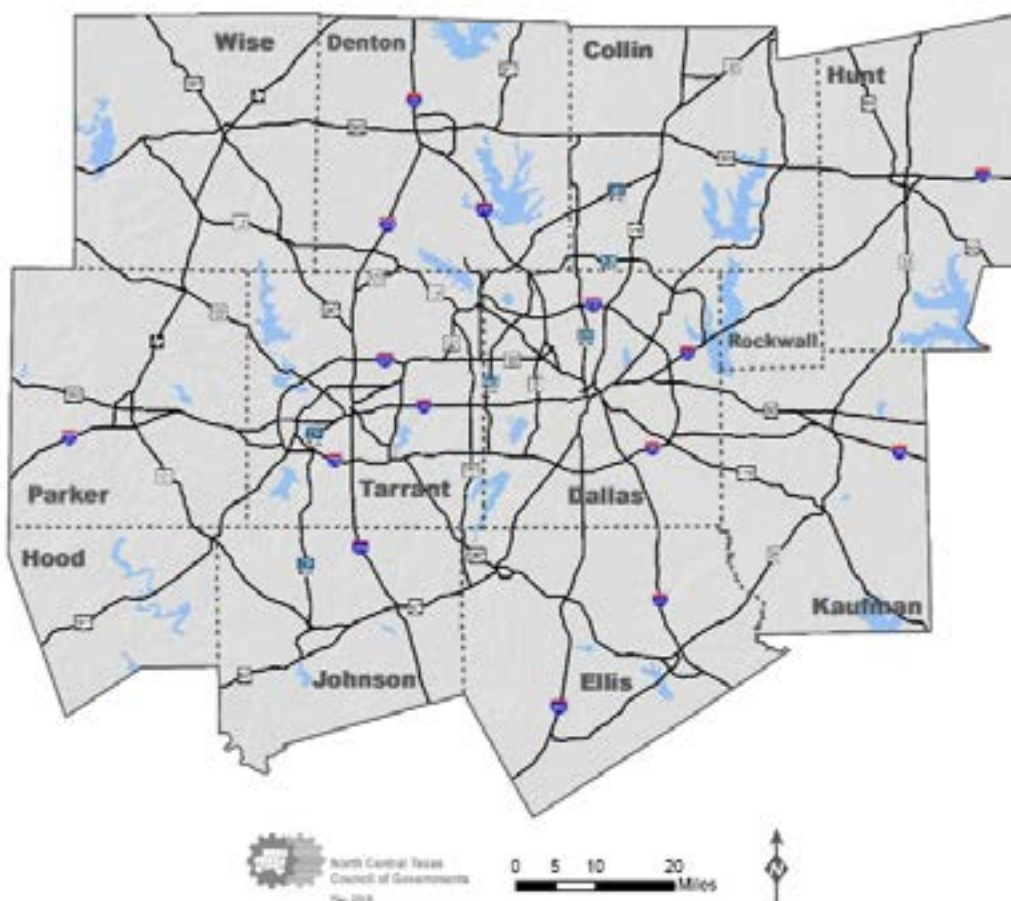
The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach 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).

Data for the 12-county Metropolitan Planning Area was gathered using the 2012-2016 and 2015-2019 American Community Survey datasets. LEP persons were classified as anyone age five or older who described their ability to speak English as less than 'very well' (i.e., 'well,' 'not well,' or 'not at all'). The aggregate LEP population decreased by 0.32 percentage points between 2016 and 2019 but increased by 35,251 people. Due to changes in the Census Bureau's coding of language data, it is not possible to compare current language group data to data preceding 2016 estimates.

### ***Limited English Proficiency Service Area***





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

	2012-2016 American Community Survey		2015-2019 American Community Survey	
	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older
<b>Total Population Age 5 Years and Older</b>	<b>6,446,768</b>		<b>6,866,398</b>	
<b>Spanish</b> <i>Speak English less than "very well"</i>	694,804	10.78%	707,165	10.30%
<b>Other Indo-European Languages</b> <i>Speak English less than "very well"</i>	37,081	0.58%	42,571	0.62%
<b>Vietnamese</b> <i>Speak English less than "very well"</i>	41,086	0.64%	41,222	0.60%
<b>Other Asian and Pacific Island Languages</b> <i>Speak English less than "very well"</i>	26,677	0.41%	32,745	0.48%
<b>Chinese (incl. Mandarin, Cantonese)</b> <i>Speak English less than "very well"</i>	22,953	0.36%	24,557	0.36%
<b>Other and Unspecified Languages</b> <i>Speak English less than "very well"</i>	15,461	0.24%	19,914	0.29%
<b>Korean</b> <i>Speak English less than "very well"</i>	13,363	0.21%	13,191	0.19%
<b>Arabic</b> <i>Speak English less than "very well"</i>	8,918	0.14%	11,729	0.17%
<b>French, Haitian, or Cajun</b> <i>Speak English less than "very well"</i>	6,130	0.10%	8,279	0.12%
<b>Tagalog (incl. Filipino)</b> <i>Speak English less than "very well"</i>	5,432	0.08%	6,112	0.09%
<b>Russian, Polish, or other Slavic Languages</b> <i>Speak English less than "very well"</i>	5,326	0.08%	5,352	0.08%
<b>German or other West Germanic Languages</b> <i>Speak English less than "very well"</i>	1,889	0.03%	1,534	0.02%
<b>Total LEP Population</b>	<b>879,120</b>	<b>13.64%</b>	<b>914,371</b>	<b>13.32%</b>

Source: 2012-2016 and 2015-2019 American Community Survey 5-Year Estimates, C16001. Limited English proficiency (LEP) is classified as any person whose primary language is other than English and who answered that their ability to speak English was "well," "not well," or "not at all." In 2016, the US Census Bureau changed the way it codes language data. Consequently, language groupings cannot be compared between American Community Survey estimates developed before and after 2016.

In 2019, the LEP population was 914,371, which was 13.32 percent of the region's 6,866,398 residents age five or older. Spanish was the largest language represented among the LEP population, with 10.30 percent of the region's total population age five or older.

Recognizing that low literacy regardless of native language could also result in the need for language assistance, data from the National Center for Education Statistics was analyzed. The center's Program for the International Assessment of Adult Competencies includes data on adult literacy skills. The assessment used population estimates for persons aged 16 to 65 from 2011 to 2017. The assessment defines literacy as "understanding, evaluating, using and engaging with written text to participate in society, to achieve one's goals, and to develop one's knowledge and potential."<sup>1</sup> People whose literacy skills were at or below Level 1 may not be able to understand the structure of sentences or paragraphs or make use of other text features. In the NCTCOG region, only Dallas County had a percent of residents below Level 1 literacy that was higher than the state average of 28 percent.

### ***Dallas-Fort Worth Metropolitan Planning Area Results from the Program for the International Assessment of Adult Competencies***

<b>Location</b>	<b>Population Size Age 16-74*</b>	<b>Percent Below Level 1 Literacy</b>
<b>Texas</b>	<b>19,698,535</b>	<b>28%</b>
<b>Collin County</b>	664,152	12%
<b>Dallas County</b>	1,839,032	33%
<b>Denton County</b>	578,297	14%
<b>Ellis County</b>	117,488	23%
<b>Hood County</b>	39,207	16%
<b>Hunt County</b>	65,414	24%
<b>Johnson County</b>	114,766	22%
<b>Kaufman County</b>	81,450	22%
<b>Parker County</b>	91,526	15%
<b>Rockwall County</b>	64,473	14%
<b>Tarrant County</b>	1,426,715	24%
<b>Wise County</b>	45,891	21%

*\*2013-2017 American Community Survey 5-Year Estimates. The Census Bureau's method of reporting age data prevents reporting a population size that matches the study group, age 16 to 65.*

1 National Center for Education Statistics, What PIAAC Measures, <https://nces.ed.gov/surveys/piaac/measure.asp>

This Language Assistance Plan outlines how the needs of the LEP population in the Metropolitan Planning 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 (MPO) dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public input opportunities, 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 updated in 2022. Department staff members were asked if they had encountered an LEP individual in the past three years, and if so, what languages they had encountered, the frequency, and what type of work activity they were conducting. Of the approximately 200 department staff members who received the survey, 25 indicated they encountered LEP individuals speaking four total languages in a period of three years. Spanish was the most common, followed by rare encounters of Vietnamese, Arabic, and an unspecified language. The most frequent work activities in which staff encountered LEP individuals were phone calls, community outreach events, and public input opportunities, including in-person meetings.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to LEP individuals. If an employee encounters a LEP individual with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 19 languages are represented in this language assistance directory.

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

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

Consistent with the Public Participation Plan, planners seek public input on these products, which influence quality of life and mobility options in the region. Public input opportunities, conducted both virtually and in person, represent one way for North Texans to be informed and involved. Public input opportunity notices are provided in English and Spanish. Notices include the telephone number and email address to request special accommodations for language translation or disability. Public input opportunities are posted online and advertised in newspapers, and staff interact regularly with local reporters, some of whom contribute to minority publications. Translated ads are placed in the major Spanish and Vietnamese newspapers.

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

NCTCOG currently has bilingual staff who assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as

American Sign Language. Since 2017, NCTCOG has received one request for translation at a public input opportunity, one request for a sign language interpreter at a public input opportunity, and one request for a meeting transcript for a hearing-impaired person.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.15 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department website, making information more readily accessible in more than 120 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos, and others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance is provided at no charge to LEP individuals.

### ***Guidelines for Making Language Assistance Available***

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

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

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

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

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

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

All NCTCOG Transportation Department staff members employed as of July 2019 completed in-person 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 input opportunity notices, which are available in English and Spanish, include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish.

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

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

North Central Texas Council of Governments, Transportation Department

P.O. Box 5888

616 Six Flags Drive (76011)

Arlington, TX 76005-5888

**Phone:** (817) 695-9240

**Fax:** (817) 640-3028

**Email:** [transinfo@nctcog.org](mailto:transinfo@nctcog.org)

**Website:** [www.nctcog.org/trans/](http://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 benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance.



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

**UPDATED MARCH 2013**

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

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

This policy consists of four sections:

**General Policy Provisions:** Overall policies guiding changes to project implementation

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

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

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

### ***General Policy Provisions***

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.
3. Project modifications will only be made with the consent of the implementing/impacted agency.
4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular “program,” such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future “calls for projects” in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.

10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either: (a) require a more detailed estimate and explanation, (b) require value engineering, (c) suggest a reduced project scope, or (d) determine that a cost increase will come from local funds, not RTC funds.
13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.
14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

### ***Project Changes Not Requiring TIP Modification***

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

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.

- 6. Changes in RTC Funding Categories:** Staff adjustments permitted.
- 7. Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
- 8. Cost/Funding Decreases:** Staff will update the information system with cost decreases.
- 9. Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.
- 10. Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
- 11. Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

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

- 12. Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
- 13. Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
- 14. Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
- 15. Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.
- 16. Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

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

## ***Administrative Amendment Policy***

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

- 1. Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
- 2. Potentially Controversial Projects:** The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
- 3. Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

## ***Revision Policy***

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

- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- 3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- 4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

*Approved by the RTC on March 14, 2013*



# Appendix D: Title VI Complaint Procedures

## El Procedimiento de Quejas Titulo VI

### *Introduction*

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

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

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

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

## ***When to File***

A complaint of discrimination must be filed within 180 calendar days of the alleged act of discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint 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 days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

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

### ***Records of Complaints***

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

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

### ***Complaint Process Overview***

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

#### **RECEIPT OF COMPLAINT**

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

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

#### **INITIAL REVIEW AND WRITTEN RESPONSE**

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

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

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

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

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

## **INVESTIGATION OF COMPLAINT**

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

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

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

#### **NOTIFICATION OF DETERMINATION**

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



## Title VI Complaint Procedures

Receipt of Complaint

A written discrimination complaint is received, entered into tracking database, and forwarded to the Texas Department of Transportation (TxDOT).

Initial Review and Written Response

Initial review initiated. Applicable initial written response will be sent to complainant and TxDOT within 10 days of when complaint is received.

**Complete complaint and consent forms?**

**Initial written response within 10 days.** Confirm receipt of complaint. Request additional information.

**Requested information received within 30 days?**

**Complaint may be closed.**

Yes

No

Yes

No

**In NCTCOG jurisdiction?**

**Initial written response within 10 days of receipt of complete complaint.** Referred to another agency. Complaint closed at NCTCOG. Forward complaint form and written response(s) to TxDOT.

No

Yes

**No more than 180 calendar days since alleged occurrence?**

**Initial written response within 10 days of receipt of complete complaint.** Complaint closed. Forward complaint form and written response(s) to TxDOT.

No

Yes

**Initial or follow-up written response within 10 days of receipt of complete complaint.** Confirm receipt of complete complaint. Forward complaint form and written response(s) to TxDOT. Commence to Investigation of Complaint.

Investigation of Complaint

**Completed within 80 days of receiving complete complaint unless facts and circumstances warrant otherwise.**  
Determination of whether discrimination occurred summarized and report submitted to head of the Transportation Department.

Notification of Determination

Written notification of investigation determination will be sent to complainant and TxDOT within 14 days of completion of an investigation.

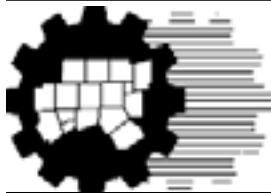
**Did discrimination occur?**

No

Yes

**Written notification of determination within 14 days of completion of investigation.** Explains finding of no discrimination and advises complainant of appeal right. The finding will be forwarded to TxDOT.

**Written notification of determination within 14 days of completion of investigation.** Includes proposed course of action to address finding of discrimination. The finding will be forwarded to TxDOT.



## **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](mailto: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:**

- |  |                                     |
|--|-------------------------------------|
| <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.**

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

\_\_\_\_\_  
First Name MI Last Name

\_\_\_\_\_  
Name of Business Position/Title Telephone Number

\_\_\_\_\_  
Street Address City State Zip Code

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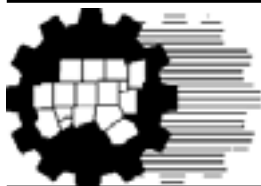
**8** This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint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

# El Procedimiento de Quejas Titulo VI

## *Introducción*

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

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

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

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

## *Cuando Presentarla*

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

## ***Dónde Presentar***

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

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

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

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

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

## ***Elementos Requeridos de Una Queja***

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

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

## ***Quejas Incompletas***

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

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

## ***Registro de Quejas***

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

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

## ***Resumen del Proceso de Quejas***

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

### **RECEPCIÓN DE LA QUEJA**

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

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

### **REVISIÓN INICIAL Y RESPUESTA POR ESCRITO**

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

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

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

1. En caso de que el formulario de quejas se encuentre incompleto, se informará al reclamante. A su vez, se le solicitará que proporcione la información faltante dentro de los 30 días posteriores. Una vez recibida la información solicitada, la revisión inicial volverá a comenzar y se brindará una respuesta de seguimiento por escrito dentro de los 10 días siguientes a la fecha de recepción de la queja completa.
2. En caso de que una queja esté completa pero el programa o la actividad la cual se base la queja no esté dirigido/a por el NCTCOG o una entidad que reciba ayuda económica federal del NCTCOG o a través de este último (subreceptores, subcontratistas o subcesionarios), se realizarán todos los esfuerzos posibles para determinar cuál es la agencia correcta al que se debería remitir el caso. Cuando sea posible, y si se concedió el consentimiento en el formulario de divulgación, la queja se le remitirá a la agencia apropiada. La queja quedará cerrada en el NCTCOG.
3. Si la queja está completa pero la presunta discriminación ocurrió 180 días calendarios o más antes de que se presentará la queja, dicha queja quedará cerrada en el NCTCOG.

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

## **INVESTIGACIÓN DE QUEJA**

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

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



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

### **AVISO DE RESOLUCIÓN**

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

## El Procedimiento de Quejas Título VI

### Recepción de la Queja

Se recibe una queja de discriminación por escrito, la cual se ingresa a la base de datos para realizar un seguimiento y se envía a Texas Department of Transportation (TxDOT).

Comienza la revisión inicial. Se le envía una respuesta inicial por escrito al reclamante, según corresponda, y al TxDOT dentro de los 10 días siguientes a la recepción de la queja.

### Revisión Inicial Y Respuesta Por Escrito

¿Quejas y formularios de consentimiento completos?

No

Respuesta inicial por escrito dentro de los 10 días. Confirmación de recepción de la queja. Solicitar información adicional.

La información solicitada, ¿se ha recibido dentro de los 30 días?

No

La queja puede cerrarse.

Yes

¿En la jurisdicción de NCTCOG?

No

Respuesta inicial por escrito dentro de los 10 días siguientes a la recepción de la queja completa. Se remite a otra agencia. La queja se cerró con NCTCOG. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT.

Yes

¿No más de 180 días de calendario desde la supuesta ocurrencia?

No

Respuesta inicial por escrito dentro de los 10 días siguientes a la recepción de la queja completa. La queja cerrada. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT.

Yes

Respuesta inicial por escrito o seguimiento dentro de los 10 días siguientes a la recepción de la queja completa. Confirmación de recepción de la queja completa. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT. Comienzo de la Investigación de la Queja.

### Investigación de Quejas

Finalizada dentro de los 80 días siguientes a la recepción de la queja completa, a menos que los hechos y las circunstancias hagan disponer algo diferente. Decisión resumida en cuanto a si existió una discriminación y presentación de informe al titular del Departamento de Transporte.

Al reclamante y al TxDOT se les enviará un aviso por escrito sobre el resultado de la investigación dentro de los 14 días siguientes a la conclusión de la investigación.

### Aviso de Resolución

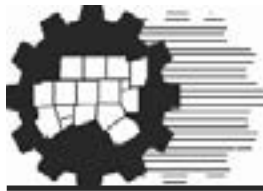
¿Existió una discriminación?

No

Aviso de resolución por escrito dentro de los 14 días siguientes a la conclusión de la investigación. Explica la decisión de que no existió discriminación e informa al reclamante sobre su derecho a apelar. Se le enviará el resultado al TxDOT.

Yes

Aviso de resolución por escrito dentro de los 14 días siguientes a la conclusión de la investigación. Incluye el curso de acción propuesto en función de la decisión de que existió una discriminación. Se le enviará el resultado al TxDOT.



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

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

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

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

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

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

Envíe los formularios por correo a:

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

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

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



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

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

**1**

Nombre	Inicial del segundo nombre Apellido		
Dirección	Ciudad	Estado	Código postal
Número telefónico	Dirección de correo electrónico		

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

Nombre	Inicial del segundo nombre Apellido		
Nombre de la empresa/organización	Cargo/Profesión		
Dirección	Ciudad	Estado	Código postal
Relación de la persona con usted			

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

Fecha(s):
¿Está en curso la presunta discriminación?
<input type="radio"/> Sí <input type="radio"/> No

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

Lugar
-------

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

<input type="checkbox"/> Raza:	<input type="checkbox"/> Color:
<input type="checkbox"/> Origen nacional:	<input type="checkbox"/> Sexo:
<input type="checkbox"/> Edad:	<input type="checkbox"/> Discapacidad:
<input type="checkbox"/> Religión:	

---

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

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

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

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

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



---

**Proporcione toda la información adicional sobre la presunta discriminación.**

---

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

Nombre	Inicial del segundo nombre	Apellido
--------	----------------------------	----------

Nombre de la empresa	Cargo/Profesión	Número telefónico
----------------------	-----------------	-------------------

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

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

Firma	Fecha
-------	-------

---

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



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

Lea detenidamente la información del siguiente formulario antes de empezar.

Nombre	Inicial del segundo nombre	Apellido
Dirección	Ciudad	Estado Código postal

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

### Tilde lo que corresponda:

- ☐ CONSIENTO y autorizo al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG), como parte de su investigación, a revelar mi identidad a las personas de la organización, empresa o institución que haya sido identificada por mí en mi denuncia formal por discriminación. También autorizo a NCTCOG a tratar, recibir y revisar los materiales y la información sobre mí contenida en la denuncia y con los administradores o testigos adecuados con el fin de investigar esta denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. También entiendo que el material y la información recibida se utilizarán solamente para las actividades autorizadas de cumplimiento de los derechos civiles. Además entiendo que no se me exige autorizar la divulgación y que lo hago voluntariamente.
- ☐ NIEGO LA AUTORIZACIÓN al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) para que revele mi identidad a las personas de la organización, empresa o institución bajo investigación. También niego mi autorización para que NCTCOG divulgue cualquier información contenida en la denuncia a cualquiera de los testigos que haya mencionado en la denuncia. Al hacer esto, entiendo que no autorizo a NCTCOG a tratar, recibir o revisar cualquier material e información sobre mí contenida en la denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. Además entiendo que mi decisión de denegar el consentimiento puede entorpecer esta investigación y puede tener como resultado la solución no exitosa de mi caso.

Firma

Fecha

# **Appendix E:**

## **Regional Transportation Council Rules for Public Comment**

## **Regional Transportation Council Normas para el Comentario Público**

# Regional Transportation Council

## Rules for Public Comment

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

### *Public Attendance and Conduct at RTC Meetings*

The public is encouraged to attend meetings of the RTC in person or to view meetings via a livestream. Members of the public shall observe the same rules of civility, decorum and respectful conduct applicable to members of the RTC. Any person addressing the RTC or attending the RTC meeting should refrain from making personal, impertinent, profane, hostile, vulgar, obscene or slanderous remarks or becoming boisterous. Audience members should refrain from unauthorized remarks, stamping of feet, applauding, whistles, yells, and other similar demonstrations.

### *Public Comment*

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. This comment period will last a maximum of thirty (30) minutes. The RTC has the discretion to extend this time period upon motion and majority vote. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Subject to the comment period maximum, the RTC Chair will provide a notice to a speaker whose time has expired. The RTC has the discretion to modify or extend the public comment period upon a motion and majority vote.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

When an RTC meeting is held in person, members of the public must attend in person to provide verbal comments at the meeting. For RTC meetings held virtually, a virtual option will be provided for members of the public to provide comments.

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

## ***Speaker Registration***

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

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

## ***Enforcement***

The RTC reserves the right to have speakers or audience members removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks in violation of the rules of conduct. The RTC Chair may direct a uniformed police officer to remove any disruptive audience member. Any RTC member may move to require the disruptive audience member to be removed following an affirmative vote of a majority of the RTC. Following a successful vote, the RTC Chair will direct a uniformed police officer to remove any disruptive audience member.

# Regional Transportation Council

## Normas para los Comentarios Públicos

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

### *Participación y Conducta Pública en las Reuniones de RTC*

Se anima al público que asista a las reuniones de RTC en persona o ver las reuniones a través de una transmisión en vivo. Los miembros del público deberán observar las mismas normas de civismo, decoro, y conducta respetuosa aplicables a los miembros de RTC. Toda persona que se dirija al RTC o que asista a la reunión de RTC deberá abstenerse de hacer comentarios personales, impertinentes, profanos, hostiles, vulgares, obscenos, calumniosos o de volverse bullicioso. Los miembros del público deben abstenerse de hacer comentarios no autorizados, de pisotones, aplaudir, silbar, gritar, y de otras manifestaciones similares.

### *Comentario Público*

En cada reunión abierta de RTC, se proporcionará la oportunidad al inicio de la reunión para que los miembros del público se dirijan al RTC acerca del tema(s) incluido en la agenda para su consideración. Este periodo de comentarios durará un máximo de treinta (30) minutos. El RTC tiene la discreción de extender el periodo de tiempo a través de una moción y votación por mayoría. Se concede a los participantes un máximo de tres (3) minutos para hablar. La persona que se dirija al RTC a través de un traductor tendrá hasta seis (6) minutos. Un temporizador será visible para el orador e indicará la cantidad de tiempo restante. El orador concluirá sus comentarios antes o al finalizar su tiempo. En caso de que se presente un gran número de oradores, el RTC podrá animar las delegaciones de gran tamaño a que una persona hable en representación del grupo o imponer límites de tiempo razonables por individuo que sean más restrictivas; si una delegación decide elegir a un portavoz para representar a toda la delegación, el portavoz tendrá hasta cinco (5) minutos para hablar o diez (10) minutos si el portavoz se dirige al RTC a través de un traductor. Dentro del plazo máximo de comentarios, el presidente del RTC avisará al orador cuyo tiempo haya expirado. El RTC tiene la discreción de modificar o extender el periodo de comentarios del público mediante una moción y votación por mayoría.

Personas que soliciten servicios de traducción, que serán facilitados por el RTC, deberán hacerlo al menos con setenta y dos (72) horas antes de la hora de la reunión publicada.

Si la reunión de RTC se celebra en persona, los miembros del público deben asistir en persona para hacer sus comentarios verbales en la reunión. En el caso de que las reuniones de RTC se celebren virtualmente, se ofrecerá una opción virtual para que los miembros del público puedan aportar sus comentarios.

Los oradores serán llamados en el orden de registro. Los oradores deberán dirigir sus comentarios al presidente del RTC y no a los miembros individuales del RTC o a la audiencia. Los comentarios deben limitarse al tema específico del punto en la agenda acerca del cual la persona está hablando. Estas normas no prohíben las críticas públicas hacia el RTC.



## ***Registro para el Orador***

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

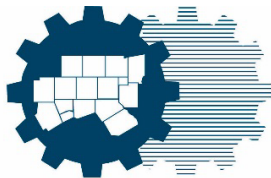
1. Nombre del orador;
2. Ciudad de residencia;
3. Código postal;
4. Tema(s) de la agenda sobre el cual el orador planea hablar;
5. Indicación si habla a favor/en contra del punto(s) de la agenda; y
6. Toda otra información solicitada por el personal de RTC.

## ***Ejecución***

El RTC se reserva el derecho de expulsar los oradores o miembros del público de la sala de reuniones en caso de que se conviertan en perturbadores o hagan comentarios amenazantes, profanos, o inapropiados en contra de las normas de conducta. El presidente de RTC puede dar instrucciones a un agente de policía uniformado para que retire al miembro del público que cause perturbaciones. Los miembros de RTC podrán solicitar la expulsión del miembro del público que perturbe el orden, tras una votación afirmativa por parte de la mayoría de RTC. Tras la votación afirmativa, el presidente de RTC ordenará a un agente de policía uniformado que retire al miembro del público que cause perturbaciones.

# **Public Participation Plan for the Dallas-Fort Worth Metropolitan Area**

## **2025 Update**



**North Central Texas  
Council of Governments**



**Regional Transportation Council**

## Tables of Contents

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1. About the Metropolitan Planning Organization .....	3
2. Guiding Principles for Public Participation .....	4
3. Public Participation Goals .....	7
4. Procedures for Public Comments and Specific Plans and Programs.....	8
5. Public Participation Strategies.....	18
6. Evaluation of Public Participation .....	23

### **Appendices**

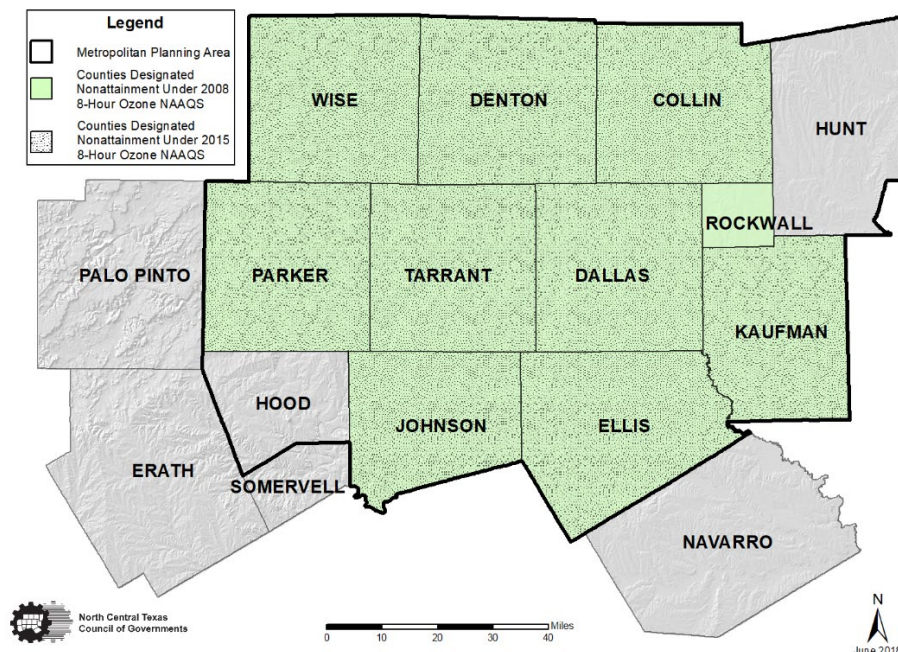
Appendix A: Laws and Legislation Relevant to Public Participation.....	27
Appendix B: Language Assistance Plan.....	31
Appendix C: Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery .....	39
Appendix D: Regional Transportation Council Rules for Public .....	44
Regional Transportation Council Normas para el Comentario Público	

# 1. About the Metropolitan Planning Organization

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

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 8 million people live in the region today, and that is expected to increase to over 12 million by 2050. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, micro transit, bus, bicycle and pedestrian facilities, innovative and automated forms of transportation, etc.

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



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

## 2. Guiding Principles for Public Participation

---

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

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

### Consistent and Comprehensive Communication

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

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). The map on page 3 outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.

### Commitment to Balanced Engagement

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

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating fair access elements and Title VI considerations into its Public Participation Plan. It is the responsibility of all staff to consider the needs of all North Texas communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have meaningful access to information and opportunities to give input. Furthermore, demographic data is analyzed to maximize the efficiency and effectiveness of public engagement efforts by selecting appropriate locations for public meetings and outreach events as well as to identify opportunities to better target outreach efforts.

The Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of department activities, language assistance provided and communication to LEP persons about the availability of 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 basis of race, color, national origin, age, sex, disability or religion. Title VI prohibits discrimination, whether intentional or where the unintended effect is unduly burdensome.

The Title VI Complaint Procedures outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved. This document may be accessed at [www.nctcog.org/titlevi](http://www.nctcog.org/titlevi).

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

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

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

## Collaboration with Audiences and Stakeholders

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



In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the following parties in the planning process:

#### **Audiences Required for General Public Participation and Outreach**

- Individuals
- Affected public agencies
- Representatives of public transportation employees
- Public ports
- Freight shippers
- Providers of freight transportation services
- Private providers of transportation
- Intercity bus operators
- Employer-based commuting programs
- Carpool program
- Vanpool program
- Transit benefit program
- Parking cash-out program
- Shuttle program
- Telework program
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Low-income households
- Minority households
- Other interested parties

#### **Audiences Required for Metropolitan Transportation Plan and TIP Outreach**

- Agencies and officials responsible for other planning activities within the Metropolitan Planning Area (MPA) that are affected by transportation
  - State and local planned growth
  - Economic development
  - Tourism
  - Natural disaster risk reduction
  - Environmental protection
  - Airport operations
  - Freight movements
- Indian Tribal governments
- Federal land management agencies when the MPA includes Federal public lands

#### **Audiences Required for Metropolitan Transportation Plan Outreach**

- State and local agencies responsible for land use management
- State and local agencies responsible for natural resources
- State and local agencies responsible for environmental protection
- State and local agencies responsible for conservation
- State and local agencies responsible for historic preservation

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

- Employers
- Private and nonprofit providers of public transportation
- Transportation management organizations
- Organizations that provide job access reverse commute projects or job-related services to low-income individuals

**Audiences Required for Housing Coordination Plan Outreach (if developed in the future)**

- State and local entities responsible for land use
- State and local entities responsible for economic development
- State and local entities responsible for housing
- State and local entities responsible for management of road networks
- State and local entities responsible for public transportation
- Appropriate public or private entities

**Consultation with Committees**

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

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

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

### **3. Public Participation Goals**

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NCTCOG implements an integrated communications and outreach program to engage North Texans in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing 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 balanced effective, transparent and meet its desired outcomes for the public participation process.

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

**Goal 1: Inform and Educate**

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

**Goal 2: Engage Comprehensive Audiences and Encourage Continued Participation**

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

**Goal 3: Evaluate Public Participation Strategies and Efforts**

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

## **4. Procedures for Public Comments and Specific Plans and Programs**

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

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, community groups, businesses, nonprofits, stakeholders and interested residents who have a stake in these outcomes have

opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

## **Public Comment Compilation, Consideration and Response**

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

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

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

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

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

## **Additional Comment Opportunities for Changes to Final Plans**

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raise new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will

be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

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

### **Inclement Weather and Public Comment Periods**

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancellation of one or more public meetings, NCTCOG will first notify the public of the cancellation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at [www.nctcog.org/input](http://www.nctcog.org/input), the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to [www.nctcog.org/input](http://www.nctcog.org/input) for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.

### **Public Participation Plan Development and Updates**

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

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development or update of the Public Participation Plan	One public meeting shall be held at least 45 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> </ul>

	online at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> Whenever possible, a livestream will be provided as well.		<ul style="list-style-type: none"> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Update to one or more Public Participation Plan appendices or legislative references in the document	Proposed changes posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> .	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Typographic or grammatical correction	None	Not applicable	Not applicable

## Unified Planning Work Program (UPWP)

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

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the UPWP	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Modifications	A summary of RTC-approved modifications will be accessible from	Not applicable	<ul style="list-style-type: none"> <li>• Information available at <a href="http://www.nctcog.org/upwp">www.nctcog.org/upwp</a></li> </ul>



## Metropolitan Transportation Plan (MTP)

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

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

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

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

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

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

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

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan Update	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan	Summary of modifications accessible from <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	Not applicable	<ul style="list-style-type: none"> <li>• Availability of information included on next notice for a</li> </ul>

administrative revisions	for informational purposes.		public input opportunity
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## Transportation Improvement Program (TIP)

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

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

modifications  
supporting previous  
RTC action

## 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 the region's planned transportation projects is within limits established by the Texas Commission on Environmental Quality 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	Proposed Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity draft related to changes to the transportation system	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> .	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> </ul>

	Whenever possible, a livestream will be provided as well.		<ul style="list-style-type: none"> <li>• News release</li> </ul>
Transportation Conformity draft related to changes in the emissions budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> .	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity approval by federal partners	None, final approval available at <a href="http://www.nctcog.org/conformity">www.nctcog.org/conformity</a>	Not applicable	<ul style="list-style-type: none"> <li>• News release announcing federal approval</li> </ul>

## 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 through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for the Transit Strategic Partnership Program. 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. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Funding recommendations	One public meeting shall be held at least 30 days	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> </ul>



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	prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> . Whenever possible, a livestream will be provided as well.		<ul style="list-style-type: none"> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
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## 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](http://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 <a href="http://www.nctcog.org/annual">www.nctcog.org/annual</a> .	Not applicable	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> </ul>

## 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 and manage the travel-demand system. These strategies complement costly infrastructure improvements. This plan is required for metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> </ul>



	will be recorded and posted online at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> . Whenever possible, a livestream will be provided as well.		<ul style="list-style-type: none"> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
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## 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.

## 5. Public Participation Strategies

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

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

### NCTCOG Transportation Department Website

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

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

When information is released for public review, it will be available at [www.nctcog.org/input](http://www.nctcog.org/input). This webpage provides the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

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

## **Social Media**

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

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

## **Video**

Video is one of several visualization techniques and is used to increase the understanding of complex transportation plans, policies and programs. Video recordings of public meetings, including livestreams, are posted online at [www.nctcog.org/input](http://www.nctcog.org/input). Regional Transportation Council meetings are available online at [www.nctcog.org/video](http://www.nctcog.org/video).

Additionally, short, informational videos are posted at [www.youtube.com/NCTCOGtrans](http://www.youtube.com/NCTCOGtrans) and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at [www.nctcog.org/input](http://www.nctcog.org/input).

## **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](mailto:transinfo@nctcog.org) or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

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

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

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

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

## **Public Meetings, Workshops, Roundtables, Forums and Other Events**

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

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also ensure a meaningful public involvement process.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the area 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 72 hours advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and livestreaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

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

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the [Texas Register](#)

website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinate with public information officers of the cities in which meetings are scheduled to request assistance in sharing information via email, websites and social media accounts.

## **Community Events**

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

## **Mail and Email**

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

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

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

## **Paid Education**

Paid education is used to announce public meetings, opportunities for public review and comment and other initiatives. The Infrastructure Investment and Jobs Act (IIJA) 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 education complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

## **Speaking Opportunities**

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

## **Media Relations**

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 250 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major local television stations and newspapers as well as several radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors to provide timely and accurate information. Staff 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 residents regarding transportation issues. NCTCOG posts its news releases on its website in an online newsroom that is accessible to the public.

## **Visualization**

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

## **Surveys and Polling Technology**

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

Polling technology is another tool used to gather input on community preferences and priorities. Polling questions can be integrated into a presentation and attendees respond online, via a phone application or with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

## **Stakeholder Interviews**

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

## **Online Public Engagement Platform**

A comprehensive online public engagement platform is utilized to host hybrid meetings. These input opportunities are announced through NCTCOG Transportation Department communications, and interested individuals can attend in person, participate via phone or watch online and provide input in real time. An audio recording is also posted online and shared with members of the public who are not able to participate. The platform offers a wide array of engagement formats, making it flexible and useful for various public outreach needs.

## **Community Networks**

The population of the Dallas-Fort Worth area is more than 8 million people and growing. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with

community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience.

In the coming years, NCTCOG is planning to engage local community-based organizations (CBOs) to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to meaningful engagement and ensuring a comprehensive public involvement process.

## **6. Evaluation of Public Participation**

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

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

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

### **Evaluation of Project-Specific Outreach**

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



## Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
<b>NCTCOG Transportation Department Website</b>	<ul style="list-style-type: none"> <li>Total number of visits</li> <li>Average time spent on significant webpages</li> </ul>	<ul style="list-style-type: none"> <li>Identification of trends and changes for website usage</li> <li>Prioritization of and increased accessibility of information and public input opportunities</li> <li>Refined use of metadata to drive traffic</li> </ul>
<b>Social Media and Video</b>	<p><i>Facebook</i></p> <ul style="list-style-type: none"> <li>Total reach</li> <li>Average engagement rate per post</li> </ul> <p><i>YouTube</i></p> <ul style="list-style-type: none"> <li>Number of subscribers</li> <li>Number of views</li> </ul> <p><i>LinkedIn</i></p> <ul style="list-style-type: none"> <li>Total reach</li> <li>Average engagement rate per post</li> </ul> <p><i>Next Door</i></p> <ul style="list-style-type: none"> <li>Number of impressions</li> <li>Number of likes and shares</li> </ul>	<ul style="list-style-type: none"> <li>Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions</li> <li>Increased feedback and public input</li> <li>Development of an engaged online base of followers that helps disseminate information and public input opportunities</li> </ul>
<b>Print and Digital Publications</b>	<ul style="list-style-type: none"> <li>Number of print copies of each publication distributed</li> <li>Number of unique views for each digital publication</li> </ul>	<ul style="list-style-type: none"> <li>Information in multiple formats accessible to all communities in the region</li> <li>Informed understanding of planning process</li> <li>Sustained awareness of public input opportunities</li> </ul>

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
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<b>Public Meetings and Community Events</b>	<p><i>Public Meetings</i></p> <ul style="list-style-type: none"> <li>• Number of public input opportunities (online and hybrid)</li> <li>• Total number of participants per hybrid meeting and/or online public input opportunity</li> <li>• Accessible locations for individuals with disabilities</li> <li>• Notification of how to request language interpretation or special accommodations</li> <li>• Number of contacts receiving public meeting notifications</li> </ul> <p><i>Public Meeting Advertising</i></p> <ul style="list-style-type: none"> <li>• Average reach for each Facebook ad</li> <li>• Average engagement for each Facebook ad</li> </ul> <p><i>Community Events</i></p> <ul style="list-style-type: none"> <li>• Number of events distributing NCTCOG Transportation Department information</li> <li>• Geographic representation in event locations</li> </ul>	<ul style="list-style-type: none"> <li>• Information about policies, programs and projects accessible in multiple formats to all communities throughout the region</li> <li>• Greater awareness of policies, programs and projects</li> <li>• Timely notification through multiple strategies about opportunities to provide input and engage with staff</li> <li>• Increased feedback and public input</li> <li>• Planned opportunities for the public to interact directly with staff</li> <li>• Increased accessibility of staff to communities and partners</li> <li>• Transparency in public involvement efforts and the planning process</li> </ul>
<b>Outreach Strategy</b>	<b>Performance Metrics and Reporting</b>	<b>Desired Outcomes</b>
<b>Public Comments</b>	<ul style="list-style-type: none"> <li>• Total number of comments received</li> <li>• Most common comment topics</li> </ul>	<ul style="list-style-type: none"> <li>• Transparency in public involvement efforts and the planning process</li> <li>• Identification of trends and changes in public attention and concerns</li> </ul>
<b>Speaking Opportunities</b>	<ul style="list-style-type: none"> <li>• Number of presentation requests</li> <li>• Number of presentations given</li> </ul>	<ul style="list-style-type: none"> <li>• Increased awareness of the planning process and specific plans, programs and projects</li> </ul>

		<ul style="list-style-type: none"> <li>• Increased accessibility of staff to communities and partners</li> <li>• Greater participation by communities and organizations in the planning process</li> </ul>
<b>Media Relations</b>	<ul style="list-style-type: none"> <li>• Number of media releases issued</li> <li>• Number of media requests</li> <li>• Number of media mentions</li> </ul>	<ul style="list-style-type: none"> <li>• Transparency in public involvement efforts and the planning process</li> <li>• Proactive media relations to communicate public input opportunities, policies and programs</li> <li>• Understanding of local, regional, statewide and national media coverage of transportation and air quality issues</li> <li>• Understanding of the NCTCOG Transportation Department's public image</li> </ul>

# Public Participation Plan

## Appendix A: Laws and Legislation Relevant to Public Participation

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### Federal Legislation and Executive Orders

#### The Infrastructure Investment and Jobs Act (IIJA)

The IIJA, 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, IIJA legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU, MAP-21 and the FAST Act). While the FAST Act added a requirement to provide a reasonable opportunity for public ports and specific types of private providers of transportation to be involved in the metropolitan transportation planning process, IIJA added language encouraging the use of technology and web-based tools for public participation in developing a long-range transportation plan.

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, chambers of commerce and representatives of tribal governments. NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, social media pages, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email and social media. Interested parties may subscribe to receive topic specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Hybrid public meetings are recorded and archived on the NCTCOG website; when multiple public meetings are held on the same topic(s), at least one meeting in the series is recorded and archived on the NCTCOG website. In addition, public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public input opportunities will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP) and Unified Planning Work Program. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP

and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

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

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

- (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
  - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
  - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
  - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
  - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

- (v) Holding any public meetings at convenient and accessible locations and times;
  - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
  - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
  - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
  - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
  - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;



- (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
  - (3) Recipients of assistance under 23 U.S.C. 201-204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
  - (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
  - (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

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

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

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

## Public Participation Plan

### Appendix B: Language Assistance Plan (Updated 2025)

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

Spanish-speaking LEP individuals can voice their concerns about the transportation system via the Spanish-language version of Map Your Experience, NCTCOG's online, interactive mapping tool.

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.

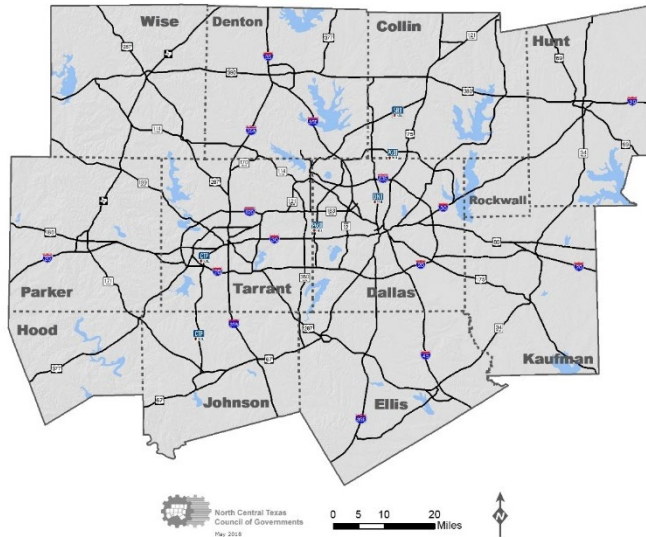
#### **Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs**

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 2012-2016, 2015-2019, and 2019-2023 American Community Survey datasets. LEP persons were classified as anyone age five or older who described their ability to speak English as less than 'very well' (i.e., 'well,' 'not well,' or 'not at all'). The aggregate LEP population decreased by 1.78 percentage points between 2016 and 2023 and by 5,621 people. Due to changes in the Census Bureau's coding of language data, it is not possible to compare current language group data to data preceding 2016 estimates.

In 2023, the LEP population was 873,499, which was 11.86 percent of the region's 7,365,458 residents age five or older. Spanish was the largest language represented among the LEP population, with 8.81 percent of the region's total population age five or older.

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

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older
<b>Total Population Age 5 Years and Older</b>	6,446,768		6,866,398		7,365,458	
<b>Spanish: Speak English less than "very well"</b>	694,804	10.78%	707,165	10.30%	648,735	8.81%

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
<b>Other Indo-European Languages: Speak English less than "very well"</b>	37,081	0.58%	42,571	0.62%	46,814	0.64%
<b>Vietnamese: Speak English less than "very well"</b>	41,086	0.64%	41,222	0.60%	43,768	0.59%
<b>Other Asian and Pacific Island Languages: Speak English less than "very well"</b>	26,677	0.41%	32,745	0.48%	36,713	0.50%
<b>Chinese (incl. Mandarin, Cantonese): Speak English less than "very well"</b>	22,953	0.36%	24,557	0.36%	25,709	0.35%
<b>Other and Unspecified Languages: Speak English less than "very well"</b>	15,461	0.24%	19,914	0.29%	22,804	0.31%
<b>Korean: Speak English less than "very well"</b>	13,363	0.21%	13,191	0.19%	14,622	0.20%
<b>Arabic: Speak English less than "very well"</b>	8,918	0.14%	11,729	0.17%	13,095	0.18%
<b>French, Haitian, or Cajun: Speak English less than "very well"</b>	6,130	0.10%	8,279	0.12%	8,208	0.11%
<b>Tagalog (incl. Filipino): Speak English less than "very well"</b>	5,432	0.08%	6,112	0.09%	6,124	0.08%

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
<b>Russian, Polish, or other Slavic Languages: Speak English less than "very well"</b>	5,326	0.08%	5,352	0.08%	5,804	0.08%
<b>German or other West Germanic Languages: Speak English less than "very well"</b>	1,889	0.03%	1,534	0.02%	1,103	0.01%
<b>Total LEP Population</b>	879,120	13.64%	914,371	13.32%	873,499	11.86%

**Source: 2012-2016, 2015-2019, and 2019-2023 American Community Survey 5-Year Estimates, C16001**

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

In 2016, the US Census Bureau changed the way it codes language data. Consequently, language groupings cannot be compared between American Community Survey estimates developed before and after 2016.

Recognizing that low literacy regardless of native language could also result in the need for language assistance, data from the National Center for Education Statistics was analyzed. The center's Program for the International Assessment of Adult Competencies includes data on adult literacy skills. The assessment used population estimates for persons aged 16 to 65 from 2011 to 2017. The assessment defines literacy as "understanding, evaluating, using and engaging with written text to participate in society, to achieve one's goals, and to develop one's knowledge and potential."<sup>1</sup> People whose literacy skills were at or below Level 1 may not be able to understand the structure of sentences or paragraphs or make use of other text features. In the NCTCOG region, only Dallas County had a percent of residents below Level 1 literacy that was higher than the state average of 28 percent.

### Dallas-Fort Worth Metropolitan Planning Area Results from the Program for the International Assessment of Adult Competencies

Location	Population Size Age 16-74*	Percent Below Level 1 Literacy
<b>Texas</b>	<b>19,698,535</b>	<b>28%</b>
Collin County	664,152	12%
Dallas County	1,839,032	33%
Denton County	578,297	14%
Ellis County	117,488	23%
Hood County	39,207	16%
Hunt County	65,414	24%
Johnson County	114,766	22%
Kaufman County	81,450	22%
Parker County	91,526	15%
Rockwall County	64,473	14%
Tarrant County	1,426,715	24%
Wise County	45,891	22%

\*2013-2017 American Community Survey 5-Year Estimates. The Census Bureau's method of reporting age data prevents reporting a population size that matches the study group, age 16 to 65.

This Language Assistance Plan outlines how the needs of the LEP population in the Metropolitan Planning 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 (MPO) dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public input opportunities, public outreach events, the MPO website and program implementation activities.

In order to better inform NCTCOG outreach strategies to LEP individuals, a staff survey of LEP encounters was updated in 2025. Department staff members were asked if they had encountered an LEP individual in the past three years, and if so, what languages they had encountered, the frequency and what type of work activity they were conducting. Of the

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<sup>1</sup> National Center for Education Statistics, What PIAAC Measures, <https://nces.ed.gov/surveys/piaac/measure.asp>



approximately 200 department staff members who received the survey, 34 indicated they encountered LEP individuals speaking six total languages in a period of three years. Spanish was the most common, followed by rare encounters with Vietnamese, Chinese, Arabic, Korean and other Indo-European languages. The most frequent work activities in which staff encountered LEP individuals were community outreach events, phone calls and public input opportunities, including in-person meetings.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to LEP individuals. If an employee encounters a LEP individual with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 18 languages are represented in this language assistance directory.

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

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

Consistent with the Public Participation Plan, planners seek public input on these products, which influence quality of life and mobility options in the region. Public input opportunities, conducted both virtually and in person, represent one way for North Texans to be informed and involved. Public input opportunity notices are provided in English and Spanish. Notices include the telephone number and email address to request special accommodation for language translation or disability. Public input opportunities are posted online and advertised in newspapers, and staff interact regularly with local reporters, some of whom contribute to minority publications. Translated ads are placed in the major Spanish and Vietnamese newspapers.

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

NCTCOG currently has bilingual staff who assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. Since 2017, NCTCOG has received one request for translation at a public input opportunity, one request for a sign language interpreter at a public input opportunity, and one request for a meeting transcript for a hearing-impaired person. NCTCOG staff regularly work with community stakeholders to determine translation needs in advance of formal public input opportunities.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.18 per word, although the rate varies by language. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department website, making information more readily accessible in more than 120 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and

others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance is provided at no charge to LEP individuals.

### **Guidelines for Making Language Assistance Available**

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

Increased use of visualization tools will be used to make information more understandable and improve communication..

Plans, projects and programs for areas with a high number of LEP persons will have materials that address the needs of the population in those areas. Communities are mapped whenever possible to provide plan- or project-specific data.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of 72 hours advanced notice is required for these arrangements to be provided for a public input opportunity.

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

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

The NCTCOG Transportation Department hosts quarterly committee meetings to provide in-person training on the requirements and techniques for providing meaningful access to services for LEP persons. The committee comprises members of every department program area, and these employees serve as liaisons to their teams, ensuring that LEP persons are considered at every stage of the planning process. Training materials and resources continue to be available for review by all staff, including new employees.

### **Notice of Assistance Available for LEP Persons**

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

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

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

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

# Public Participation Plan

## Appendix C: Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery (Updated March 2013)

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### 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  
Landscaping  
Preventive maintenance  
Bridge rehabilitation/replacement  
Safety/Maintenance

Intersection Improvements  
Intelligent Transportation System  
Traffic Signal Improvements

12. **Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
13. **Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
14. **Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
15. **Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.
16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

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

### **Administrative Amendment Policy**

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

1. **Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
2. **Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.

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

### **Revision Policy**

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

1. **Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
2. **Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
3. **Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
4. **Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
5. **Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

# Public Participation Plan

## Appendix D: Regional Transportation Council Rules for Public Comments

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

### Public Attendance and Conduct at RTC Meetings

The public is encouraged to attend meetings of the RTC in person or to view meetings via a livestream. Members of the public shall observe the same rules of civility, decorum and respectful conduct applicable to members of the RTC. Any person addressing the RTC or attending the RTC meeting should refrain from making personal, impertinent, profane, hostile, vulgar, obscene or slanderous remarks or becoming boisterous. Audience members should refrain from unauthorized remarks, stamping of feet, applauding, whistles, yells and other similar demonstrations.

### Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. This comment period will last a maximum of thirty (30) minutes. The RTC has the discretion to extend this time period upon motion and majority vote. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Subject to the comment period maximum, the RTC Chair will provide a notice to a speaker whose time has expired. The RTC has the discretion to modify or extend the public comment period upon a motion and majority vote.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

When an RTC meeting is held in person, members of the public must attend in person to provide verbal comments at the meeting. For RTC meetings held virtually, a virtual option will be provided for members of the public to provide comments.

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks

must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

#### Speaker Registration

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

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

#### Enforcement

The RTC reserves the right to have speakers or audience members removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks in violation of the rules of conduct. The RTC Chair may direct a uniformed police officer to remove any disruptive audience member. Any RTC member may move to require the disruptive audience member to be removed following an affirmative vote of a majority of the RTC. Following a successful vote, the RTC Chair will direct a uniformed police officer to remove any disruptive audience member.

## **REGIONAL TRANSPORTATION COUNCIL**

### **Normas para los Comentarios Públicos**

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

#### **Participación y Conducta Pública en las Reuniones de RTC**

Se anima al público que asista a las reuniones de RTC en persona o ver las reuniones a través de una transmisión en vivo. Los miembros del público deberán observar las mismas normas de civismo, decoro, y conducta respetuosa aplicables a los miembros de RTC. Toda persona que se dirija al RTC o que asista a la reunión de RTC deberá abstenerse de hacer comentarios personales, impertinentes, profanos, hostiles, vulgares, obscenos, calumniosos o de volverse bullicioso. Los miembros del público deben abstenerse de hacer comentarios no autorizados, de pisotones, aplaudir, silbar, gritar, y de otras manifestaciones similares.

#### **Comentario Público**

En cada reunión abierta de RTC, se proporcionará la oportunidad al inicio de la reunión para que los miembros del público se dirijan al RTC acerca del tema(s) incluido en la agenda para su consideración. Este periodo de comentarios durará un máximo de treinta (30) minutos. El RTC tiene la discreción de extender el periodo de tiempo a través de una moción y votación por mayoría. Se concede a los participantes un máximo de tres (3) minutos para hablar. La persona que se dirija al RTC a través de un traductor tendrá hasta seis (6) minutos. Un temporizador será visible para el orador e indicará la cantidad de tiempo restante. El orador concluirá sus comentarios antes o al finalizar su tiempo. En caso de que se presente un gran número de oradores, el RTC podrá animar las delegaciones de gran tamaño a que una persona hable en representación del grupo o imponer límites de tiempo razonables por individuo que sean más restrictivas; si una delegación decide elegir a un portavoz para representar a toda la delegación, el portavoz tendrá hasta cinco (5) minutos para hablar o diez (10) minutos si el portavoz se dirige al RTC a través de un traductor. Dentro del plazo máximo de comentarios, el presidente del RTC avisará al orador cuyo tiempo haya expirado. El RTC tiene la discreción de modificar o extender el periodo de comentarios del público mediante una moción y votación por mayoría.

Personas que soliciten servicios de traducción, que serán facilitados por el RTC, deberán hacerlo al menos con setenta y dos (72) horas antes de la hora de la reunión publicada.

Si la reunión de RTC se celebra en persona, los miembros del público deben asistir en persona para hacer sus comentarios verbales en la reunión. En el caso de que las reuniones de RTC

se celebren virtualmente, se ofrecerá una opción virtual para que los miembros del público puedan aportar sus comentarios.

Los oradores serán llamados en el orden de registro. Los oradores deberán dirigir sus comentarios al presidente del RTC y no a los miembros individuales del RTC o a la audiencia. Los comentarios deben limitarse al tema específico del punto en la agenda acerca del cual la persona está hablando. Estas normas no prohíben las críticas públicas hacia el RTC.

### **Registro para el Orador**

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

1. Nombre del orador;
2. Ciudad de residencia;
3. Código postal;
4. Tema(s) de la agenda sobre el cual el orador planea hablar;
5. Indicación si habla a favor/en contra del punto(s) de la agenda; y
6. Toda otra información solicitada por el personal de RTC.

### **Ejecución**

El RTC se reserva el derecho de expulsar los oradores o miembros del público de la sala de reuniones en caso de que se conviertan en perturbadores o hagan comentarios amenazantes, profanos, o inapropiados en contra de las normas de conducta. El presidente de RTC puede dar instrucciones a un agente de policía uniformado para que retire al miembro del público que cause perturbaciones. Los miembros de RTC podrán solicitar la expulsión del miembro del público que perturbe el orden, tras una votación afirmativa por parte de la mayoría de RTC. Tras la votación afirmativa, el presidente de RTC ordenará a un agente de policía uniformado que retire al miembro del público que cause perturbaciones.



NCTCOG TRANSPORTATION DEPARTMENT

# 2025 Public Participation Plan Update

CARLI BAYLOR  
SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
8.22.25



# Overview

The Public Participation Plan (PPP) is a federal requirement, guides our department's public involvement efforts and outlines the MPO's responsibility to inform and involve individuals and communities.

PPP covers federal responsibilities, procedures, strategies and evaluation. A copy is posted on the Transportation Department's **Get Involved** webpage.



# Guiding Principles

Consistent & Comprehensive Communication

Commitment to Balanced Engagement

Consultation with Committees

Collaboration with Audiences & Stakeholders



# Public Participation Plan Goals

**Goal 1:** Inform and Educate

**Goal 2:** Engage Comprehensive Audiences and encourage continued participation

**Goal 3:** Evaluate public participation strategies and efforts



# Engagement With People

- Virtual and In-Person Public Meetings
  - Online Input Opportunities
  - Outreach Events
  - Speaking Engagements
  - Community Networks
  - Media Relations
- Print and Digital Publications
  - Website
  - Social Media
  - Surveys and Polling
  - Visualizations and Shareable Content
  - Translation and Interpretation Services



# Legislation Related to Public Participation

Infrastructure Investment and Jobs Act (IIJA)

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

Revocation of Executive Order 12898 (Environmental Justice in Minority Populations and Low-Income Populations, 1994)



# Proposed Revisions

Update the PPP to reflect new planning regulations and federal policies.

Reaffirm public involvement process for the Unified Planning Work Program (UPWP). Public meeting will no longer be required for UPWP modifications. UPWP will instead be posted online.

Reaffirm cataloging of public comments in two documents:

- Public input opportunity minutes
- Public comments reports



# Proposed Revisions

Update references to keypad polling and virtual public engagement to ensure public involvement processes and procedures up to date and reflect technology advances:

- Incorporate use of phone applications for polling
- Incorporate usage of online public engagement platform

Review performance measures to ensure they are relevant and manageable to track and report.

Create new layout and design of PPP document to reflect department branding efforts.





# Schedule

June 27, 2025

STTC Information

July 10, 2025

RTC Information

July 14, 2025

Public Meetings

July 14, 2025

Public Comment Period Begins

**August 22, 2025**

**STTC Action**

Sept. 11, 2025

RTC Action



# REQUESTED ACTION

## 2025 Public Participation Plan Update

- Recommendation for RTC approval of proposed revisions:
  - Federal policy and planning regulation updates
  - Reaffirmation of Unified Planning Work Program (UPWP) public involvement process
  - Reaffirmation of public comments cataloging
  - Updates to terminology for keypad polling and virtual public engagement
  - Performance measures review and evaluation
  - New layout and design of Public Participation Plan (PPP) document
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the program/policy/project/change.

STTC Action Item – August 22, 2025



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NCTCOG PRESENTATION

# FISCAL YEAR 2025 PUBLIC TRANSPORTATION FUNDING: PROGRAMS OF PROJECTS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE | 8.22.2025

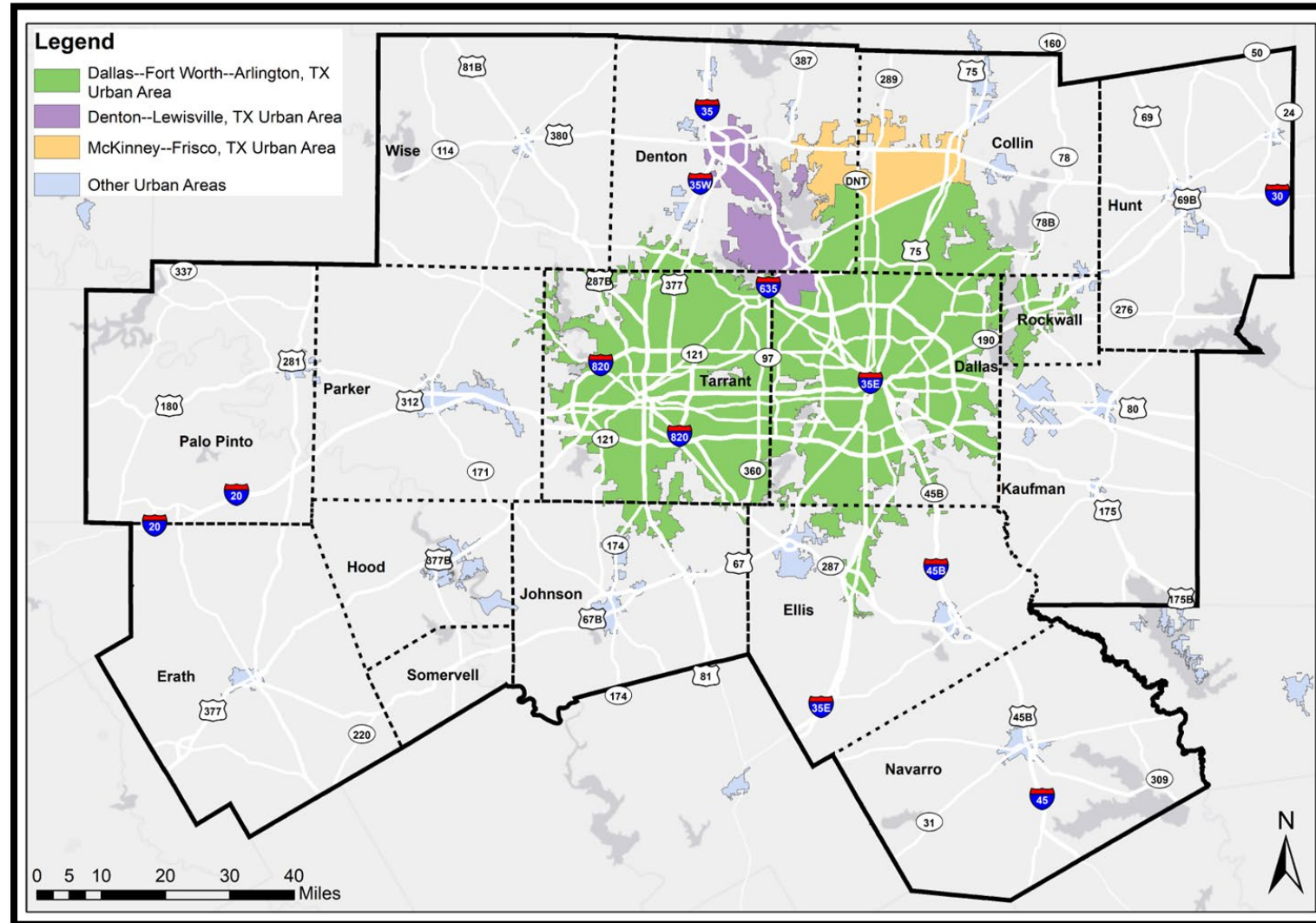
# BACKGROUND

- The North Central Texas Council of Governments (NCTCOG) is the designated recipient for Federal Transit Administration (FTA) funding for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas.
- Responsible for allocating federal funds to public transit providers in the region, including:
  - Transit Authorities (Dallas Area Rapid Transit, Trinity Metro, Denton County Transportation Authority)
  - Cities that are recipients of FTA funds (Arlington, Grand Prairie, McKinney, Mesquite)
  - Small transit providers (e.g., Northeast Transportation Services, Span, Inc., STAR Transit)
- Two NCTCOG processes are used to award funds:
  - Set-aside for Strategic Partnerships
  - Programs of Projects (POP) process





# 2020 CENSUS URBANIZED AREAS & URBAN CLUSTERS



# FEDERAL FORMULA FUNDING PROGRAMS FOR URBAN AREAS

	PROGRAM	PURPOSE	PROJECT TYPES
5307	Urbanized Area Formula (includes Job Access/Reverse Commute projects)	Serve general public including low-income workers	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Purchase vehicles and/or maintain bus services	Capital





# PROPOSED FEDERAL FUNDS

- Public transportation providers in the region are proposed to receive approximately \$206.3 million in Fiscal Year (FY) 2025 Federal Transit Administration formula funds and \$5.1 million in FY 2024 funds through this apportionment award cycle.
- Approximately \$10.4 million in FY 2025 and \$4.8 million FY 2024 funds remain to be programmed in future cycles.
- 2,831,565 in Transportation Development Credits (TDCs) are proposed to be awarded through this cycle; TDCs are used in lieu of the local cash match requirement and do not increase funding for a project.



# CURRENT AWARD CYCLE FUNDING SUMMARY (\$ IN MILLIONS)

FTA Funds by <u>Agency Type</u>	\$211.4M
Transit Authorities (DART, Trinity Metro, and DCTA)	\$182.1M
All Others	\$29.3M

FTA Funds by <u>Project Type</u>	\$211.4M
Capital (vehicles, equipment, preventive maintenance, etc.)	\$197.1M
Operations	\$14.1M
Planning	\$0.2M



# REQUESTED ACTION – FISCAL YEAR 2025 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

- Recommend RTC approval of:
  - The proposed funding for the FY2024 and FY2025 Programs of Projects included in the packet
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this funding on these projects.

STTC Action Item – August 22, 2025



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City of Arlington  
Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	CAPITAL COST OF CONTRACTING - ARLINGTON ON DEMAND	CAPITAL	\$ 3,776,000	\$ -	\$ -	\$ 944,000	\$ -	\$ 4,720,000	ADD PROJECT TO TIP/STIP
2026	5307	OPERATING ASSISTANCE	OPERATING	\$ -	\$ -	\$ -	\$ 4,720,000	\$ -	\$ 4,720,000	ADD PROJECT TO TIP/STIP
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 76,000	\$ -	\$ -	\$ 19,000	\$ -	\$ 95,000	ADD PROJECT TO TIP/STIP
				\$ 3,852,000	\$ -	\$ -	\$ 5,683,000	\$ -	\$ 9,535,000	

FY2024 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	\$ 144,000	\$ -	\$ -	\$ 36,000	\$ -	\$ 180,000	ADD PROJECT TO TIP/STIP
2026	5310	ACQUISITION OF HARDWARE	CAPITAL	\$ 885,000	\$ -	\$ -	\$ -	\$ 88,500	\$ 885,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); 10% MATCH DUE TO ADA ACCESSIBILITY
2026	5310	ACQUISITION OF SOFTWARE	CAPITAL	\$ 14,747	\$ -	\$ -	\$ 3,687	\$ -	\$ 18,434	ADD PROJECT TO TIP/STIP
2026	5310	OPERATING ASSISTANCE - HANDITRAN	OPERATING	\$ 825,000	\$ 341,663	\$ -	\$ 483,337	\$ -	\$ 1,650,000	ADD PROJECT TO TIP/STIP
				\$ 1,868,747	\$ 341,663	\$ -	\$ 523,024	\$ 88,500	\$ 2,733,434	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; ARLINGTON MTP POLICY BUNDLE TDCS

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PURCHASE OF SERVICE - HANDITRAN	CAPITAL	\$ 2,000,000	\$ -	\$ -	\$ 500,000	\$ -	\$ 2,500,000	ADD PROJECT TO TIP/STIP
2026	5310	ACQUISITION OF SOFTWARE	CAPITAL	\$ 99,653	\$ -	\$ -	\$ 24,914	\$ -	\$ 124,567	ADD PROJECT TO TIP/STIP
				\$ 2,099,653	\$ -	\$ -	\$ 524,914	\$ -	\$ 2,624,567	

## City/County Transportation

## Programs of Projects

## FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 118,067	\$ -	\$ -	\$ 118,067	\$ -	\$ 236,134	ADD PROJECT TO TIP/STIP
2026	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 65,000	\$ -	\$ -	\$ -	\$ 13,000	\$ 65,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 40,000	\$ -	\$ -	\$ -	\$ 8,000	\$ 40,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 80,000	\$ -	\$ -	\$ -	\$ 16,000	\$ 80,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF SIGNAGE	CAPITAL	\$ 42,500	\$ -	\$ -	\$ -	\$ 8,500	\$ 42,500	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 345,567	\$ -	\$ -	\$ 118,067	\$ 45,500	\$ 463,634	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

## Community Transit Services

## Programs of Projects

## FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 41,399	\$ -	\$ -	\$ 41,399	\$ -	\$ 82,798	ADD PROJECT TO TIP/STIP
2026	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 20,000	\$ -	\$ -	\$ -	\$ 4,000	\$ 20,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF HARDWARE	CAPITAL	\$ 70,000	\$ -	\$ -	\$ -	\$ 14,000	\$ 70,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 80,000	\$ -	\$ -	\$ -	\$ 16,000	\$ 80,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF FARE COLLECTION EQUIPMENT	CAPITAL	\$ 15,000	\$ -	\$ -	\$ -	\$ 3,000	\$ 15,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 226,399	\$ -	\$ -	\$ 41,399	\$ 37,000	\$ 267,798	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL



## Dallas Area Rapid Transit

## Programs of Projects Changes

## FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

## ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 48,323,515	\$ -	\$ -	\$ 12,080,879	\$ -	\$ 60,404,394
2025	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ 780,000	\$ -	\$ -	\$ 195,000	\$ -	\$ 975,000
2025	5307	RISK REDUCTION SAFETY PROJECT	CAPITAL	\$ 590,000	\$ -	\$ -	\$ 147,500	\$ -	\$ 737,500
				\$ 49,693,515	\$ -	\$ -	\$ 12,423,379	\$ -	\$ 62,116,894

## CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5307	RAIL ROLLING STOCK	CAPITAL	\$ 72,049,528	\$ -	\$ -	\$ 12,714,623	\$ -	\$ 84,764,151	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO BEING ADA ACCESSIBLE
2026	5307	RISK REDUCTION SAFETY PROJECT	CAPITAL	\$ 550,906	\$ -	\$ -	\$ 137,727	\$ -	\$ 688,633	DECREASE FUNDING
2026	5307	SECURITY PROJECT	CAPITAL	\$ 853,669	\$ -	\$ -	\$ 213,418	\$ -	\$ 1,067,087	ADD PROJECT TO TIP/STIP
				\$ 73,454,103	\$ -	\$ -	\$ 13,065,768	\$ -	\$ 86,519,871	

## FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5337 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

## ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 25,000,000	\$ -	\$ -	\$ 6,250,000	\$ -	\$ 31,250,000
				\$ 25,000,000	\$ -	\$ -	\$ 6,250,000	\$ -	\$ 31,250,000

## CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5337	RAIL ROLLING STOCK	CAPITAL	\$ 45,735,683	\$ -	\$ -	\$ 8,071,003	\$ -	\$ 53,806,686	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 45,735,683	\$ -	\$ -	\$ 8,071,003	\$ -	\$ 53,806,686	

## FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

## ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 4,000,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 5,000,000
				\$ 4,000,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 5,000,000

## CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5339	BUS ROLLING STOCK	CAPITAL	\$ 4,755,526	\$ -	\$ -	\$ 839,211	\$ -	\$ 5,594,737	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 4,755,526	\$ -	\$ -	\$ 839,211	\$ -	\$ 5,594,737	

# Denton County Transportation Authority

## Programs of Projects

### FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DENTON-LEWISVILLE UZA

#### ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000
2025	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000
2025	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 5,000,000
				\$ 5,000,000	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 7,500,000

#### CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 8,532,304	\$ -	\$ -	\$ 8,532,304	\$ -	\$ 17,064,608	INCREASE FUNDING
2026	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 1,137,735	\$ -	\$ -	\$ 284,434	\$ -	\$ 1,422,169	ADD PROJECT TO TIP/STIP
2026	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 704,866	\$ -	\$ -	\$ 176,217	\$ -	\$ 881,083	DECREASE FUNDING
2026	5307	SECURITY PROJECT	CAPITAL	\$ 117,123	\$ -	\$ -	\$ 29,281	\$ -	\$ 146,404	ADD PROJECT TO TIP/STIP
2026	5307	SAFETY PROJECT	CAPITAL	\$ 85,331	\$ -	\$ -	\$ 21,333	\$ -	\$ 106,664	ADD PROJECT TO TIP/STIP
2026	5307	BUS ROLLING STOCK	CAPITAL	\$ 800,000	\$ -	\$ -	\$ -	\$ 120,000	\$ 800,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 11,377,359	\$ -	\$ -	\$ 9,043,569	\$ 120,000	\$ 20,420,928	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; DCTA MTP POLICY BUNDLE TDCS

### FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DENTON-LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	MOBILITY MANAGEMENT	CAPITAL	\$ 388,494	\$ -	\$ -	\$ 97,124	\$ -	\$ 485,618	ADD PROJECT TO TIP/STIP
				\$ 388,494	\$ -	\$ -	\$ 97,124	\$ -	\$ 485,618	

### FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PURCHASE OF SERVICE - FRISCO PARATRANSIT	CAPITAL	\$ 35,311	\$ -	\$ -	\$ -	\$ 7,063	\$ 35,311	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5310	PROJECT ADMINISTRATION	CAPITAL	\$ 24,366	\$ -	\$ -	\$ -	\$ 4,874	\$ 24,366	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 59,677	\$ -	\$ -	\$ -	\$ 11,937	\$ 59,677	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; FRISCO MTP POLICY BUNDLE TDCS

### FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - MCKINNEY-FRISCO UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PURCHASE OF SERVICE - FRISCO PARATRANSIT	CAPITAL	\$ 216,169	\$ -	\$ -	\$ -	\$ 43,234	\$ 216,169	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5310	PROJECT ADMINISTRATION	CAPITAL	\$ 149,154	\$ -	\$ -	\$ -	\$ 29,831	\$ 149,154	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 365,323	\$ -	\$ -	\$ -	\$ 73,065	\$ 365,323	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; FRISCO MTP POLICY BUNDLE TDCS

Denton County Transportation Authority  
Programs of Projects (continued)

FY2024 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DENTON-LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	BUS ROLLING STOCK	CAPITAL	\$ 370,351	\$ -	\$ -	\$ 65,357	\$ -	\$ 435,708	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 370,351	\$ -	\$ -	\$ 65,357	\$ -	\$ 435,708	

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5337 FUNDS - DENTON-LEWISVILLE UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 2,187,500	\$ -	\$ -	\$ -	\$ -	\$ 2,187,500
				\$ 2,187,500	\$ -	\$ -	\$ -	\$ -	\$ 2,187,500

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 3,583,893	\$ -	\$ -	\$ 895,974	\$ -	\$ 4,479,867	INCREASE FUNDING; ADJUST FUNDING SHARES
				\$ 3,583,893	\$ -	\$ -	\$ 895,974	\$ -	\$ 4,479,867	

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DENTON-LEWISVILLE UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
				\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5339	CONSTRUCTION OF BUS FACILITY	CAPITAL	\$ 780,799	\$ -	\$ -	\$ 195,200	\$ -	\$ 975,999	ADD PROJECT TO TIP/STIP
				\$ 780,799	\$ -	\$ -	\$ 195,200	\$ -	\$ 975,999	

# Fort Worth Transportation Authority (Trinity Metro)

## Programs of Projects Changes

### FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

#### ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 11,000,000	\$ -	\$ -	\$ 2,750,000	-	\$ 13,750,000
2025	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ 550,000	\$ -	\$ -	\$ 137,500	-	\$ 687,500
				\$ 11,550,000	\$ -	\$ -	\$ 2,887,500	-	\$ 14,437,500

#### CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 28,700,970	\$ -	\$ -	\$ 7,175,243	-	\$ 35,876,213	INCREASE FUNDING
2026	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ 413,017	\$ -	\$ -	\$ 103,255	-	\$ 516,272	DECREASE FUNDING
2026	5307	RISK REDUCTION SAFETY PROJECT	CAPITAL	\$ 241,315	\$ -	\$ -	\$ 60,329	-	\$ 301,644	ADD PROJECT TO TIP/STIP
2026	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 2,500,000	\$ -	\$ -	\$ 625,000	-	\$ 3,125,000	ADD PROJECT TO TIP/STIP
				\$ 31,855,302	\$ -	\$ -	\$ 7,963,827	-	\$ 39,819,129	

### FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5337 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

#### ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 2,500,000	\$ -	\$ -	\$ 625,000	-	\$ 3,125,000
				\$ 2,500,000	\$ -	\$ -	\$ 625,000	-	\$ 3,125,000

#### CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 6,600,938	\$ -	\$ -	\$ 1,650,235	-	\$ 8,251,173	INCREASE FUNDING
				\$ 6,600,938	\$ -	\$ -	\$ 1,650,235	-	\$ 8,251,173	

### FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

#### ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 1,200,000	\$ -	\$ -	\$ 211,765	-	\$ 1,411,765
				\$ 1,200,000	\$ -	\$ -	\$ 211,765	-	\$ 1,411,765

#### CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 2,770,581	\$ -	\$ -	\$ 488,927	-	\$ 3,259,508	INCREASE FUNDING; 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 2,770,581	\$ -	\$ -	\$ 488,927	-	\$ 3,259,508	

City of Grand Prairie  
Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	CAPITAL COST OF CONTRACTING - VIA GRAND PRAIRIE	CAPITAL	\$ 1,786,499	\$ -	\$ -	\$ -	357,300	\$ 1,786,499	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 893,249	\$ 762,848	\$ -	\$ 130,401	-	\$ 1,786,498	ADD PROJECT TO TIP/STIP
2026	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 200,000	\$ -	\$ -	\$ -	40,000	\$ 200,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	BUS ROLLING STOCK	CAPITAL	\$ 750,000	\$ -	\$ -	\$ -	112,500	\$ 750,000	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 3,629,748	\$ 762,848	\$ -	\$ 130,401	509,800	\$ 4,522,997	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 5/REGIONAL - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS FOR TRANSIT PROGRAMS OF PROJECTS IN GRAND PRAIRIE WILL INCLUDE A FINAL, ONE-TIME ALLOCATION OF REGIONAL TDCS IN FY 2024 AND FY 2025 TO ENABLE THE CITY TO IDENTIFY A SUSTAINABLE, LONG-TERM LOCAL MATCH FUNDING SOURCE. ALTERNATELY, THE CITY CAN APPLY FOR AND QUALIFY FOR MTP POLICY BUNDLE TDCS FOR THIS PURPOSE, BUT REGIONAL TDCS WILL NOT BE AVAILABLE IN FY 2026+

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	OPERATING ASSISTANCE	OPERATING	\$ 1,228,143	\$ 170,584	\$ -	\$ 1,057,559	-	\$ 2,456,286	ADD PROJECT TO TIP/STIP
2026	5310	PREVENTIVE MAINTENANCE	CAPITAL	\$ 250,000	\$ -	\$ -	\$ -	50,000	\$ 250,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5310	BUS ROLLING STOCK	CAPITAL	\$ 900,000	\$ -	\$ -	\$ -	135,000	\$ 900,000	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 2,378,143	\$ 170,584	\$ -	\$ 1,057,559	185,000	\$ 3,606,286	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 5/REGIONAL - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS FOR TRANSIT PROGRAMS OF PROJECTS IN GRAND PRAIRIE WILL INCLUDE A FINAL, ONE-TIME ALLOCATION OF REGIONAL TDCS IN FY 2024 AND FY 2025 TO ENABLE THE CITY TO IDENTIFY A SUSTAINABLE, LONG-TERM LOCAL MATCH FUNDING SOURCE. ALTERNATELY, THE CITY CAN APPLY FOR AND QUALIFY FOR MTP POLICY BUNDLE TDCS FOR THIS PURPOSE, BUT REGIONAL TDCS WILL NOT BE AVAILABLE IN FY 2026+

City of Mesquite  
Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	CAPITAL COST OF CONTRACTING	CAPITAL	\$ 241,200	\$ -	\$ -	\$ 60,300	-	\$ 301,500	ADD PROJECT TO TIP/STIP
2026	5307	OPERATING ASSISTANCE (JARC)	OPERATING	\$ 150,750	\$ -	\$ -	\$ 150,750	-	\$ 301,500	ADD PROJECT TO TIP/STIP
2026	5307	SAFETY PROJECT	CAPITAL	\$ 3,344	\$ -	\$ -	\$ 836	-	\$ 4,180	ADD PROJECT TO TIP/STIP
2026	5307	PROGRAM ADMINISTRATION	CAPITAL	\$ 50,376	\$ -	\$ -	\$ 12,594	-	\$ 62,970	ADD PROJECT TO TIP/STIP
				\$ 445,670	\$ -	\$ -	\$ 224,480	-	\$ 670,150	

North Central Texas Council of Governments  
Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA  
ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5307	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	CAPITAL	\$ 50,000,000	\$ -	\$ -	\$ 12,500,000	-	\$ 62,500,000
				\$ 50,000,000	\$ -	\$ -	\$ 12,500,000	-	\$ 62,500,000

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2025	5307	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	CAPITAL	\$ -	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 950,014	\$ -	\$ -	\$ -	190,003	\$ 950,014	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 950,014	\$ -	\$ -	\$ -	190,003	\$ 950,014	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	BUS ROLLING STOCK	CAPITAL	\$ 2,607,000	\$ -	\$ -	\$ -	391,050	\$ 2,607,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); 15% MATCH DUE TO BEING ADA ACCESSIBLE
2026	5307	GENERAL PLANNING	PLANNING	\$ 200,000	\$ -	\$ -	\$ -	40,000	\$ 200,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 4,707,028	\$ -	\$ -	\$ -	811,056	\$ 4,707,028	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PROGRAM ADMINISTRATION	CAPITAL	\$ 591,491	\$ -	\$ -	\$ -	-	\$ 591,491	ADD PROJECT TO TIP/STIP; PROGRAM ADMINISTRATION DOES NOT REQUIRE MATCH
				\$ 591,491	\$ -	\$ -	\$ -	-	\$ 591,491	

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PROJECT ADMINISTRATION	CAPITAL	\$ 124,742	\$ -	\$ -	\$ -	24,949	\$ 124,742	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5310	BUS ROLLING STOCK	CAPITAL	\$ 665,300	\$ -	\$ -	\$ -	99,795	\$ 665,300	ADD PROJECT TO TIP/STIP (TDC [MPO]); 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 790,042	\$ -	\$ -	\$ -	124,744	\$ 790,042	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DENTON LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 87,842	\$ -	\$ -	\$ -	17,569	\$ 87,842	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 87,842	\$ -	\$ -	\$ -	17,569	\$ 87,842	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 175,684	\$ -	\$ -	\$ -	35,138	\$ 175,684	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DENTON LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PROGRAM ADMINISTRATION	CAPITAL	\$ 43,165	\$ -	\$ -	\$ -	-	\$ 43,165	ADD PROJECT TO TIP/STIP; PROGRAM ADMINISTRATION DOES NOT REQUIRE MATCH
				\$ 43,165	\$ -	\$ -	\$ -	-	\$ 43,165	



North Central Texas Council of Governments  
Programs of Projects (continued)

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - MCKINNEY-FRISCO UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 45,644	\$ -	\$ -	\$ -	9,129	\$ 45,644	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 45,643	\$ -	\$ -	\$ -	9,129	\$ 45,643	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 91,287	\$ -	\$ -	\$ -	18,258	\$ 91,287	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - MCKINNEY-FRISCO UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PROGRAM ADMINISTRATION	CAPITAL	\$ 43,294	\$ -	\$ -	\$ -	-	\$ 43,294	ADD PROJECT TO TIP/STIP; PROGRAM ADMINISTRATION DOES NOT REQUIRE MATCH
				\$ 43,294	\$ -	\$ -	\$ -	-	\$ 43,294	

Northeast Transportation Services  
Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5307	CAPITAL COST OF CONTRACTING	CAPITAL	\$ 320,000	\$ -	\$ -	\$ -	\$ 64,000	\$ 320,000
				\$ 320,000	\$ -	\$ -	\$ -	\$ 64,000	\$ 320,000

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	CAPITAL COST OF CONTRACTING	CAPITAL	\$ 213,333	\$ -	\$ -	\$ -	\$ 42,667	\$ 213,333	DECREASE FUNDING AND TDCS (MPO)
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 106,667	\$ -	\$ -	\$ 106,667	\$ -	\$ 213,334	ADD PROJECT TO TIP/STIP
				\$ 320,000	\$ -	\$ -	\$ 106,667	\$ 42,667	\$ 426,667	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Public Transit Services  
Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 103,105	\$ -	\$ -	\$ 103,105	-	\$ 206,210	ADD PROJECT TO TIP/STIP
2026	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 110,000	\$ -	\$ -	\$ -	22,000	\$ 110,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 110,000	\$ -	\$ -	\$ -	22,000	\$ 110,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 60,000	\$ -	\$ -	\$ -	12,000	\$ 60,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 57,500	\$ -	\$ -	\$ -	11,500	\$ 57,500	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 440,605	\$ -	\$ -	\$ 103,105	\$ 67,500	\$ 543,710	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

SPAN  
Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 526,951	\$ -	\$ -	\$ 526,951	-	\$ 1,053,902	ADD PROJECT TO TIP/STIP
2026	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 360,000	\$ -	\$ -	\$ -	72,000	\$ 360,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 250,000	\$ -	\$ -	\$ -	50,000	\$ 250,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	BUS: SUPPORT EQUIP AND FACILITIES	CAPITAL	\$ 12,000	\$ -	\$ -	\$ -	2,400	\$ 12,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 100,000	\$ -	\$ -	\$ -	20,000	\$ 100,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF HARDWARE	CAPITAL	\$ 50,000	\$ -	\$ -	\$ -	10,000	\$ 50,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 1,298,951	\$ -	\$ -	\$ 526,951	\$ 154,400	\$ 1,825,902	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

FY2024 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PURCHASE OF SERVICE - DENTON COUNTY	CAPITAL	1,000,000	-	-	-	200,000	1,000,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				1,000,000	-	-	-	200,000	1,000,000	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

STAR  
Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 1,587,249	\$ -	\$ -	\$ 1,587,249	-	\$ 3,174,498	ADD PROJECT TO TIP/STIP
2026	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 465,000	\$ -	\$ -	\$ -	93,000	\$ 465,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 640,000	\$ -	\$ -	\$ -	128,000	\$ 640,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 330,000	\$ -	\$ -	\$ -	66,000	\$ 330,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 100,000	\$ -	\$ -	\$ -	20,000	\$ 100,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 3,122,249	\$ -	\$ -	\$ 1,587,249	\$ 307,000	\$ 4,709,498	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

FY2024 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PURCHASE OF SERVICE - MESQUITE	CAPITAL	661,368	-	-	165,342	-	826,710	ADD PROJECT TO TIP/STIP
2026	5310	PURCHASE OF SERVICE - DESOTO	CAPITAL	475,000	-	-	118,750	-	593,750	ADD PROJECT TO TIP/STIP
2026	5310	PURCHASE OF SERVICE - ROCKWALL	CAPITAL	225,000	-	-	56,250	-	281,250	ADD PROJECT TO TIP/STIP
2026	5310	PURCHASE OF SERVICE - KAUFMAN	CAPITAL	450,000	-	-	112,500	-	562,500	ADD PROJECT TO TIP/STIP
				1,811,368	-	-	452,842	-	2,264,210	



North Central Texas Council  
of Governments

# Rail Crossing Improvement Program

Savannah Briscoe

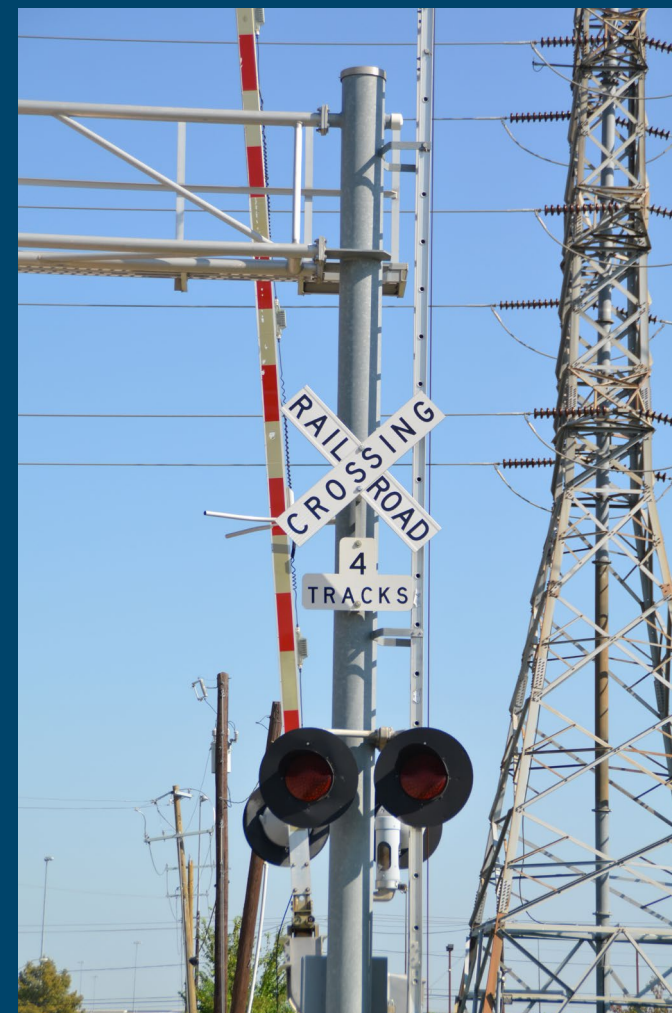
Surface Transportation Technical Committee

August 22, 2025

# Rail Crossing Improvement Program

## Program Overview:

- Funding was approved in the Strategic Transportation Funding Program approved by the RTC in February 2024.
- Improve safety and quality of life near at-grade rail crossings throughout the NCTCOG region.
- Identify *low-cost* solutions for crossings in disrepair by working with cities, counties, and TxDOT.
- NCTCOG staff reviewed at-grade crossings across the region based on the specified evaluation criteria.
- Not for high-cost solutions such as grade separations.



Courtesy of NCTCOG





# Rail Crossing Improvement Program

## Funding Details:

Rail Crossing Improvement Funding				
Project Corridor	Regional Toll Revenue	Local Match	Total	Allocation
West	\$3.1 Million	\$.775 Million	\$3.875 Million	31%
East	\$6.9 Million	\$1.725 Million	\$8.625 Million	69%
Total	\$10 Million	\$2.5 Million	\$12.5 Million	100%

Regional Toll Revenue funding from West Set-Aside and Dallas RTR accounts



# Evaluation Criteria

Input from local governments, TxDOT, railroads

Direct observation from site visits

Quantitative information (from Federal Railroad Administration)

- Number of Vehicles per Day
- Trains per Day
- Train Speed
- Crossing Incidents

Qualitative information

- Active Warning Devices
- Static Warning Devices
- Supplemental Safety Measures
- Observed Conditions

Sample Observation:



*Courtesy of NCTCOG*



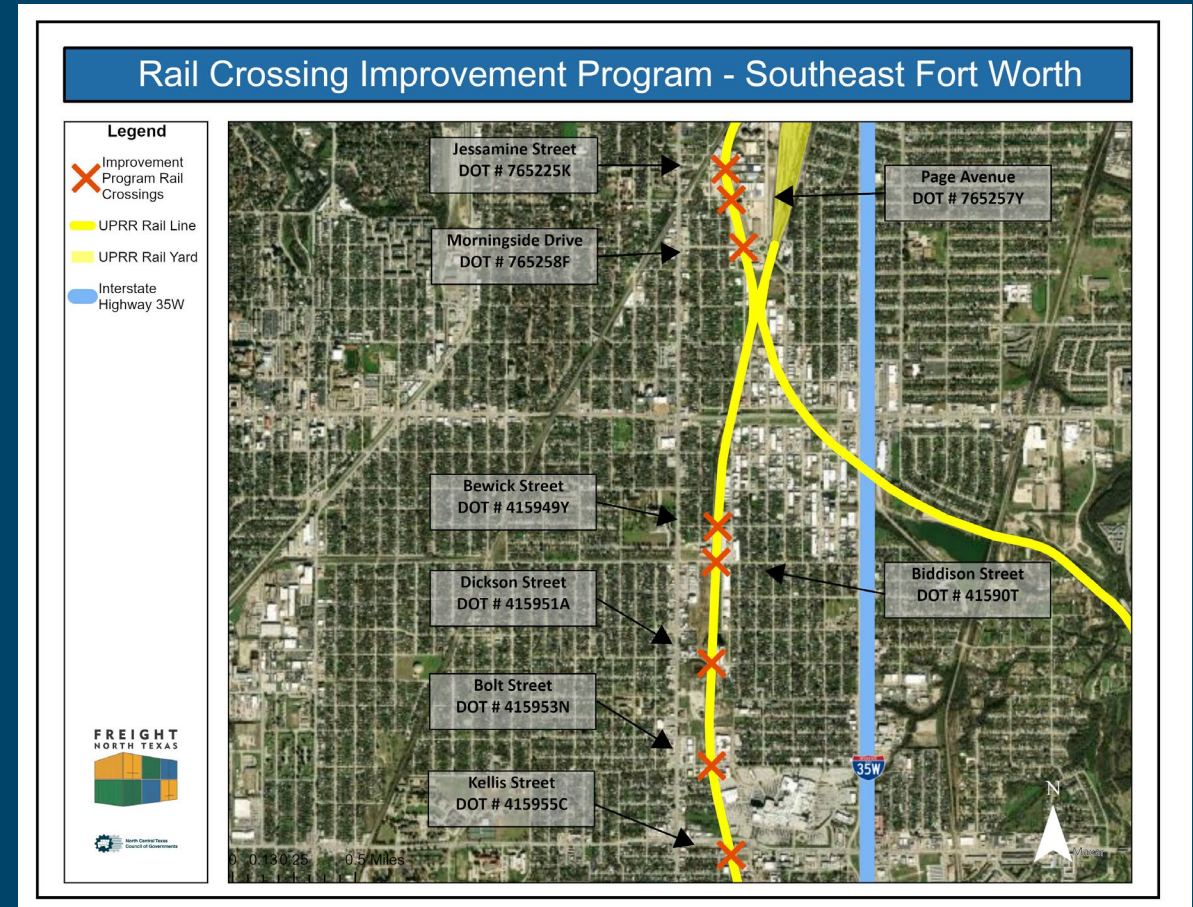
# Corridor 1 - Fort Worth Union Pacific RR from Kellis to Jessamine

## Crossings Identified:

- Kellis Street
- Bolt Street
- Dickson Street
- Biddison Street
- Bewick Street
- Morningside Drive
- Page Avenue
- Jessamine Street

## Analysis Results:

Issues included high AADT, rail crossing incidents, and geometry issues seen at these crossings



Courtesy of NCTCOG





# Corridor 1 Recommendations

## Supplement Existing City of Fort Worth Effort at:

- Kellis Street - Quiet Zone and Safety Improvements
- Bolt Street - Quiet Zone and Safety Improvements
- Dickson Street - Quiet Zone and Safety Improvements
- Biddison Street - Quiet Zone and Safety Improvements
- Bewick Street - Quiet Zone and Safety Improvements

## Fund Additional Crossing safety improvements at:

- Morningside Drive - Quiet Zone and Safety Improvements
- Page Avenue - Crossing Closure
- Jessamine Street - Quiet Zone and Safety Improvements



*Courtesy of NCTCOG*



# Corridor 2 - Dallas Union Pacific RR from Vilbig to East Jefferson

## Crossings Identified:

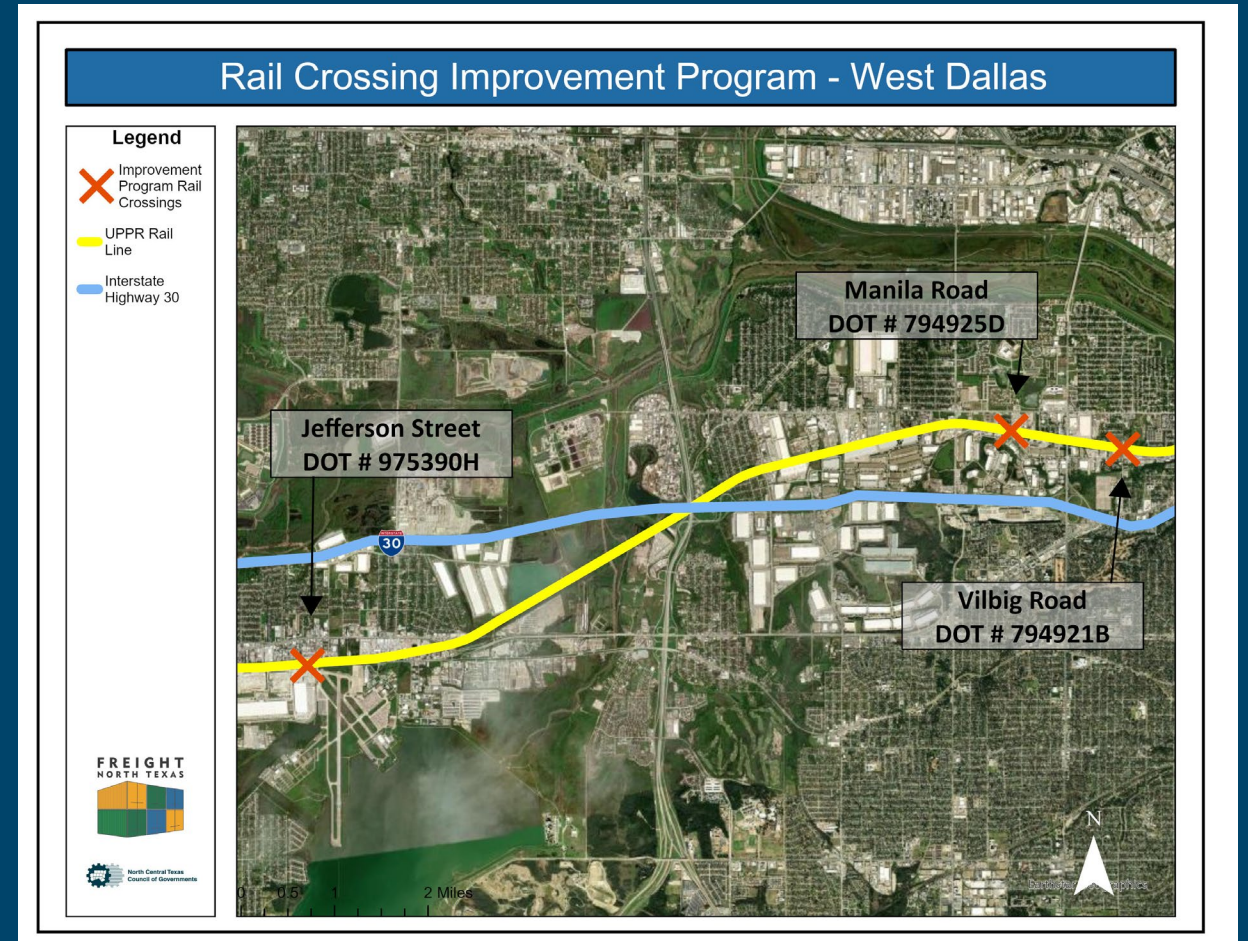
- Vilbig Road
- East Jefferson Street
- Manilla Road

## Analysis Results:

Issues included high AADT, rail crossing incidents, and geometry issues seen at these crossings

## Fund crossing closure and safety improvements :

- Vilbig Road - Crossing Closure
- East Jefferson Street - Safety Improvements
- Manilla Road - Safety Improvements



Courtesy of NCTCOG



# Requested Action Schedule

August 22, 2025

STTC Action Item

September 11, 2025

RTC Action Item

October 13, 2025

October Public Meeting

October 23, 2025

Executive Board Endorsement (Approval)



# REQUESTED ACTION – Rail Crossing Improvement Program Funding

Recommendation for RTC approval of:

The allocation of Regional Toll Revenue for:

- Corridor 1 - City of Fort Worth Rail Crossings - \$3.1 Million
- Corridor 2 - City of Dallas Rail Crossings - \$6.9 Million

Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the Rail Crossing Improvement Program.

Regional Toll Revenue funding will be from the West Set-Aside account and the Dallas account

STTC Action Item – August 22, 2025





# CONTACT US



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# CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE  
PROJECTS DURING COVID RECOVERY

August 2025

Michael Morris, P.E.  
Director of Transportation

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# TRAVEL BEHAVIOR BY MODE

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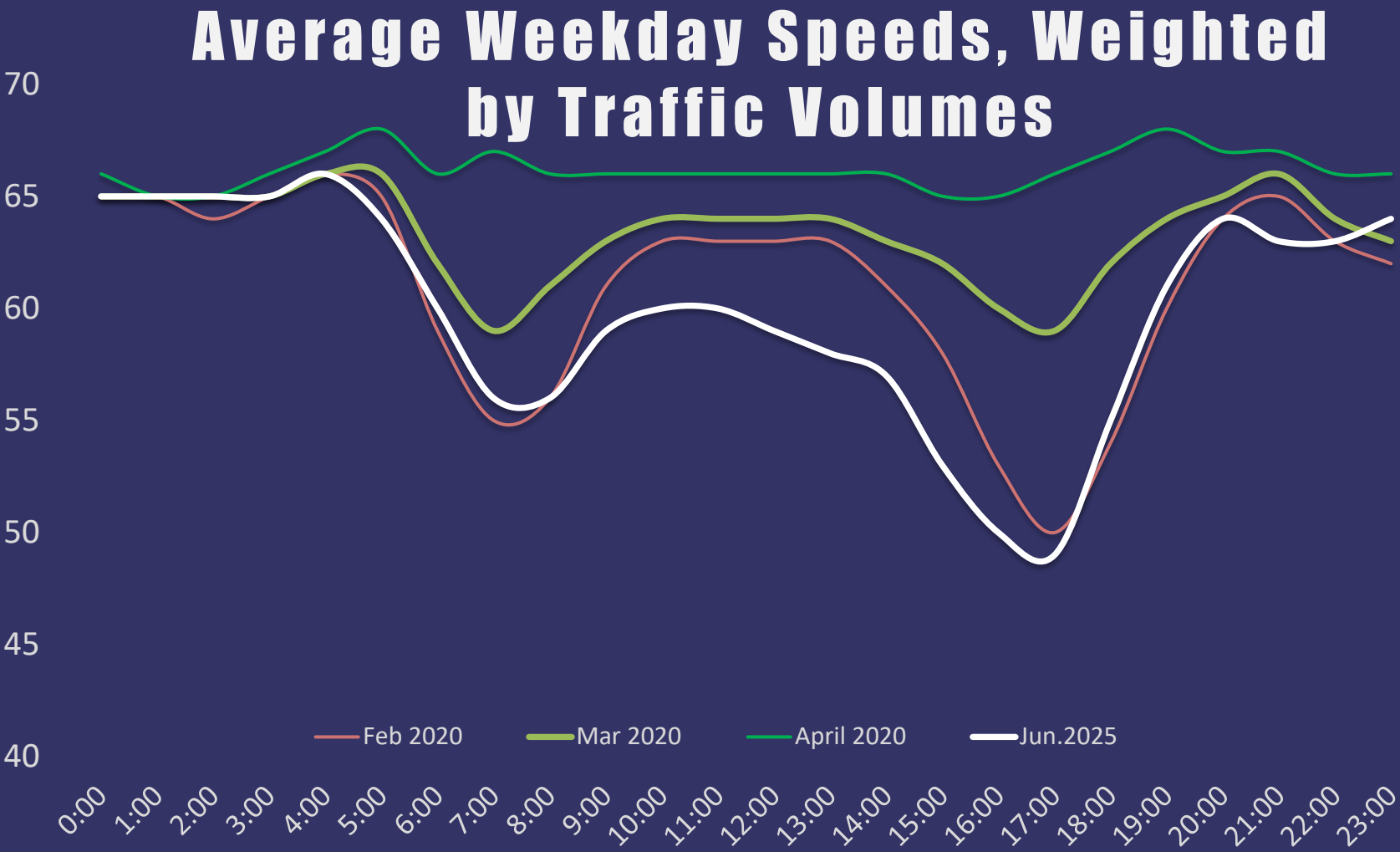
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Transit Ridership (-26%, June)



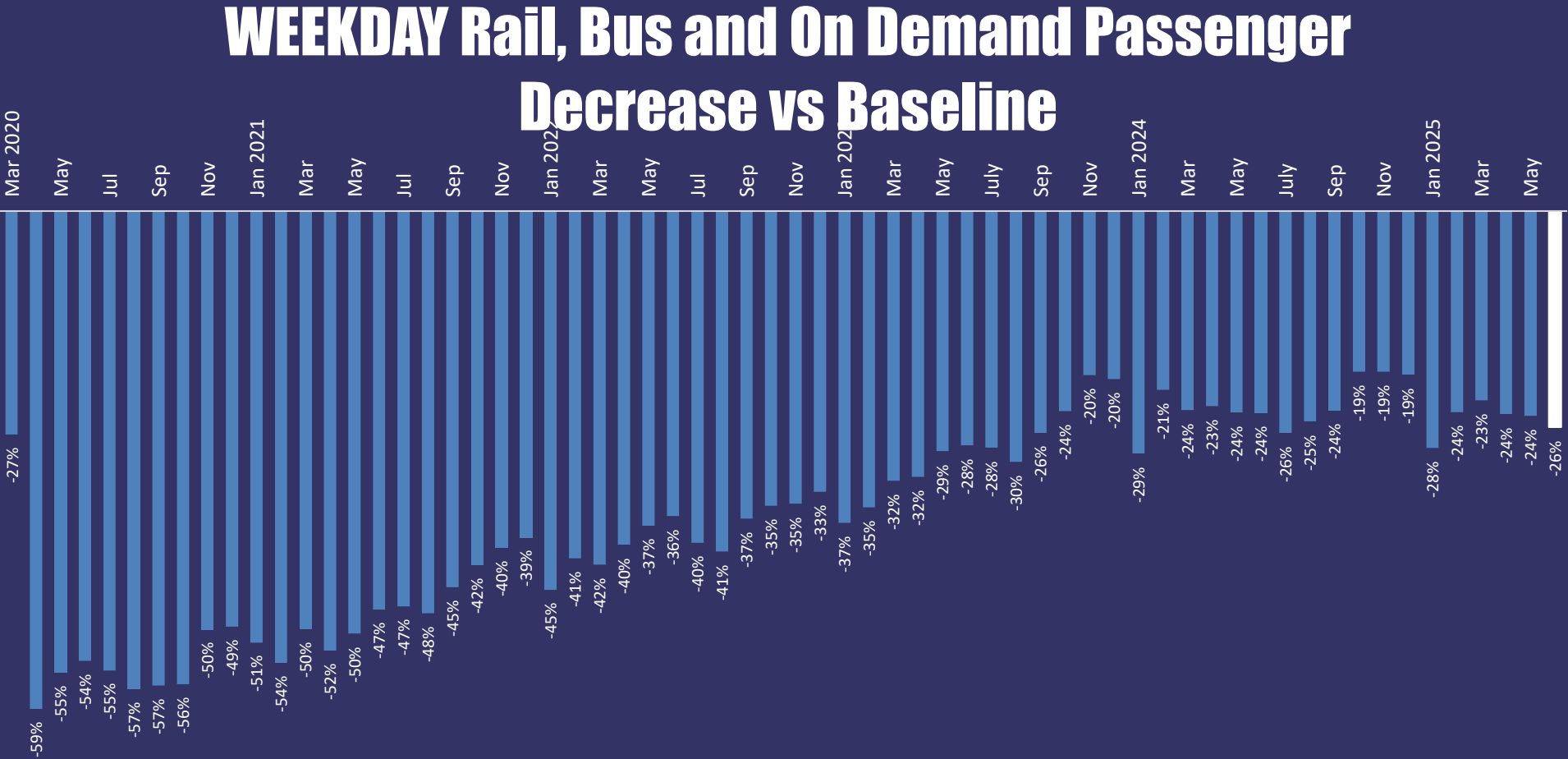
# ROADWAY TRENDS

Regional Average  
Freeway Speeds



# TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

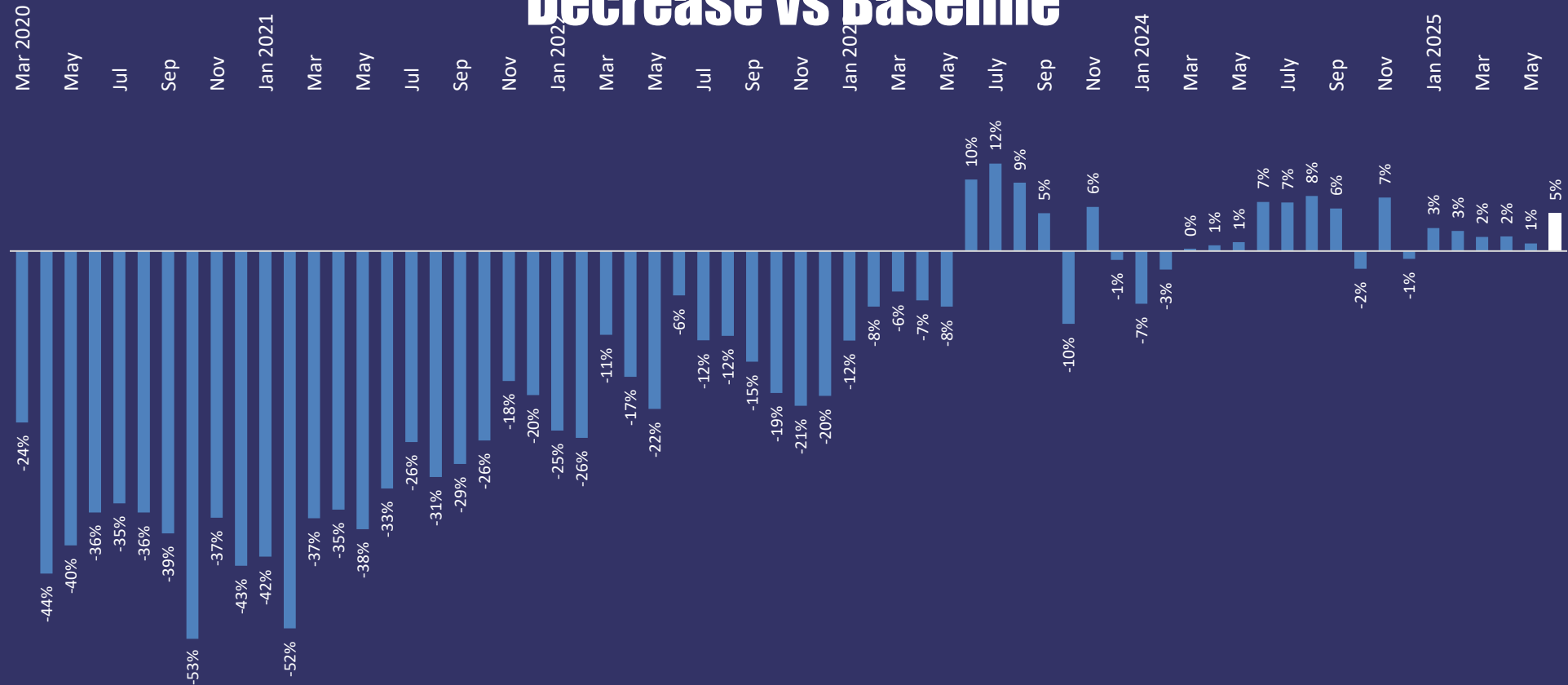


Includes On-Demand services: GoLink, ZipZones, GoZone and VIA  
Source: DART, DCTA, Trinity Metro, and VIA Arlington  
Note: Baseline is March 2019-February 2020.  
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

# TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

## WEEKEND Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

Note: October ridership numbers are compared against the 2019 baseline that included high ridership for the State Fair.

THE DALLAS MORNING NEWS

## **BULLET TRAIN INVESTOR: DALLAS TO HOUSTON HIGH-SPEED RAIL IS SHOVEL-READY**

Local, state, and federal leaders must determine the mix of public-private funding needed to complete the project.

By John Kleinheinz  
July 22, 2025



The potential Dallas station for a North Texas-Houston high-speed train could be atop or near Interstate 30 on the southern side of downtown. High-speed rail makes sense in Texas and, when done right, across the United States as we embark on this new American era of big thinking and "big, beautiful projects," writes John Kleinheinz. (Texas Central Partners).

If you need proof that our state is a wonderful place to live, work and play, take a look at the [rapid population increase](#) Texas continues to experience. U.S. Census Bureau figures show that half of that growth is a result of people moving here from other places. And with all the advantages Texas offers, why wouldn't they?

We're a welcoming state but also a realistic one. We know [Texas needs significant infrastructure](#) to support growth, keep people moving and ensure that commerce keeps flowing.

About 50% of Texans live in or near Dallas and Houston, two principal business hubs that benefit everyone in our state. Now is the time for Texans everywhere to recognize the promise and practicality of high-speed rail, resolve any remaining concerns, work out the final details, and support what will arguably be the most significant Lone Star infrastructure and mobility improvement we'll see in our lifetimes.



It's hard to argue against a train that can transport you from one of these cities to the other — 240 miles one way — in under 90 minutes. Compare that to sitting in traffic on Interstate 45, one of the most congested and dangerous highways in the country, or dealing with crowded airports, weather delays and rising airfares.

Greenlit by the first Trump administration, the Dallas-Houston high-speed rail project is now shovel-ready with a decade of pre-construction work completed at no cost to taxpayers, including initial permitting and land acquisition. The project is a model for sustainable infrastructure: It will reduce highway congestion and emissions while delivering thousands of construction and long-term operations jobs.

A recent Boston Consulting Group study confirms that [Texans are overwhelmingly in favor of the project](#). President Donald Trump has communicated clear support for a high-speed route with a build-out plan that stays on time and on track. High-speed rail makes sense in Texas and, when done right, across the United States as we embark on this new American era of big thinking and “big, beautiful projects” championed by the Trump administration. In 2024, Trump [told \*Newsweek\*](#) that it doesn't make sense for America not to have high-speed rail and noted that the U.S. lags behind Japan, China and Europe in this area.

Texas Central fully supports the Trump administration's decision to pull funding from Amtrak and agrees that this project should be led by the private sector. The next step is for local, state and federal leaders to work together and determine the mix of public-private funding that will see the project through to completion. Public-private funding solutions are viable and similar to those used in building the stadiums of America's professional sports teams.

The money is there. It can come from the Jobs Act, via other relevant entities such as the Japanese, and of course through continued private backing. And Texas high-speed rail will rely on a user-pay model, which makes much more sense than solely depending on taxes to further highway expansion.

Look at the state and federally funded I-45 downtown Houston renovation, a 24-mile undertaking now estimated to require more than \$13 billion in costs and 18 years to complete. In contrast, the entire Dallas-to-Houston high-speed rail needs only seven years of construction, putting Texans on the fast track in record time.

I have been involved in this project for 10+ years and now, as the sole project sponsor, I believe more than ever that it's time to finish the job — ideally starting with rerouting California's federal rail funding to Texas, where we know how to stretch a dollar and efficiently manage a timeline.

Stalled for nearly two decades, California's high-speed rail costs have skyrocketed from the original 2008 estimate of \$33 billion to build the entire 500-mile Los Angeles-to-San Francisco line. Today, the reduced 100-mile segment proposed from Merced to Bakersfield, which will not connect major business or population hubs, carries a build-out estimate of \$35 billion, coincidentally the cost to finish the Dallas-to-Houston route. We can absolutely put the funds designated for California to better use here in the Lone Star State.

The future of high-speed rail across the U.S. can commence with this landmark project that, after 10 years of pre-construction progress and without a dime of federal funding spent to date, is ready to go. With the support of the Trump administration and collaboration from the world's

greatest engineering and infrastructure minds, groundbreaking is within easy reach. Innovation to bring high-speed rail to Texas and connect this major corridor is at the ready.

There's never been a better time to invest in our country's success. I'm calling for all parties to join Texans and the Trump administration in support. I have no doubt that this will be the first of many efficient, safe and cost-effective high-speed rail routes across our great nation.



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

July 25, 2025

The Honorable [First Last Name]  
U.S. House of Representatives  
[Address]  
Washington, DC 20515

Dear Representative [Last Name]:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG), I would like to express our concern surrounding the Fiscal Year 2026 (FY26) House Transportation, Housing and Urban Development (THUD) Appropriations bill. Our organization is writing to request the House of Representatives reconsider the proposed transportation funding cuts to high-speed rail corridor development projects in Texas in the FY26 House THUD Appropriations bill.

Section 156 of the bill states, “none of the funds appropriated under this Act or any other Act may be provided to the State of Texas for a high-speed rail corridor development project that is the same or substantially similar to the Amtrak Texas High-Speed Rail Corridor previously known as the Texas Central Railway Project.”

NCTCOG initiated the Dallas to Fort Worth High-Speed Transportation Connections Study in 2020 to evaluate high-speed transportation between Dallas and Fort Worth, with a goal of connecting to other proposed high-speed passenger rail systems in the state, like the proposed Dallas to Houston project. By environmentally clearing the 31-mile corridor between Fort Worth and Dallas (anticipated decision in 2026), with the Federal Transit Administration serving as the lead National Environmental Policy Act (NEPA) agency, NCTCOG looks to innovatively deliver high-speed rail by promoting the corridor for private investment, reducing financial risk to high-speed rail developers. This Fort Worth to Dallas segment would serve as a reliable intercity extension for a Dallas to Houston high-speed rail line, providing reliable access for long-distance travelers in an increasingly congested metropolitan region expected to grow from 8.7 million to 12.3 million in the next 25 years.

NCTCOG was awarded a grant in 2023 through the Federal Railroad Administration’s Corridor Identification and Development Program to study the Fort Worth to Houston high-speed rail corridor. The Fort Worth to Houston High-Speed Rail Corridor Project would provide a dedicated high-speed passenger rail system between Fort Worth and Dallas and continue to Houston through a fast, safe, and reliable form of travel. Ensuring that coordinated planning for the entire corridor between Fort Worth, Dallas, and Houston (10<sup>th</sup>, 9<sup>th</sup>, and 4<sup>th</sup> largest cities in the nation, respectively) continues to occur is key to fully integrating the private investment pursued through actions by NCTCOG to environmentally clear the Fort Worth to Dallas segment.

As the State of Texas continues to grow and as vehicle travel time between the DFW region and Houston region continues to increase on Interstate Highway 45, high-speed rail will alleviate congestion on the roadway and provide a faster and safer alternative. The project will significantly reduce congestion, improve air quality, and significantly improve safety for residents and workers in both

Representative [Last Name]  
Page Two

July 25, 2025

regions. It is vital that funding and eligibility under the Corridor ID Program and any future FRA grant programs continue for the NCTCOG Fort Worth to Houston high-speed rail corridor study to help advance this important project and ultimately improve the State's transportation system.

As the bill proceeds to the full House, the RTC hopes you will advocate for a funding bill that does not prohibit appropriating funds to high-speed rail corridor identification development projects in Texas. The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

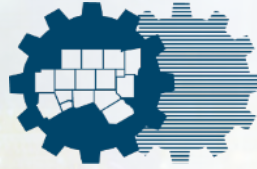
Sincerely,



Rick Bailey, Chair  
Regional Transportation Council  
Johnson County Commissioner

RG:kw

cc: Members of the North Central Texas Congressional Delegation  
The Honorable Mike Johnson, Speaker, U.S. House of Representatives  
The Honorable Steve Scalise, Majority Leader, U.S. House of Representatives  
The Honorable Tom Cole, Chairman, U.S. House Committee on Appropriations  
The Honorable Rosa DeLauro, Ranking Member, U.S. House Committee on Appropriations  
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



NCTCOG PRESENTATION

# WEST/EAST EQUITY UPDATE

Surface Transportation Technical Committee  
August 22, 2025



# BACKGROUND

- Policy P10-03 adopted in February 2010 by the Regional Transportation Council (RTC)
- Instructed staff to inventory non-formula funds received from the Texas Department of Transportation (TxDOT) in the Western and Eastern subregions and provide periodic updates to the RTC
- Federal competitive grants not included in this inventory
- Examples of funding being tracked include Category 12 and Transportation Alternatives Set-Aside awarded by the Texas Transportation Commission
- Summaries of transactions are maintained for each federal transportation funding bill



# ASSESSMENT OF WEST/EAST DISTRIBUTION

- Last four transportation funding bills were assessed to determine whether funding came in at the established West/East splits
- Amounts needed to bring the distribution into balance were calculated
- Notable changes to tracking included:
  - Adding Category 12 Clear Lanes funding to the inventory after confirming with TxDOT staff that these are not formula allocated to the region
  - Removing or reversing several transactions, such as:
    - Transactions pertaining to Category 2 as those are being tracked separately
    - Shifted \$468 million of Category 12 from the Southeast Connector funding exchange from the West to the East to reflect where the Category 12 was awarded





# SUMMARY OF WEST/EAST NON-FORMULA FUNDING

	West Funding <sup>1</sup>	East Funding <sup>1</sup>	West Percentage	East Percentage
<b>SAFETEA-LU</b>				
Final Equity Share (Should be 31%/69%)	\$649.76	\$1,553.28	29.49%	70.51%
Final Equity Balance	\$33.18	-\$33.18		
<b>MAP-21</b>				
Final Equity Share (Should be 32%/68%)	\$320.98	\$847.62	27.47%	72.53%
Final Equity Balance	\$52.97	-\$52.97		
<b>FAST Act</b>				
Final Equity Share (Should be 32%/68%)	\$1,129.19	\$3,177.89	26.22%	73.78%
Final Equity Balance	\$249.08	-\$249.08		
<b>IIJA</b>				
Current Equity Share (Should be 31%/69%) <sup>2</sup>	\$519.56	\$2,584.20	16.74%	83.26%
Current Equity Balance <sup>2</sup>	\$442.60	-\$442.60		
<b>Cumulative Equity Balance</b>	<b>\$777.83</b>	<b>-\$777.83</b>	<b>24.29%</b>	<b>75.71%</b>

1: Funding in millions

2: As of August 2025



# TAKEAWAYS/NEXT STEPS

- Overall, the Eastern subregion has received more non-formula funds from TxDOT in each of the last three transportation funding bills, as well as the current one
- The RTC has occasionally approved transactions to help balance these differences
- Staff will continue to track funding awards to the region from TxDOT and report to the Committee and RTC periodically



# QUESTIONS?



Christie Gotti, Senior Program Manager

[cgotti@nctcog.org](mailto:cgotti@nctcog.org) | 817-608-2338



Brian Dell, Program Manager

[bdell@nctcog.org](mailto:bdell@nctcog.org) | 817-704-5694



# WEST/EAST EQUITY TRACKING FOR DFW REGION: SUMMARY OF NON-FORMULA FUNDING

	West Funding	East Funding	West Percentage	East Percentage	Comments
SAFETEA-LU					
Final Equity Share (Should be 31%/69%)	\$649,760,000	\$1,553,280,000	29.49%	70.51%	Eastern subregion received more funding than it would have under formula allocation
Final Equity Balance <sup>1</sup>	\$33,180,000	-\$33,180,000			
MAP-21					
Final Equity Share (Should be 32%/68%)	\$320,980,000	\$847,620,000	27.47%	72.53%	Eastern subregion received more funding than it would have under formula allocation
Final Equity Balance <sup>1</sup>	\$52,972,000	-\$52,972,000			
FAST ACT					
Final Equity Share (Should be 32%/68%)	\$1,129,188,859	\$3,177,887,075	26.22%	73.78%	Eastern subregion received more funding than it would have under formula allocation
Final Equity Balance <sup>1</sup>	\$249,075,440	-\$249,075,440			
IIJA					
Current Equity Share (Should be 31%/69%)	\$519,563,080	\$2,584,207,072	16.74%	83.26%	Thus far, Eastern subregion has received more funding than it would have under formula allocation
Current Equity Balance <sup>1, 2</sup>	\$442,605,667	-\$442,605,667			
Cumulative Equity Balance <sup>1</sup>	\$777,833,107	-\$777,833,107	24.29%	75.71%	

1: Positive number indicates an amount needed to bring the West/East funding into balance

2: As of August 2025

**Overview of Actions Affecting Eastern/Western Funding Shares**  
(\$ in Millions, as of August 2025)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-22	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 75 in Collin County, Spur 399 in Collin County, IH 30 in Dallas County, US 80 in Dallas County, and IH 35W in Denton County) and in the West (IH 20 in Tarrant County) as approved in the 2023 Unified Transportation Program (UTP)	\$100.00	\$473.81	\$100.00	\$473.81
Aug-22	Category 12 Strategic Priority funding for projects as part of the Southeast Connector Category 2/Category 12 Funding Exchange, which allowed part of the SE Connector project to advance, benefiting the Western subregion	\$468.00	\$0.00	\$568.00	\$473.81
<u>Oct-22</u>	<u>Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (IH 30 in Rockwall County and IH 30 in Hunt County) to cover cost overruns at letting</u>	<u>\$0.00</u>	<u>\$34.76</u>	<u>\$568.00</u>	<u>\$508.57</u>
<u>Jul-23</u>	<u>Move Category 12 Strategic Priority funding for projects as part of the Southeast Connector Category 2/12 Funding Exchange (US 380 in Collin County and IH 35E in Denton County) from the West to the East to reflect where the funding actually was awarded (accounting for this separately in Category 2 tracking)</u>	<u>-\$468.00</u>	<u>\$468.00</u>	<u>\$100.00</u>	<u>\$976.57</u>
<u>Jul-23</u>	<u>Category 12 Texas Clear Lanes funding for a project in the East (IH 30 in Rockwall County) to cover cost overrun at letting</u>	<u>\$0.00</u>	<u>\$28.44</u>	<u>\$100.00</u>	<u>\$1,005.01</u>
<u>Aug-23</u>	<u>Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 75, Spur 399, and US 380 in Collin County, IH 30 and US 80 in Dallas County, IH 35 and IH 35E in Denton County, and IH 30 in Hunt County) and West (SH 199, SH 360, and US 287 in Tarrant County) as approved in the 2024 UTP</u>	<u>\$318.00</u>	<u>\$539.59</u>	<u>\$418.00</u>	<u>\$1,544.60</u>
<u>Oct-23</u>	<u>Transportation Alternatives (TA) Set-Aside funding for projects in the East (City of Dallas, Dallas Area Rapid Transit, City of Denton, City of Farmers Branch, City of Greenville, and City of Quinlan) and West (City of Colleyville, City of Keller, City of Weatherford) awarded through the TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in October 2023 (Minute Order #116575)</u>	<u>\$1.56</u>	<u>\$43.76</u>	<u>\$419.56</u>	<u>\$1,588.36</u>
<u>Jul-24</u>	<u>Category 12 funding for projects in the East (US 80 and IH 635/US 80 interchange in Dallas County) to cover cost overruns at letting</u>	<u>\$0.00</u>	<u>\$60.98</u>	<u>\$419.56</u>	<u>\$1,649.34</u>

Red text indicates changes since last report

STTC Information  
August 22, 2025

**Overview of Actions Affecting Eastern/Western Funding Shares**  
(\$ in Millions, as of August 2025)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
<u>Aug-24</u>	<u>Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (Spur 399, US 380) as approved in the 2025 UTP</u>	<u>\$0.00</u>	<u>\$654.27</u>	<u>\$419.56</u>	<u>\$2,303.61</u>
<u>Aug-25</u>	<u>Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (IH 345 and US 80 in Dallas County) and West (IH 20 in Tarrant County) as approved in the 2026 UTP</u>	<u>\$100.00</u>	<u>\$280.60</u>	<u>\$519.56</u>	<u>\$2,584.21</u>
Updated IIJA Equity Percentage Share as of August 2025		\$519.56	\$2,584.21	16.74%	83.26%
Total Funding		\$3,103.77			
Funding for Each Subregion if Following Formula Allocation (31%/69%)		\$962.17	\$2,141.60	31%	69%
Current Equity Balance		\$442.61	-\$442.61		

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$519.56	\$2,584.21
Cumulative Percentage Shares	16.74%	83.26%
RTC Approved Target Shares	31%	69%

Red text indicates changes since last report

STTC Information  
August 22, 2025

**Overview of Actions Affecting Eastern/Western Funding Shares**  
(\$ in Millions, as of August 2025)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$100.00	(\$100.00)
<u>Mar-17</u>	<u>Category 12 Clear Lanes funding for various projects in the East (IH 635 East and SH 352 in Dallas County) and the West (DFW Connector in Tarrant County) as approved in the March Revision to the 2017 Unified Transportation Program (UTP)</u>	<u>\$370.00</u>	<u>\$444.13</u>	<u>\$470.00</u>	<u>\$344.13</u>
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$470.00	\$344.43
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to the UTP	\$0.00	\$102.00	\$470.00	\$446.43
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 UTP	\$0.00	\$34.00	\$470.00	\$480.43
<u>Sep-18</u>	<u>Category 12 Clear Lanes funding for various projects in the East (Irving Interchanges, SL 9, IH 30 Canyon, IH 30 East in Dallas County) and the West (SE Connector in Tarrant County) as approved in the 2019 UTP</u>	<u>\$340.20</u>	<u>\$470.00</u>	\$810.20	\$950.43
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$816.00	\$944.63
<u>Aug-19</u>	<u>Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West (below transaction includes this funding)</u>	<u>\$0.00</u>	<u>\$33.59</u>	<u>\$816.00</u>	<u>\$978.22</u>
<u>Aug-19</u>	<u>Category 12 Clear Lanes funding for various projects in the East (IH 30 and IH 35E in Dallas County, IH 35 in Denton County, IH 30 in Rockwall County) and the West (Southeast Connector in Tarrant County) as approved in the 2020 UTP</u>	<u>\$89.40</u>	<u>\$714.36</u>	<u>\$905.40</u>	<u>\$1,658.99</u>
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 UTP	\$208.33	\$1,018.85	\$1,113.73	\$2,677.83
Jan-20	Transportation Alternatives (TA) Set-Aside funding for projects in Dallas County (City of Balch Springs) and Parker County (City of Hudson Oaks) awarded through the Statewide Safe Routes to School (SRTS) and TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in January 2020 (Minute Order #115662)	\$2.13	\$0.96	\$1,115.86	\$2,678.80

Red text and strikethroughs indicate changes since last report

STTC Information  
August 22, 2025



**Overview of Actions Affecting Eastern/Western Funding Shares**  
(\$ in Millions, as of August 2025)

**FAST Act**

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-20	Transfer of Regional Toll Revenue funds from Denton County to the Western Subregion in exchange for an equal amount of Surface Transportation Block Grant funds as approved by the Regional Transportation Council through the COVID-19 Infrastructure Program (Round 2)	\$30.00	\$30.00	\$1,145.86	\$2,708.80
Aug-20	Category 12 Strategic Priority funding for the IH 30 Canyon project in Dallas County as approved by the Texas Transportation Commission in the 2021 UTP	\$0.00	\$112.00	\$1,145.86	\$2,820.80
Sep-20	Additional Transportation Alternatives (TA) Set Aside funding awarded to the Eastern subregion through the 2020 TA Set Aside Call for Projects as approved by the RTC; Western subregion will receive an equal amount of CMAQ and/or STBG funding as part of a future project selection initiative to offset this extra funding.	(\$1.86)	\$1.86	\$1,144.00	\$2,822.66
Aug-21	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 380 in Collin County, IH 30 in Dallas County, US 80 in Dallas County, IH 30 in Hunt County, and Regional Mobility Assistance Patrol) and in the West (IH 20 in Parker County, IH 30 in Tarrant County, and Regional Mobility Assistance Patrol) as approved in the 2022 UTP	\$83.59	\$255.23	\$1,227.59	\$3,077.89
Oct-21	Transportation Alternatives (TA) Set-Aside funding for projects in Parker County (City of Aledo & City of Weatherford) awarded through the 2021 Statewide TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in October 2021 (Minute Order #116126)	\$1.60	\$0.00	\$1,229.19	\$3,077.89
<u>Aug-25</u>	<u>Reversal of December 2016 transaction transferring \$100 million of Category 2 funds from the East to the West (Category 2 funding is being tracked separately)</u>	<u>-\$100.00</u>	<u>\$100.00</u>	<u>\$1,129.19</u>	<u>\$3,177.89</u>
<b>Final FAST Act Equity Percentage Share</b>		<b>\$1,129.19</b>	<b>\$3,177.89</b>	<b>26.22%</b>	<b>73.78%</b>
<b>Total Funding</b>		<b>\$4,307.08</b>			
<b>Funding for Each Subregion if Following Formula Allocation (32%/68%)</b>		<b>\$1,378.26</b>	<b>\$2,928.81</b>	<b>32%</b>	<b>68%</b>
<b>Final Equity Balance</b>		<b>\$249.08</b>	<b>-\$249.08</b>		

Cumulative East-West Equity Share		Cumulative Total	
		West	East
	Cumulative Total	\$1,129.19	\$3,177.89
	Cumulative Percentage Shares	26.22%	73.78%
	RTC Approved Target Shares	32%	68%

Red text and strikethroughs indicate changes since last report

STTC Information  
August 22, 2025

# Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

MAP-21

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Jan-13	Additional MAP-21 Funds (US 67 [Cleburne bypass]) <sup>1</sup>	\$30.00	\$0.00	\$30.00	\$0.00
Mar-13	Statewide Allocation to the Region of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for TxDOT Congestion Management Program <sup>2</sup>	\$3.40	\$6.60	\$33.40	\$6.60
Aug-13	Category 12 funds for SH 183 (including part of NTE), SH 114, and Loop 12	\$183.89	\$416.11	\$217.29	\$422.71
Feb-14	NTE/LBJ HOV 2/3+ Subsidy <sup>3</sup>	\$6.85	-\$6.85	\$224.14	\$415.86
Jun-14	IH 345 from IH 30 to SP 366 over IH 30, US 75, and DART Railroad	\$0.00	\$185.00	\$224.14	\$600.86
	IH 35W (Skinny) from US 81/287 Split to SH 114	\$115.84	\$24.16	\$339.98	\$625.02
	SH 114 from Trophy Lake Drive to Kirkwood Blvd.	\$4.00	\$4.00	\$343.98	\$629.02
	SH 170 from west of Parish Rd to west of SH 114 Interchange	\$0.00	\$10.50	\$343.98	\$639.52
	Dallas Area Rapid Transit (Dallas and Fort Worth Districts) <sup>4</sup>	\$0.00	\$60.00	\$343.98	\$699.52
Aug-14	IH 35E from US 77 South of Waxahachie to US 77 North of Waxahachie (In Ellis County)	\$0.00	\$120.00	\$343.98	\$819.52
Jul-15	Repayment of \$20M loan to the West (for IH 35W) from the East (SH 183) is considered to be repaid from the \$600M in Cat 12 funds noted above in August 2013 TTC approval. This entry reflects an adjustment of \$20M from the Western ledger to the Eastern ledger.	-\$20.00	\$20.00	\$323.98	\$839.52
Jul-15	Repayment of \$10M loan to the West (for IH 35W) from the East (SL 9) using CMAQ funds	-\$10.00	\$10.00	\$313.98	\$849.52
Jul-15	SH 360 Interchange Partnership (\$7M Regional Tollroad Revenue (RTR) to come from Eastern RTR allocation) <sup>5</sup>	\$7.00	-\$7.00	\$320.98	\$842.52
Jan-16	TxDOT Congestion Relief Program <sup>6</sup>	\$0.00	\$5.10	\$320.98	\$847.62
<b>Final MAP-21 Equity Share</b>		<b>\$ 320.98</b>	<b>\$ 847.62</b>	<b>27.47%</b>	<b>72.53%</b>
<b>Total Funding</b>		<b>\$1,168.60</b>			
<b>Funding for Each Subregion if Following Formula Allocation (32%/68%)</b>		<b>\$373.95</b>	<b>\$794.65</b>	<b>32%</b>	<b>68%</b>
<b>Final Equity Balance</b>		<b>\$52.97</b>	<b>-\$52.97</b>		

## Overview of Actions Affecting Western/Eastern Funding Shares (\$ in Millions)

MAP-21

### NOTES:

- 1) FM 2499 and SH 121 Section 13 projects excluded from calculation due to their location with Dallas, Denton, and Tarrant Counties.
- 2) CMAQ funding allocation previously changed to reflect new funding distribution approved by the RTC on September 12, 2013.
- 3) \$6.85M in RTR funds transferred to the West, funds will not be sent back to the East from the West as this action helps to achieve the desired RTC approved distribution.
- 4) \$40M for the Western Subregion to be identified in the future and reflected in the West/East tracking once approved (\$60M for DART reaffirmed in February 2015).
- 5) SH 360 action for \$300M (SH 360 from Sublett/Camp Wisdom to Ellis County Line) - Will not be reflected as it is a loan.
- 6) The TxDOT Congestion Relief Program funding was allocated using the 69% East/31% West (\$364M/\$163.8M) funding split. The current MAP-21 funding split for mobility projects is 68% East/32% West. The \$5.1M difference in funding shares is reflected.
- 7) \$80M for the TEX Rail project in the West will not be reflected as it is a loan.

# Overview of Actions Affecting Western/Eastern Funding Shares (\$ in Millions)

SAFETEA-LU

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Start	Over-Obligation on North Tarrant Express (Category 2)	\$156.60	\$0.00	\$156.60	\$0.00
Jan-10	FM 1187 in Mansfield (ARRA)	\$11.10	\$0.00	\$167.70	\$0.00
Mar-10	Send Western SH 161 RTR Funds to Eastern Subregion (as part of SH 161 & Southwest Parkway Agreement)	\$0.00	\$2.39	\$167.70	\$2.39
Apr-10	IH 35E Bridge over Trinity River (Bridge Program)		\$75.00	\$167.70	\$77.39
Apr-10	<del>Mountain Creek Parkway Bridge (Bridge Program)</del>		<del>\$5.20</del>	<del>\$167.70</del>	<del>\$82.59</del>
May-10	SH 26 in Grapevine (ARRA)	\$17.50		\$185.20	\$77.39
May	Various Locations in the DFW Region (Safe Routes to School Program)	\$3.40	\$6.90	\$188.60	\$84.29
Jun-10	US 75, IH 30, SH 114, SP 348, IH 35W, SH 360 (Proposition 12 - Engineering)	\$39.00	\$58.50	\$227.60	\$142.79
Jun-10	SH 26 in Colleyville (Pass Through Finance)	\$19.10		\$246.70	\$142.79
Jun-10	IH 30 HOV/Managed (Pass Through Finance)		\$63.13	\$246.70	\$205.92
Jun-10	FM 1171 in Denton County (Pass Through Finance)		\$41.40	\$246.70	\$247.32
Jun-10	SH 34 in Terrell (Category 12)		\$19.00	\$246.70	\$266.32
Jul-10	Send \$5M STP-MM savings from SH 26 in Grapevine from Western to Eastern Subregion		\$5.00	\$246.70	\$271.32
Jul-10	2010 Statewide Transportation Enhancement Program	\$8.27	\$10.58	\$254.97	\$281.90
Aug-10	FM 1641 in Kaufman County (ARRA)		\$3.24	\$254.97	\$285.14
Aug-10	SH 121 from DART/Cotton Belt to FM 2499 (ARRA)	\$5.40		\$260.37	\$285.14
Oct-10	IH 35E at FM 407 Interchange and North Tarrant Express (Proposition 14)	\$135.00	\$30.00	\$395.37	\$315.14
Nov-10	Move RTC/Local from East to West for US 287 at Berry/Vaughn (RTC Local)	\$1.25	-\$1.25	\$396.62	\$313.89
Feb-11	Move STP-MM from West to East as a result of the US 287 at Berry/Vaughn swap (STP-MM)	-\$1.25	\$1.25	\$395.37	\$315.14
Apr-11	Advanced funding to FY 2011 Using Category 12 Funds	\$22.07	\$28.32	\$417.44	\$343.46
May-11	US 380 from West of FM 156 to IH 35E (Prop 14)		\$20.50	\$417.44	\$363.96
Sep-11	Strategic Partnership with TxDOT/Proposition 12 Allocation	\$99.00	\$757.45	\$516.44	\$1,121.41
Jun-12	Additional Revenue from the TxDOT \$2 Billion Funding Initiative	\$101.34	\$405.34	\$617.78	\$1,526.75
Jun-12	\$30M contingency loan from Dallas County (from SH 183 & SL 9) to Tarrant County (for IH 35W)	\$30.00	-\$30.00	\$647.78	\$1,496.75
Oct-12	Fiscal Year 2013 Earmark Funding from FHWA/TxDOT reallocation	\$1.98	\$0.53	\$649.76	\$1,497.28
Mar-13	Category 12 Funding for US 287 Ennis Bypass	\$0.00	\$56.00	\$649.76	\$1,553.28
	<b>Final SAFETEA-LU Equity Percentage Share</b>	<b>\$ 649.76</b>	<b>\$1,553.28</b>	<b>29.49%</b>	<b>70.51%</b>
	<b>Total Funding</b>	<b>\$2,203.04</b>			
	<b>Funding for Each Subregion if Following Formula Allocation (31%/69%)</b>	<b>\$682.94</b>	<b>\$1,520.10</b>	<b>31%</b>	<b>69%</b>
	<b>Final Equity Balance</b>	<b>\$33.18</b>	<b>-\$33.18</b>		

Red text and strikethroughs indicate changes since last report

STTC Information  
August 22, 2025





# ***COORDINATED LAND USE & TRANSPORTATION PLANNING TASK FORCE***

**September 24, 2025  
10:00 AM – 12:00 PM**

 **NCTCOG Offices**

## **DENSITY AND DEVELOPMENT**

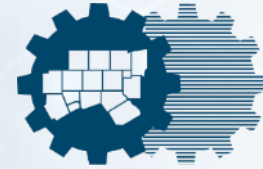
Join our September meeting for a discussion on how our region moves forward with more strategically located density. This is a critical issue for the regional transportation system and NCTCOG wants to support local governments implementing land use patterns that support transportation options.

Register Online:  
<http://www.nctcog.org/LUTTF>



**North Central Texas  
Council of Governments**





NCTCOG PRESENTATION

# Local Clean Air Project Spotlight

Surface Transportation Technical Committee

August 22, 2025

North Central Texas Council of Governments

# Project Spotlight – Lazer Spot

<b>Awarded Project</b>	Three All-Electric Class 8 Terminal Tractors
<b>Technology Replaced</b>	Three Diesel Class 8 Terminal Tractors
<b>Project Geographic Area</b>	Haslet (Tarrant County), Wilmer (Dallas County)
<b>Implementation Date</b>	August 2024
<b>Awarded Amount</b>	\$448,947
<b>Total Project Cost</b>	\$997,662
<b>Call for Projects</b>	North Texas Emissions Reduction Project
<b>Funding Source</b>	Environmental Protection Agency





# Project Spotlight – Lazer Spot



Charging Station



All-Electric Terminal Truck Front



All-Electric Terminal Truck EV Label



# Contact Us



Trey Pope  
Air Quality Planner  
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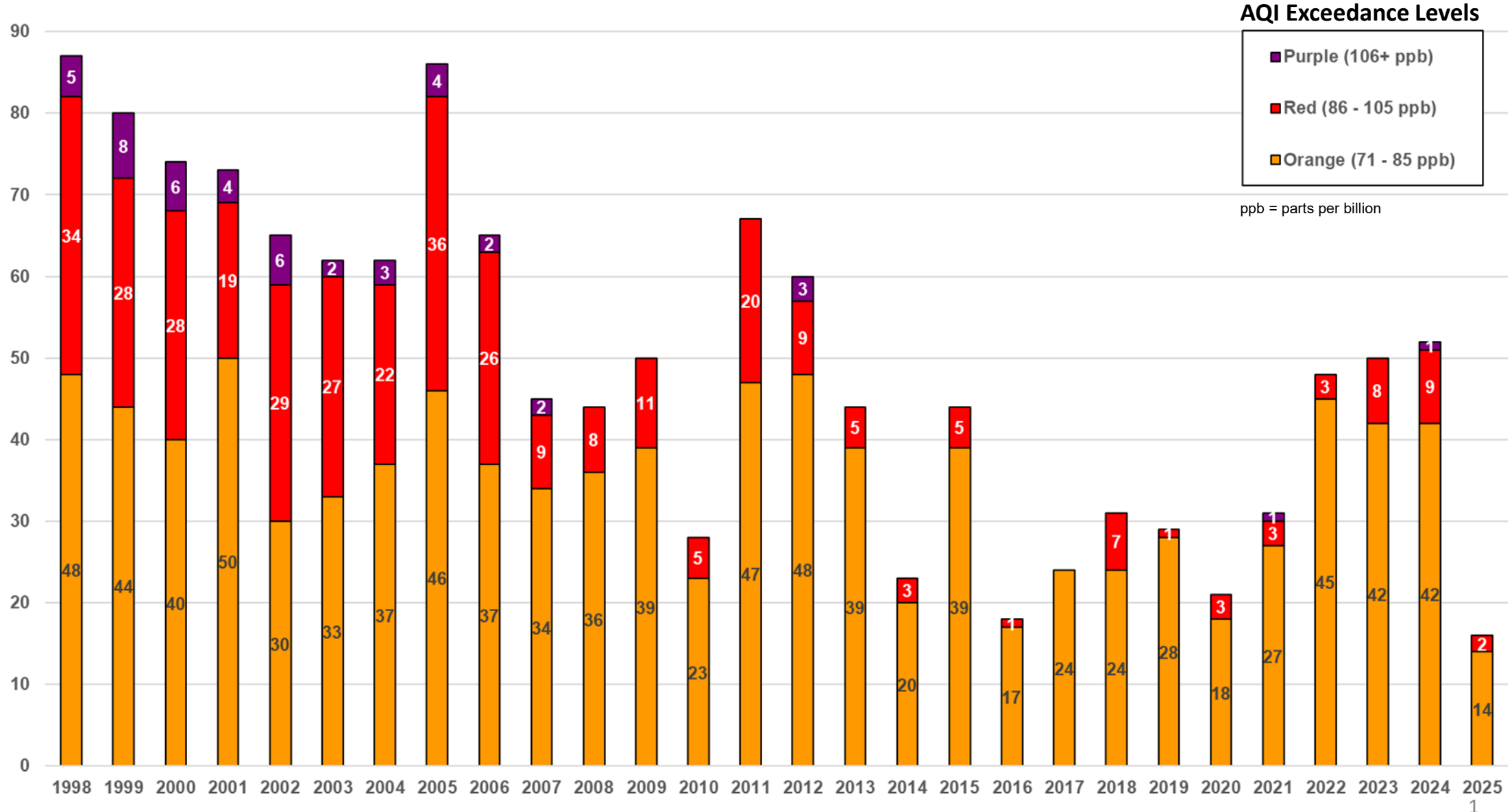


Jason Brown  
Program Manager  
[JBrown@nctcog.org](mailto:JBrown@nctcog.org) | 817-704-2514



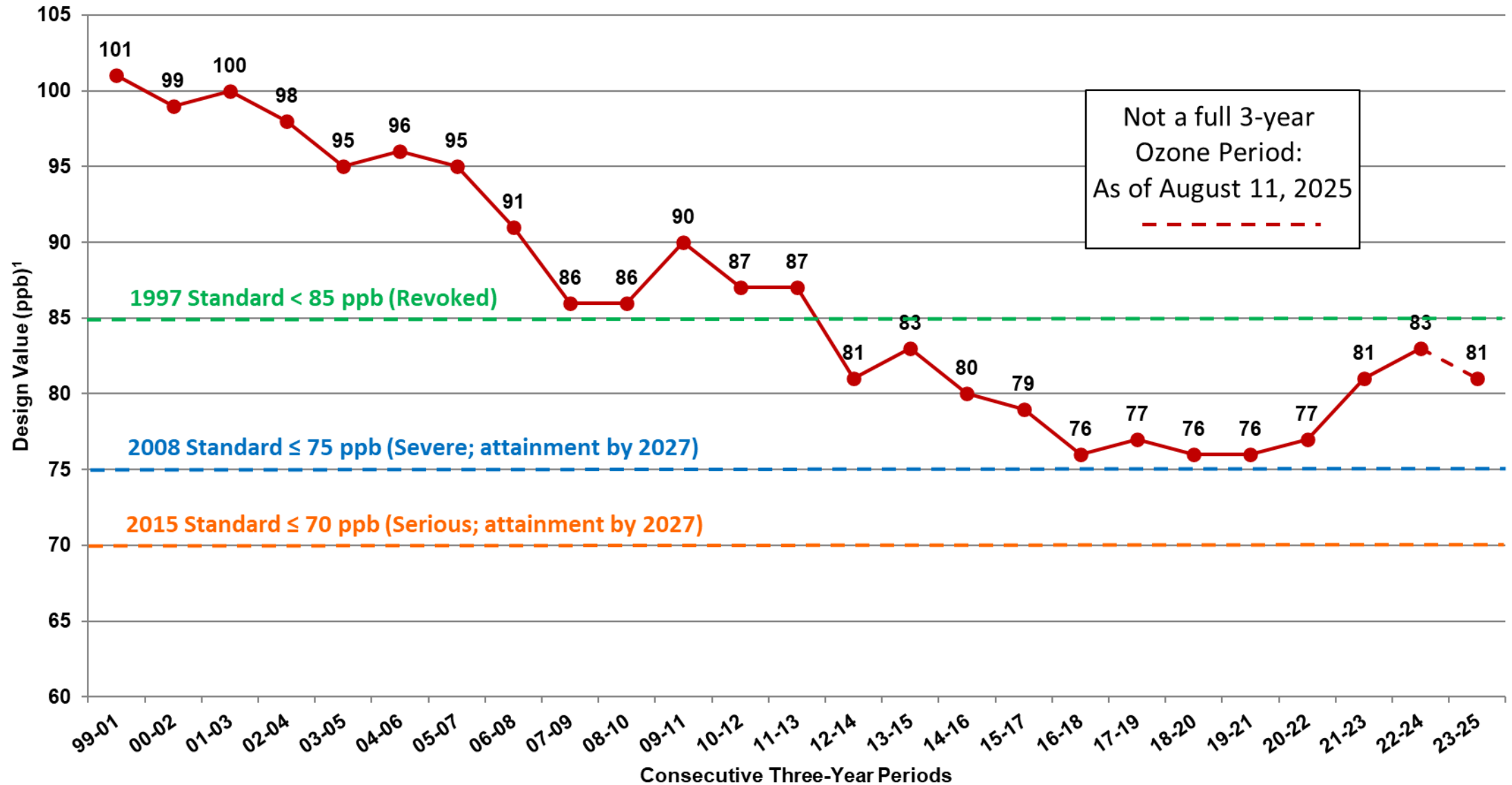
# 8-hour Ozone NAAQS Historical Trends

Based on  $\leq 70$  ppb (2015 Standard) – as of August 11, 2025



# 8-hour Ozone NAAQS Historical Trends

ELECTRONIC ITEM 9.5



<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

# FOR MORE INFORMATION

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— CONTINUED FROM FRONT PAGE —

American Association of State Highway and Transportation Officials (AASHTO). This year, 35 states submitted a total of 113 entries nationwide in one of 12 total categories.



**The project**, which reached substantial completion in spring 2024, transformed the aging highway interchange at the site of the old Texas Stadium. The project featured 4.6 miles of roadway, 4.8 miles of bridges, 10 new direct-connect ramps and 22 overpasses. In addition, the project team collaborated closely with the city of Irving for roadway infrastructure to accommodate its future development plans for the former football stadium site.



Photo credit: TxDOT

**TxDOT** Executive Director Marc Williams (left) receives the WASHTO award from AASHTO Executive Director Jim Tyman.

**The project was led** by Director of Construction Brenan Honey, P.E., and project managers Michael Bazie, P.E., and Dereje Tesemma, P.E. The recognition is made more noteworthy by the fact that 36 engineering assistants worked on the project as part of their training as new or prospective licensed engineers (the most at one time was 18). The entire project team worked through multiple construction challenges and dedicated themselves to finishing the project on time and on budget.

AASHTO will announce 12 national finalists in September, and winners will be announced in November. Congratulations and good luck, Irving Interchange team! ■

## NORTH TEXAS CRASH STATS (2024)

COLLIN, DALLAS, DENTON, ELLIS, KAUFMAN, NAVARRO  
AND ROCKWALL COUNTIES (2024\*)



**4,534**  
highway  
work zone  
crashes



**12,614**  
crashes due  
to distracted  
driving



**83,939**  
crashes and  
injuries



**3,554**  
Alcohol (DUI)  
related crashes  
and injuries



**537**  
deaths

\*Data from TxDOT Annual Texas motor vehicle crash statistics (2024).

SOURCE: TxDOT

TxDOT graphic

### FOR MORE INFORMATION:

214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



Visit <https://www.txdot.gov/about/contact-us/report-an-issue/roadneedsrepair.html> or call 800.452.9292.  
Progress report can be downloaded at <https://www.txdot.gov/about/districts/dallas-district/progress-report.html>

TEXAS DEPARTMENT OF  
TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643



# DALLAS DISTRICT PROGRESS



COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

## The Invincible Irving Interchange

*Top honor goes to the Dallas District's \$301 million project*



**TxDOT's Dallas District** has delivered one of the best construction projects in the country, a major transportation industry association announced in July.

**The district's \$301 million** Irving Interchange project took home top honors from the Western Association of State Highway and Transportation Officials (WASHTO) in the regional round of the America's Transportation Awards. The Irving Interchange won in the "Quality of Life/Community Development, Large Project" category, one of the most prestigious and competitive categories in the competition.

"Constructing the Irving Interchange was a once-in-a-generation opportunity for the Dallas District," said District Engineer Ceason Clemens. "It was the largest traditional contract ever awarded in Dallas at the time, and the district team stepped up and delivered. It's even more impressive due to the fact the project relied heavily on a team of engineers in training, who got a chance to work on



Photo credit: Webber, LLC

**ABOVE:** Aerial drone view of the recently completed Irving Interchange project, which has alleviated much of the congestion in the area.

things other engineers may spend most of their career waiting to experience. It's an honor to be recognized by our industry peers for all the team's hard work."

**TxDOT Executive Director Marc Williams** accepted the award at WASHTO's annual

conference in Montana in July. The Dallas District will be the only TxDOT representative moving on to the national round of the America's Transportation Awards, which is sponsored by the »

**MORE ON BACK PAGE »**



JULY 2025 LET PROJECTS						
#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	CONTRACTOR	BID
1	0134-09-069	US 380	Wise County Line to West of FM 156	Rehabilitate Existing Roadway	Jagoe-Public Company	\$7.63 M
2	0261-02-083	US 67	US 67 NB at Wheatland Rd.	Bridge Maintenance	Ragle Construction, Inc.	\$4.92 M
3	0619-03-067	FM 544	Heritage Parkway to SH 78	Rehabilitate Existing Roadway	Garret Shields Infrastructure	\$0.85 M
4	0918-47-488	Arapaho Rd.	At Surveyor Boulevard to City of Addison	Traffic Signal Improvements	Select Maintenance, LLC	\$1.12 M
5	0918-22-162	Harris	Harris at Hog Creek Bethel at Baker to CR SE 4250 at Alligator Creek	Bridge Replacement	Talbert Companies LLC	\$2.53 M
6	0918-22-159	S Old Alma Rd.	Old Alma Rd. at Draw to White Rock Rd. Mill Creek and tributary	Bridge Replacement	STX Civil	\$3.12 M
---	0918-00-477*	Various	Various Locations to In the Dallas District	Install DMS	Light It Up Electric	\$0.50 M

\* Unmapped.  
SOURCE: TxDOT

ESTIMATED TOTAL \$20.67 M  
DISTRICT FY ACCUMULATIVE LETTINGS \$2.02 B

AUGUST 2025 SCHEDULED LET PROJECTS • (SUBJECT TO CHANGE)					
#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)
1	0091-04-067	SH 289	E Broadway St. to FM 455 in Collin County	Traffic signal improvements	\$2.76 M
2	0172-08-106	US 287	Off-ramp to US 287 BUS eastbound to US 287 BUS westbound	Intersection improvement	\$1.05 M
3	0195-02-081	I-35	Denton County line to north of FM 3002	Widen road - add lanes	\$168.57 M
4	0443-02-023	SH 198	North of US 175 to FM 3080	Highway improvement	\$4.93 M
5	0522-01-026	SH 243	SH 34 to FM 2727	Highway improvement	\$3.64 M
6	1016-02-021	FM 1138	North of W County Line Rd. to W County Line Rd.	Highway improvement	\$9.53 M
7	1785-01-043	FM 1830	US 377 to FM 407	Install/replace signs	\$0.98 M
8	2264-01-012	FM 2377	S. Lowrance Rd. to FM 983	Rehabilitate existing roadway	\$7.05 M

SOURCE: TxDOT

ESTIMATED TOTAL \$198.51 M

COMPLETED CONSTRUCTION PROJECTS • (FROM JULY 1-31, 2025)					
#	CSJ No.	HWY	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0581-02-124	SL 12	At SH 183	Reconstruct interchange	\$301.1 M 7/11/2025
2	0816-02-083	FM 455	At Clear Creek	Bridge replacement	\$4.8 M 7/1/2025
3	2374-07-077	I-635	At Farmers Branch	Bridge repair and maintenance	\$3.5 M 7/9/2025
---	0918-00-365*	Various	Dallas District	Traffic signal improvements	\$0.5 M 7/7/2025

\* Unmapped.

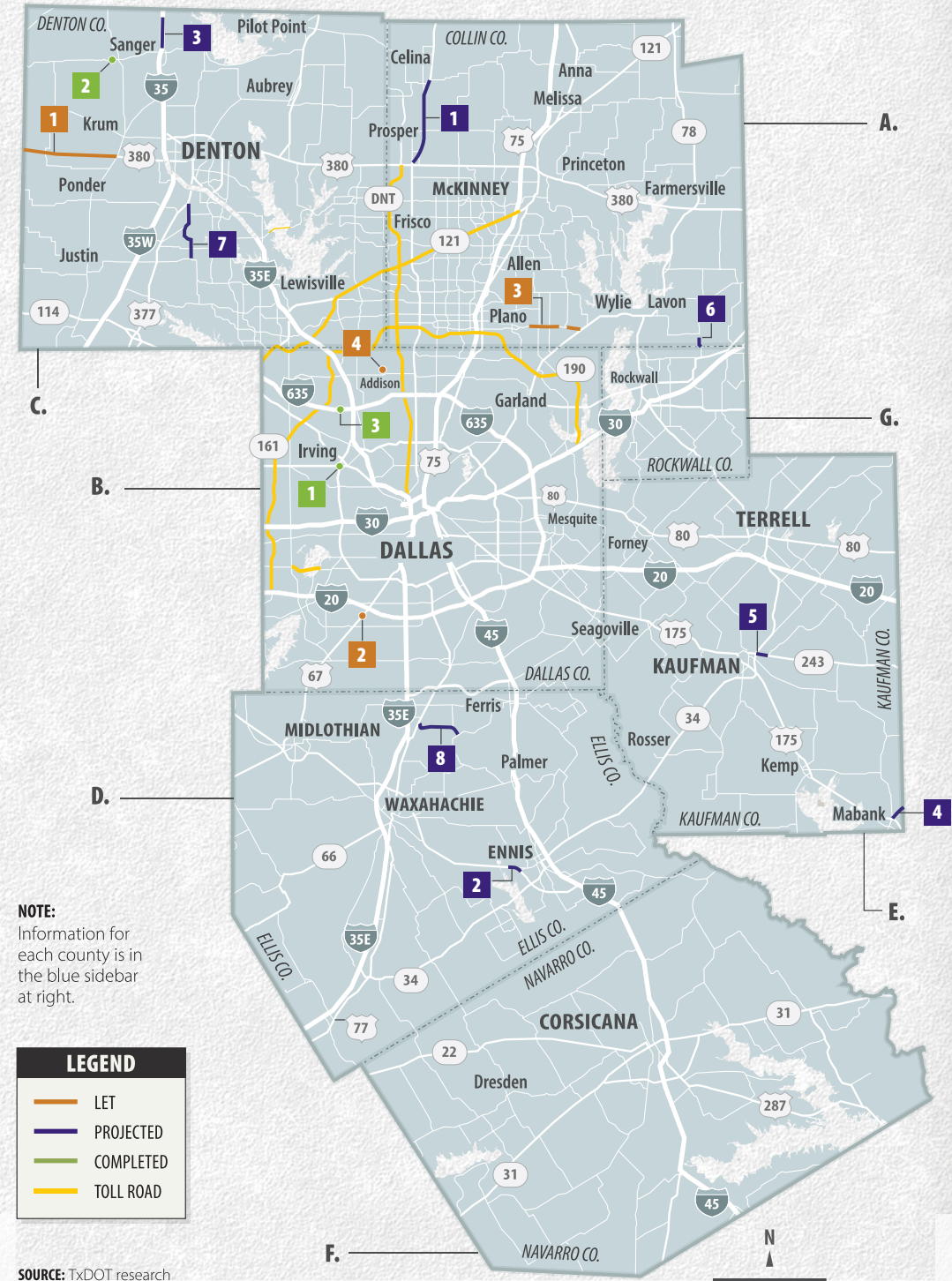
ESTIMATED TOTAL \$309.9 M

SOURCE: TxDOT

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in July 2025, are projected to let in August 2025, or have recently been completed.

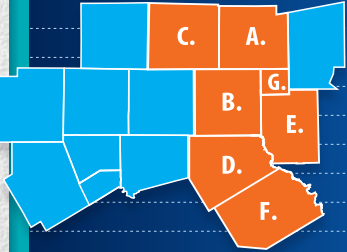


NOTE:  
Information for each county is in the blue sidebar at right.

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research  
\*POPULATION ESTIMATE: NCTCOG



2025 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434  
\*POPULATION ESTIMATE | 5,739,222  
LANE MILES | 11,456

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 892,924  
\*POPULATION ESTIMATE: 1,305,366  
LANE MILES: 1,578

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685  
\*POPULATION ESTIMATE: 2,762,279  
LANE MILES: 3,563

C. | DENTON COUNTY

VEHICLE REGISTRATION: 763,677  
\*POPULATION ESTIMATE: 1,068,355  
LANE MILES: 1,822

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 201,810  
\*POPULATION ESTIMATE: 239,923  
LANE MILES: 1,627

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 151,162  
\*POPULATION ESTIMATE: 171,808  
LANE MILES: 1,225

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161  
\*POPULATION ESTIMATE: 55,991  
LANE MILES: 1,276

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,015  
\*POPULATION ESTIMATE: 135,500  
LANE MILES: 365





**MINUTES**

**REGIONAL TRANSPORTATION COUNCIL  
PUBLIC MEETING**

**Mobility 2050: The Metropolitan Transportation Plan for North Central Texas**

**2025 Public Participation Plan Update**

**Regional 10-Year Plan Update**

**2026-2028 Disadvantaged Business Enterprise Goals**

**North Texas Electric Vehicle Infrastructure Call for Projects**

**Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, July 14, 2025 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogJuly25](http://www.publicinput.com/nctcogJuly25). Brendon Wheeler, Senior Program Manager, moderated the meeting attended by 110 people.

**Public Meeting Purpose and Topics**

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on Nov. 10, 2022. Staff presented information about:

- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Amy Johnson**
- 2025 Public Participation Plan Update – **presented by Carli Baylor**
- Regional 10-Year Plan Update – **presented by Cody Derrick**
- 2026-2028 Disadvantaged Business Enterprise Goals – **presented by Emily Beckham and Ken Kirkpatrick**
- North Texas Electric Vehicle Infrastructure Call for Projects - **presented by Joslyn Billings**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at:

<http://www.publicinput.com/nctcogJuly25>.

**Summary of Presentations**

***Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:***  
<https://www.nctcog.org/getmedia/8bb41e4d-7d52-495b-9f5f-c93bc83c7422/Mobility-2050.pdf>

The long-range Metropolitan Transportation Plan (MTP) for the Dallas-Fort Worth region, which serves as the federally required blueprint for transportation investments over the next 20 years, was recently adopted. The plan's development began in late 2023, and a draft was released earlier this year. NCTCOG staff conducted comprehensive public outreach, and refinement before the plan was formally adopted by the Regional Transportation Council (RTC) on Thursday, June 12, 2025. The plan is now undergoing a federal air quality conformity review, which is expected to conclude by December 2025.

All final documents, including resolutions, project listings, maps and plan chapters, are available at [nctcog.org/planinprogress](https://nctcog.org/planinprogress).

**2025 Public Participation Plan Update presentation:** <https://www.nctcog.org/getmedia/e2294f65-e802-4417-b468-fd672389d7b1/2025-Public-Participation-Plan-Update.pdf>

**Current Public Participation Plan:**

[https://publicinput.com/DownloadFile/ImportFile\\_0000002768\\_bc11e95bf903490eb98f39f2f53643ec.pdf](https://publicinput.com/DownloadFile/ImportFile_0000002768_bc11e95bf903490eb98f39f2f53643ec.pdf)

**2025 Drafted Public Participation Plan:**

[https://publicinput.com/DownloadFile/ImportFile\\_0000002768\\_beb52990776245bcbcb278fcbccac5638.pdf](https://publicinput.com/DownloadFile/ImportFile_0000002768_beb52990776245bcbcb278fcbccac5638.pdf)

The Public Participation Plan (PPP) is a federally required document that guides NCTCOG's efforts to inform and involve communities in transportation planning. The plan outlines key principles including consistent communication, balanced engagement, consultation with committees and stakeholder collaboration. The PPP has three main goals: to inform, to engage and to evaluate.

Proposed revisions to the PPP will reflect new planning regulations and federal policies. Updates include the reaffirmation of the public involvement process for the Unified Planning Work Program (UPWP) and the cataloging of comments in both public input opportunity minutes and public comment reports. Additionally, staff propose updating references to keypad polling and virtual public engagement to ensure public involvement processes and procedures are up to date and reflect technology advancements. NCTCOG staff will review performance measures to ensure they are relevant and manageable to track and report, as well as create a new layout and design of the PPP document to reflect department branding efforts.

The RTC will take action on the 2025 Public Participation Plan Update on Thursday, Sept. 11, 2025. To view the current PPP as well as the 2025 draft plan, visit [publicinput.com/nctcogJuly25](https://publicinput.com/nctcogJuly25).

**Regional 10-Year Plan Update presentation:** <https://www.nctcog.org/getmedia/eda01295-5328-467c-831f-c24de4c5d4cf/Regional-10-Year-Plan-Update.pdf>

The Regional 10-Year Plan, developed in coordination with TxDOT's Unified Transportation Program (UTP), focuses on three funding categories: Category 2, Category 4 and Category 12. Key development principles include prioritizing projects already included in the Metropolitan Transportation Plan, focusing on system improvements over new standalone projects and advancing projects that are within two to three years of construction due to recent funding constraints. Detailed project listings are available for those seeking further information.

The RTC will take action on the Regional 10-Year Plan on Thursday, August 7, 2025.

**2026-2028 Disadvantaged Business Enterprise Goals presentation:**

<https://www.nctcog.org/getmedia/b2e0e9f2-7a2a-4ca3-8b65-1d44ce9e7a87/Disadvantaged-Business-Enterprise-Goals.pdf>

The Disadvantaged Business Enterprise (DBE) Program ensures non-discrimination, creates a level playing field, helps remove barriers to DBE participation and ensures DBE firms meet required eligibility standards.

To be classified as a DBE, at least 51 percent of an entity must be owned by socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals must be U.S. citizens or lawful permanent residents. These individuals can be women, Black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans and others as determined by the Small Business Administration.

The following funding recipients are required to have a DBE Program:

- Federal Transit Administration recipients receiving planning, capital and/or operating assistance who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- Federal Aviation Administration recipients receiving grants for airport planning and development who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- All Federal Highway Administration recipients

NCTCOG staff are currently finalizing DBE goals for Fiscal Years 2026 through 2028. This process includes determining the availability of ready, willing and able DBE firms and considering additional DBE data.

The RTC will take action on the DBE goals for Fiscal Years 2026 through 2028 on Thursday, August 7, 2025, and they will become effective on October 1, 2025.

**North Texas Electric Vehicle Infrastructure Call for Projects presentation:**

<https://www.nctcog.org/getmedia/8e7cd9c5-281d-405a-be59-4df9f1b1e811/NTxEVI-Call-For-Projects.pdf>

In 2024, NCTCOG was awarded \$15 million from the Federal Highway Administration's Charging and Fueling Infrastructure Community Grant Program to install up to 100 new electric vehicle (EV) charging ports on public property within its 16-county region. The project aims to address regional charging gaps and improve access for residents. NCTCOG has contracted a deployment consultant to assist public agencies, vendors and partners with project implementation.

To select charging locations, NCTCOG staff is opening a call for projects for eligible public agencies, including cities, counties, transit authorities, school districts and public colleges. NCTCOG will cover up to 80 percent of initial deployment costs, and vendors will be responsible for the remaining 20 percent. Site selection criteria comply with Federal Highway Administration (FHWA) requirements as well as NCTCOG's grant proposal, including accessibility for individuals with disabilities, a minimum five-year operational period and use of NCTCOG-procured vendors.

The call for projects will open Friday, July 25, 2025. For more information, visit [publicinput.com/nctcogevcharging](http://publicinput.com/nctcogevcharging).

## **COMMENTS RECEIVED DURING THE MEETING**

### **Regional 10-Year Plan Update**

**Kyle Hantz, City Councilman, Haltom City**

A. North Loop 820 construction

*Comment:* The map on page six of your presentation does not show that North Loop 820 through Haltom City is under construction. I know it's under construction right now, unless there's something else.

*Summary of response by Cody Derrick:* You are correct. I believe that project is funded with other categories not included within this plan. We will provide an additional map during our Surface Transportation Technical Committee and Regional Transportation Council meetings that will show a broader collection of capacity projects within our region.

### **Other**

**State Representative Terry Meza, House District 105**

A. Support for mass transit planning

*Comment:* I've been involved with regional transportation for about 40 years. Early on, I was an Urban Fellow with the Council of Governments, which really shaped my path into public service. In 1983, I served on Arlington's Mass Transit Advisory Committee. At the time, I was hopeful we'd find the best mass transit options for Arlington, since the city didn't want big buses like Dallas or Fort Worth. The staff brought great ideas from across the country, but unfortunately, many committee members seemed opposed to mass transit. They didn't want it in Arlington and preferred it to stay in Dallas and Fort Worth. That was a rude awakening for me, and it's been disappointing to see Arlington struggle with transit since then, though I'm glad we now have Via. With the upcoming FIFA event, I'm especially concerned about transportation preparation.

I also worked with the North Central Texas Regional Certification Agency certifying minority- and women-owned businesses. It frustrated me that some could skirt the rules by listing women as owners in name only. I worry that state-level certification programs aren't as strict, which undercuts the impact of our work. As a legislator, I worked with the Dallas County delegation to keep decisions about DART local, asking the transportation committee not to advance statewide bills without regional input. We were successful, but now the challenge is figuring out how to move forward with DART constructively.

I'm passionate about expanding transit options, including high-speed rail and mass transit in Arlington. I want you to know I'm here to support transportation and mass transit efforts, so please feel free to call on me to advocate on your behalf. When I was first elected, I asked to be on the transportation committee because I knew how important it is to my district, which includes airports, trains, buses, and even a monorail. I've used mass transit in many cities, including

Chicago, Philadelphia and Tampa, and I especially appreciate the TRE here that lets me easily commute to Dallas or Fort Worth. You can count on me as a friend and ally for all your transportation needs.

*Summary of response by Brendon Wheeler:* We appreciate you attending. Thank you for your comments.

**COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA  
EMAIL, SOCIAL MEDIA, WEBSITE & MAIL**

**Other**

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

**PUBLIC COMMENTS REPORT**  
**WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

**Purpose**

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on Nov. 10, 2022.

This document is a compilation of general public comments submitted from Friday, June 20 through Saturday, July 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to freight and bicycle/pedestrian/sustainable development were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 17 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting

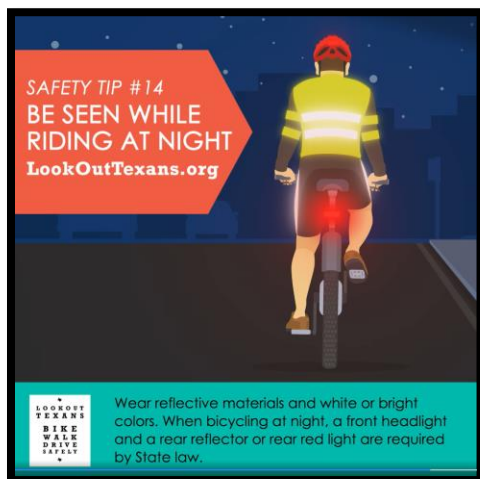
<http://nctcogis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

**Bicycle/Pedestrian/Sustainable Development**

**Facebook –**

**1. Look Out Texans** Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department  
 To view the short video on this post, visit:

<https://www.facebook.com/NCTCOGtrans/videos/602622096122699/>.



I'm wearing a dayglo vest and have solid and flashing LED lights and the driver claims to not have seen me, and the police decline to cite them for anything. 🙄 — Williams Robbins

Amen 🙏 — Elisa Davis Mcfadden

2. Take a short survey to share your experience bicycling on North Texas roadways. Enter to win a \$100 gift card. [publicinput.com/bikesafety](http://publicinput.com/bikesafety) – NCTCOG Transportation Department



Switch to a Harley. — Alfi Morgan

3. Conoce tus derechos y responsabilidades al caminar, andar en bicicleta o conducir. ¡Juntos podemos hacer nuestras calles más seguras para todos! **Translation:** Know your rights and responsibilities when walking, biking, or driving. Together we can make our streets safer for everyone!

Aquí donde vivo Amarillo, Texas. Los ciclistas han agarrado de conducir al lado izquierdo enfrentando el tráfico. Y dicen que es para que los miren. Y yo digo que es ilegal. Porque yo soy motociclista y la ley dice que vehículo que tenga ruedas debe circular ala derecha conforme ala ley. Porque ha mi experiencia si el carro viene ha 30 millas y tú vas a 20 millas el madrazo es de 50 millas de frente eres hombre muerto. Porque en el impacto se conjugan las 2 velocidades. Y la policía no hace nada por impedirlo. Ustedes que piensan tengo la razón...o....no. **Translation:** I live in Amarillo, Texas. Cyclists seem to ride on the left side of the road facing traffic, they say it's to be seen, and I say it's illegal, because I'm a motorcyclist and the law states wheeled vehicles must ride on the right side of the road according to the law. In my experience, if the car is coming 30 mph and you are going 20 mph, the impact is 50 mph head on, you're a dead man. The impact is the combination of the two speeds and police officers don't do anything to stop it. What do you think am I right...or.... not — Nicolas Arreola



4. As July's Topic Of The Month series continues to explore the perks of using public transportation for summertime work and play, this week we're focusing on North Texas' vast network of bike-pedestrian trails and how they can contribute to your next transit trip. Paved trails for pedestrians and cyclists provide first- and last-mile connections, making it easier to reach transit stops. And our three major transit providers allow bikes on board to help cyclists and pedestrians move around easier. Learn more about bike and pedestrian trail connections at the



link in the comments below! Learn more: <https://www.nctcog.org/.../about/educate/topic-of-the-month> – NCTCOG Transportation Department



It'd be better if they were all connected and ran past more commercial places, such as grocery, retail, restaurants and business parks. – Paul Hopkins

**5. Look Out Texans** Conoce tus derechos y responsabilidades al caminar, andar en bicicleta o conducir. ¡Juntos podemos hacer nuestras calles más seguras para todos! **Translation:** Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! – NCTCOG Transportation Department To view the short video on this post, visit: <https://www.facebook.com/NCTCOGtrans/videos/1431295311332504/>



Par de payasos!!! **Translation:** Pair of clowns!!! – Nena Campos

### Public Involvement

#### Facebook –

1. Transportation planning, public participation & more for review/comment. – NCTCOG Transportation Department



**Matthew Banks** — Tammy Benson-O'brien

**Patricia Griffin** — Kellye Pmcg

What is the location of this meeting please? — Johnnye Parrish

**Johnnye Parrish** Hi Johnnye, our location is 616 Six Flags Drive in Arlington, or you can watch the presentations live online and participate at <https://www.publicinput.com/nctcogJuly25>. Let us know if you have any additional questions! — NCTCOG Transportation Department

**NCTCOG Transportation Department** Thank you. — Johnnye Parrish

And conflicts of interest galore..... — Bonni Crisfulli

### **Nextdoor –**

1. NCTCOG is seeking input on transportation planning initiatives during an upcoming hybrid public meeting at noon on Monday, July 14. This month's presentation topics include the Mobility 2050 Transportation Plan, 2025 Public Participation Plan update, Regional 10-Year Plan update, 2026-2028 Disadvantaged Business Enterprise Goals, and North Texas Electric Vehicle Infrastructure Call for Projects. The session will be held at NCTCOG's Arlington offices, located at 616 Six Flags Drive. For those unable to attend in person, the meeting will be streamed live at [publicinput.com/nctcogJuly25](https://www.publicinput.com/nctcogJuly25). Participants can also join the discussion by calling (855) 925-2801 and entering code 11574. A video recording will also be made available afterward. Public comments will be accepted until Tuesday, August 12, 2025 at 11:59 p.m. Residents planning to use transit to attend the meeting can take advantage of \$6 roundtrip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. To download the app, go to [arlingtontx.gov/ondemand](https://www.arlingtontx.gov/ondemand). For special accommodations related to disabilities or language interpretation, please contact 817-573-1719 or email [hwitcher@nctcog.org](mailto:hwitcher@nctcog.org). For more information and details on this month's presentation topics, visit <https://www.publicinput.com/nctcogJuly25>. — NCTCOG Transportation Department

Where's the ride (bus) for north Fort Worth or across the tracks into Keller? — Dick K.

There isn't one. — Jason Coble

Maybe get us some roads without tolls. — Pat F.

That won't happen. — Jason Coble

John that didn't happen with N. Dallas Tollway. My grandfather, who died in 1970, took my grandmother on it just once. She didn't like the fast driving. Originally a train track. Don't know how far that went, but they keep extending it. — Janie Qualls

## Freight

### Facebook –

1. Remember, if you can't see their mirrors, they can't see you. [freightntx.org](http://freightntx.org) — NCTCOG Transportation Department



My daddy taught me that 62 years ago when he was teaching me to drive. — Nancy Paul

2. Remember railroad tracks are not for walking; you can expect a train on any track at any time. [freightntx.org](http://freightntx.org) — NCTCOG Transportation Department



Absolutely <sup>100</sup> — Roberto Saucedo

Thank you so much for another valuable public service. — Rob Dentremon

3. Recuerden que los camiones no pueden frenar en seco, los camiones de carga pesada necesitan más tiempo. **Translation:** Remember, trucks can't stop on a dime, big rigs need more time.

[freightntx.org](http://freightntx.org) — NCTCOG Transportation Department



Ay muchas personas que no entienden eso yo siempre mantengo la distancia para no tener accidentes. **Translation:** There are many people who don't understand this. I always keep my distance to avoid accidents. — Maria Belmonte

4. Recuerden si no puedes ver sus espejos, ellos no pueden verte. **Translation:** Remember, if you can't see their mirrors, they can't see you. — NCTCOG Transportation Department



Yo respeto a estos enormes camiones de carga, y les deseo siempre feliz baja en cada una de sus entregas cuídense mucho, su familia los espera. **Translation:** I respect these big trucks, and I always wish safe travels on every delivery. Take care of yourselves, your families are waiting for you. — Blanca Franco

### High-Speed Transportation

#### Facebook –

1. NCTCOG Transportation Department shared: Heartland Flyer gets \$3.5M to keep Fort Worth-Oklahoma City route alive for a year. [fortworthreport.org](http://fortworthreport.org) — Fort Worth Report



Sad that the state has given you the authority to take toll road money to pay this. — Wm Atkins

#### X.com –

1. Well done, @NCTCOGtrans! — RAIL Magazine (@RAILMag)  
Shared: The Heartland Flyer will live to see another year. — Thunder (@ThunderWolf08)



They need to extend to Kansas like they promised years ago. That would increase ridership and probably convince Texas to fund it. — flak siesta (@flakbait\_inc)

They also need to add another round trip or two. Allowing people to day trip with it would be a massive boon. — Thunder (@ThunderWolf08)

True. I rode for fun a few years ago and did not like having to get a hotel and wake up super early to make the return trip. — flak siesta (@flakbait\_inc)

I'm sick and tired of [REDACTED] republicans hating on public transit, it anything that benefit's the American people!! — D-man (@chromatica99)

Thank goodness. I have a particular fondness for this route. It could be much more frequent, and it could go farther, but it gives me hope. — Evil Urbanist | FUND SEPTA (@himbo\_urbanist)

Yay!!! Now I can plan on taking it from OKC to Fort Worth. — Sabrina (@iTropicalfire)

Holy [REDACTED] rare Texas W(in). — backlash995 (@BACKLASH92)

If the state and federal governments don't want to fund these corridors than Cities and metros regions probably have to foot the bill. — Will (@WillErazo440)

As an Amtrak Cascades user, would like to see governments in Salem and Victoria step up, but I do concede since WA gets the majority of the service, Olympia does pay for the most.

@RideTheSunbeam — AltairMECO (@Trainman2520)

Too bad it can't continue north to Wichita or Kansas City. — MALGIS (@MALGIS31)

I'm glad to hear that this train will continue to operate... at least for another year. May it continue to thrive! — Hand-in-Shot Productions (@shot\_hand)

Congrats to them. — NOT PAAC / PRT (@PGH\_BUS\_INFO)

YEEAAAAAAAAAAAAAAAAAH BABY LET'S GOOOOO! COMMON AMTRAK W(in) — Cambridge H. Lutece (@cam\_lutece)



2. N Texas Council @NCTCOGtrans steps in to fund the @Amtrak Heartland Flyer when the state, awash with money, says no.

<https://texasrailadvocates.org/post/if-state-of-texas-cant-save-the-heartland-flyer-the-regional-transportation-council-will> — Texas Rail Advocates (@TXTrailAdvocate)



3. The Heartland Flyer gets a 1 year reprieve thanks to @NCTCOGtrans!

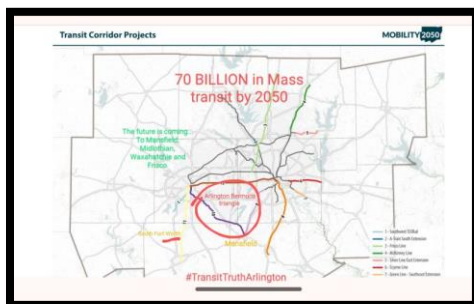
<https://www.texasrailadvocates.org/post/if-state-of-texas-cant-save-the-heartland-flyer-the-regional-transportation-council-will> — Peter J LeCody (@railadvo)

4. NCTCG voted to provide \$3.5M for the Heartland Flyer, ensuring passenger train service between OKC and Ft. Worth, Texas for a year! ODOT appreciates @NCTCOGtrans for the funding and their passion for passenger rail and will work with TxDOT on the next steps. — Oklahoma Department of Transportation (@OKDOT)

## Transit

### LinkedIn –

1. This is the map of Mass Transit in North Texas put out last month as part of the **NCTCOG Transportation Mobility 2050**. You will notice that a giant hole remains in the center of the 4th largest Metroplex containing the Entertainment district of #Arlington between the 9th and 12th largest American cities. The World's 2nd Busiest Airport is here Dallas Fort Worth International Airport (DFW), the Dallas Cowboys Texas Rangers Baseball Club. There is a 70 BILLION dollar discussion the City has excused itself from. The question to ask is who is correct and who is not. Transit is coming to North Texas. Just not to the City with the most to gain, with the biggest opportunity to transform this aging quite rapidly suburb. The Irony is that the #DallasCowboys will have a transit line to City of Frisco. The other irony is Arlington was founded directly on a Transit route which remains. So, 70 BILLION, and the future of your North Texas Mobility - #Vision34Corridor — James Gyurkovic Jr.



## Project- and Program-Specific

## X.com –

1. This is a BIG WIN for @CityOfDallas, @DallasParkRec, @Johnson4Dallas and Far North Dallas residents! Federal funds awarded by RTC to complete the final section of the Cotton Belt Trail in #D12 & fund the #MarniKanerTrail extension so it connects to #PrestonRidgeTrail & #CottonBeltTrail to become the 4-mile #NorthDallasTriangle! @NCTCOGtrans – Cara Mendelsohn (@caraathome)  
To view the shared video, visit: <https://x.com/LoriBrownFox4/status/1939830135663820945>

NOW WHEN – Crystal (@crystalXhaze)

Critical segments of the Cotton Belt Trail are already built, some 2nd phase segments have been designed but not constructed yet, and this last part is now funded to start design work, along with Marni Kaner Trail extension. I'm hoping we have the Marni Kaner extension designed & constructed within 2 years. Staff hasn't given me a timeline for fully finishing the North Dallas portion of the Cotton Belt Trail. – Cara Mendelsohn (@caraathome)

Link to full story: <https://www.fox4news.com/news/dallas-cotton-belt-trail-north-dallas-triangle> – Lori Brown (@LoriBrownFox4)

That's great. North Dallas wins again as others suffer from corrupt HOAs and people PRETENDING to be an HOA in Mesquite. Funny that the city, county, or ANYONE in the universe can't "make" HOAs honest. How much does a local politician cost these days? Please contact me. Thank you. – Gorsedd (@Rogue5459)

Yet not one single penny for the homeless of Dallas..... Sounds like a "win" only for the rich. Such an abomination! – Bonni M. Crisfulli (@BonniCrisfulli)

## Other

## Instagram –

1. Wishing everyone a safe and happy Fourth of July today! – NCTCOG Transportation (@nctcogtrans)



❤️ ❤️ – The Song for the City of Frisco TX ❤️ (@welcometofriscosong)

**LinkedIn –**

1. Thanks to the Transportation fun committee for hosting the Mario Kart tournament at lunch today! 🎮 🚗 🌞 – NCTCOG Transportation



How's that for multimobility? Ha. Love it! – Vivian Fung, AICP